P R O S P E C T U S
Scale Sale

GRANTS PASS FIELD OFFICE
JOSEPHINE MASTER UNIT

Medford Sale # ORM07-TS-2026.0010
September 24, 2026 (SQ)

Peter's Folly Timber Sale
Douglas & Josephine Counties, O&C & P.D.

BID DEPOSIT REQUIRED: $97,800.00

All timber designated for cutting in Lot 5 Section 34, T. 32 S., R. 5 W.; Lot 1, Lot 2, Lot 3, Lot 4, SW¼NE¼, S½NW¼, N½SW¼, SW¼SW¼, SE¼ Section 3, S½ Section 4, Lot 1, Lot 2, Lot 3, S½NE¼, SE¼NW¼, N½SW¼, SE¼SW¼, SE¼ Section 5, N½, NW¼SW¼ Section 9, NE¼, S½S½NW¼, N½SW¼, SE¼SW¼, W½SE¼ Section 10, W½NW¼ Section 11, NW¼, W½SW¼ Section 13, S½SE¼ Section 14, SE¼NE¼ Section 21, Lot 1, Lot 2, Lot 5, Lot 7, Lot 8, Lot 10, Lot 11, N½NE¼, SW¼NE¼, SE¼NE¼ less and except MS789, NW¼ Section 22, NW¼NE¼, N½NW¼, SW¼NW¼ less and except MS789, SE¼NW¼, NW¼SW¼ less and except MS789, SW¼SW¼ Section 23, NW¼NW¼ Section 26, NE¼NE¼ Section 27, T. 33 S., R. 5 W., Willamette Meridian.

Approx. Number Merch. Trees	Est. Volume MBF 32' Log	Species	Est. Volume MBF 16' Log	Appr. Price Per MBF*	Est. Volume Times Appraised Price
49,941	9,905	Douglas-fir	12,294	$75.30	$925,738.20
1,459	500	white fir	603	$42.60+	$25,687.80
1,562	120	Incense-cedar	162	$36.00+	$5,832.00
1,167	185	ponderosa pine	239	$31.30+	$7,480.70
506	168	western hemlock	208	$42.00+	$8,736.00
10	.8	sugar pine	1	$32.40+	$32.40
54,645	**10,878.8**	**Totals**	**13,507**		**$973,507.10**
Other Wood Products		**Species**	**Est. Green Tons**	**Appr. Price Per Green Ton**	**Est. Tons Times Appraised Price**
Biomass		All Species	2443	$1.47	**$3,591.21**
				Total Appraised Purchase Price	**$977,098.31**

*Stumpage values have been determined by market value estimates and analytical appraisal methods were used to compute the appraised price. Additional information concerning the appraised price is available at the Medford District Office.

+Minimum Stumpage values were used to compute the Appraised Price/MBF (10% of Pond Value) Reduced Douglas-fir stumpage by $14.70/mbf or $180,721.80 to pay for deficit species white-fir, Incense-cedar, ponderosa pine, western hemlock and sugar pine.

TIMBER AUCTION LOCATION – The timber auction will be held at the Medford Inter-agency Office, located at 3040 Biddle Road, Medford, Oregon, at 9 a.m. on Thursday, September 24, 2026.

Bidders will be restricted to bidding on a unit (MBF) rate of the Douglas-fir volume. All other species will be sold at appraised price per unit (MBF). The minimum bid increment will be $0.10 per MBF.

CRUISE INFORMATION – The Peter's Folly timber sale was cruised using the PCMTRE, 3P and BLM 100 cruise methods. Strata 1 was 433 acres of Selection harvest, commercial thin and Gaps which was cruised using PCMTRE, a 40 BAF, 1 and 9 sampling frequency for DF, 1 & 8 WF, 1 & 8 PP, 1 & 8 IC, 1 & 5 SP, 1 & 5 WH on 253 plots. Strata 2 was 159 acres of Selection harvest, Commercial thinning which was cruised using PCMTRE, a 40 BAF, 1 and 8 sampling frequency for DF, 1 & 7 WF,1 & 7 PP, 1 & 7 IC, 1 & 5 SP, 1 & 5 WH on 90 plots applied using a systematic grid pattern. Strata 3 is 60 acres of ROW's and roadside clearing, cruised using 3P cruise method. The BLM 100 cruise method was used for Strata 4 for other minor species in ROW's, roadside clearing and private timber.

Approximately 0% of the 13,507 MBF sale is salvage material. With respect to merchantable trees of all conifer species: the average tree is 16.3 inches DBH; the average gross merchantable log contains 68bd.ft; the total gross volume is approximately 14,890 M bd. Ft; and 91% recovery is expected. (Average DF is 16.2 inches DBH; average gross merchantable log DF contains 68 bd. Ft.

LOG EXPORT AND SUBSTITUTION RESTRICTIONS – All timber sold to the Purchaser under the terms of the contract, except exempted species, is restricted from export under the United States in the form of unprocessed timber and is prohibited from use as a substitute for exported private timber.

All logs will be painted and branded at the landing and accounted for in accordance with Section 41 and 44 of the contract. Brands shall be registered with the State. Purchaser shall use assigned brand(s) exclusively on logs from this sale until the Authorized Officer releases the brand(s). **The Purchaser shall be required to label with a permanent ink marker, each load ticket with the corresponding unit number, as directed by the Authorized Officer.**

CUTTING AREA – The sale contains forty-three (43) units totaling six hundred fifty-two (652) acres. Forty-six and a half (46.5) acres must be commercially thinned, four hundred eighty-one and a half (481.5) acres must be selection harvested, fifty-three and a half (53.5) acres must be group selection harvested, ten and a half (10.5) acres must be skipped, forty-three (43) acres must be treated for roadside vegetation management, and seventeen (17) acres must be clear cut for permanent road construction rights-of way.

CUTTING TIME – Contract duration will be forty-eight (48) months for cutting and removal of timber.

ACCESS – Access to the sale area is available via: a public state and county road system to the contract area; existing BLM roads and private roads under Right-of Way and Road Use Agreement M-2000 with John Hancock Life Insurance Company.

Among other conditions, Right-of-Way and Road Use Agreement M-2000 with John Hancock Life Insurance Company requires, but is not limited to:

1. Execution and compliance with the terms and conditions identified in the license agreement between the Purchaser and John Hancock Life Insurance Company.

2. Road renovation and final road maintenance to be completed by the Purchaser for the use of the road segments listed in the license agreement.

3. Payment from the Purchaser for a rockwear fee of **$1,012.61**, based on the estimated volume to be hauled across the aggregate road segments listed in the license agreement. Final rockwear fees will be calculated at **$0.95** per thousand board feet log

scale per mile for the actual volume hauled over the road segments maintained by the Purchaser as identified in the license agreement between the Purchaser and John Hancock Life Insurance Company.

ROAD MAINTENANCE – The Purchaser will be required to maintain 25.46 miles of existing BLM and private roads listed in Exhibit D6, which includes all permanent and temporary roads to be constructed. An allowance in the amount of $107,029.21 has been made for the final maintenance of these roads.

The Purchaser will be required to pay an estimated rockwear fee of $35,685.88 for the use of Purchaser maintained BLM aggregate road segments based on the estimated volume. The Purchaser will also be required to pay a rockwear fee of $1,012.61 for the use of private aggregate road segments based on the estimated volume as described in the ACCESS section.

BLM will perform final maintenance on 8.91 miles of the existing BLM roads listed in Exhibit D6. The Purchaser will be required to pay a maintenance fee of $7,256.28 for the use of the BLM maintained road segments based on the estimated volume. And the Purchaser will be required to pay a rockwear fee of $9,315.50 for the use of the BLM maintained road segments based on the estimated volume. Final maintenance and rockwear fees due will be calculated at contract closeout based on the actual volumes hauled. An allowance has been allotted for all fees.

ROAD CONSTRUCTION – The Purchaser will be required to construct 26.10 stations (0.50 miles) of permanent road and construct 48.78 stations (0.94 miles) of temporary road.

DECOMMISSIONING – An allowance in the amount of $12,246.70 has been made for road decommissioning. Decommissioning work to be performed is described in Section 3500 of Exhibit D2, Decommissioning Worklist in Exhibit D4, Decommissioning Maps in Exhibit D5, and Estimate of Quantities in Exhibit D6.

SOIL DAMAGE PREVENTION – Pursuant to Section 26 of Form 5450-004, Timber Sale Contract, mechanical ground-based harvesting, ground-based yarding, skid trail and landing rehabilitation, machine piling, road construction, road winterization and rehabilitation shall be restricted to periods of low moisture (dry conditions). Low soil moisture varies by texture and is based on site-specific considerations. Generally, low soil moisture is determined by the inability of a soil sample taken at four (4) to six (6) inches to maintain form when compressed and by the inability of soil moisture at the surface to be readily displaced, causing ribbons and ruts along equipment tracks. Low soil moisture limits will be determined by the Authorized Officer.

Pursuant to Section 26 of Form 5450-004, Timber Sale Contract, log haul shall not be conducted on all natural surface roads that receive one-half (½) inch or more precipitation within a twenty-four (24) hour period. Haul shall not resume for a minimum of forty-eight (48) hours following any storm event, or until road surface is sufficiently dry, as approved by the Authorized Officer. The Purchaser may elect, at their own expense, to apply rock surfacing to these roads to bring them up to wet weather haul standards, as approved by the Authorized Officer.

Pursuant to Section 26 of Form 5450-004, Timber Sale Contract, log haul shall not be conducted on hydrologically connected rocked and/or natural surface roads Jeep Road into units 13-6 & 13-7, TR 03-06, TR 05-04, TR 10-04, TR 22-01, TR 22-07, 32-5-22.0, 33-5-3.3, 33-5-4.0, 33-5-4.1, 33-5-4.2, 33-5-5.0, 33-5-9.2, 33-5-10.2, 33-5-10.6, 33-5-10.8, 33-5-13.5, 33-5-22.1, 33-5-22.4, and 33-5-23.4; the portion of the 33-5-10.0 road that lies south of the junction with the 33-5-22.3 road; and the portion of the 33-5-22.0 road that lies west of the junction with the 33-5-5.1 road, during conditions that would result in any of the following: surface displacement such as rutting or ribbons, continuous mud splash or tire slides, fines being pumped through road surfacing from the subgrade resulting in a layer of surface sludge, as directed by the Authorized Officer. The Purchaser may elect, at their own expense, to apply rock surfacing to these roads to bring them up to wet weather haul standards, as approved by the Authorized Officer.

Pursuant to Section 26 of Form 5450-004, Timber Sale Contract, the Purchaser shall, prior to October 15 of the same operating season, winterize and rehabilitate temporary roads, landings, hydrologically connected corridors and skid trails and other areas of exposed soils by properly installing and/or using water bars, berms, sediment basins, gravel pads, hay bales, small dense woody debris, seeding and/or mulching, to reduce sediment runoff and divert runoff water away from stream channels, headwalls, slide areas, high landslide hazard locations or steep erodible fill slopes as directed by the Authorized Officer.

Pursuant to Section 26 of Form 5450-004, Timber Sale Contract, no work in the stream channel shall be conducted between September 15 of one calendar year and June 15 of the following calendar year, both days inclusive. Purchaser may request in writing, a waiver of this restriction.

Pursuant to Section 26 of Form 5450-004, Timber Sale Contract, no non-emergency road maintenance shall be conducted from October 15 of one calendar year and May 15 of the following calendar year, both days inclusive. Purchaser may request in writing, a waiver of this restriction.

EQUIPMENT REQUIREMENTS – A yarding tractor equipped with an integral arch capable of one-end log suspension and a winch for lining logs seventy-five (75) feet. A skyline yarder with a medium (34-44 foot) tower; capable of one-end log suspension with a minimum lateral yarding capability of seventy-five (75) feet while maintaining a fixed position during inhaul; capable of multi-span; and capable of an external yarding distance of one thousand four hundred twenty-five (1,425) feet slope distance. A piece of equipment capable of sub-soiling to a depth of twelve (12) inches will be required for fully decommissioning any landings or skid trails within ground-based units as necessary to achieve no more than twenty (20) percent detrimental soil compaction within the unit. A piece of equipment with a self-leveling cab capable of lifting and moving cut logs or trees to roads or landings. A fire engine of three hundred (300) gallons or more capacity with five hundred (500) feet of 1½ inch hose (must be adequate length to reach two hundred (200) feet beyond active work sites), six (6) 1½ inch wyes, six (6) 1½ inch to 1 inch reducers, three (3) 1½ inch nozzels and three (3) 1 inch nozzles will be required for fire prevention and control. Each fire engine shall be equipped with a pump capable of delivering a minimum of forty (40) gallons per minute (gpm) water flow at one hundred fifty (150) pounds per square inch (psi) engine pressure through fifty (50) feet of 1½ inch fire hose. The pump may be either power take off driven or truck-mounted auxiliary engine driven, or portable.

SLASH DISPOSAL – Slash disposal will consist of a combination of lop and scatter; hand felling/selective slashing and yum yarding hardwoods less than or equal to twenty (20) inches DBH; mechanical felling/selective slashing hardwoods less than or equal to twenty (20) inches DBH; machine pile, cover, burn, and mop-up machine piles; hand pile, cover, burn, and mop-up hand piles; pile, cover, burn, and mop-up landing decks; and cover, burn, and mop-up roadside piles as described in Section 44 (E)(1)(SD-1), Sec. 44(E)(2)(SD-2), and Sec. 44 (E)(3)(SD-4) of the timber sale contract. A post logging assessment shall be conducted to determine treatment needs in all units. The initial slash disposal appraisal described in SD-5 prescribed two hundred seventy-eight (278) acres of lop and scatter, forty (40) acres of hand felling/selective slashing and yum yarding hardwoods less than or equal to twenty (20) inches DBH, one hundred one and one-half (101.5) acres of hand pile, cover, burn, and mop-up hand piles, thirteen and one-half (13.50) acres of mechanical felling/selective slashing hardwoods less than or equal to twenty (20) inches DBH, one hundred sixty-three (163) acres of machine pile, cover, burn, and mop-up machine piles, forty-three (43) acres of cover and burn roadside piles, and fifty-six and three-quarters (56.75) acres of cover and burn landing decks.

CONTRACT TERMINATION – A Special Provision has been added to the contract which enables the Contracting Officer to suspend the contract to facilitate protection of certain plant or animal species, and/or to modify or terminate the contract when necessary to comply with the Endangered Species Act, or comply with a court order, or protect occupied marbled murrelet sites

in accordance with the Standards and Guidelines of the Medford District Record of Decision (ROD) and Resource Management Plan (RMP). This contract provision limits the liability of the Government to the actual costs incurred by the Purchaser which have not been amortized by timber removed from the contract area.

BUYOUT SECURITIES – The purchaser will have the option of performing one hundred sixty-three (163) acres of machine pile burn and mop up slash disposal requirements or contributing thirteen thousand seven hundred eighty-two and 29/100 dollars ($13,782.29) in lieu thereof. The option must be declared upon execution of the contract. The purchaser will have the option of performing one hundred one and one half (101.5) acres of hand pile burn and mop up slash disposal requirements or contributing nine thousand nine hundred eleven and 86/100 dollars ($9,911.86) in lieu thereof. The option must be declared upon execution of the contract. The purchaser will have the option of performing ninety-nine and three-quarters (99.75) acres of burn and mop up landing decks and roadside piles slash disposal requirements or contributing seven thousand three hundred sixty-five and 12/100 dollars ($7,365.12) in lieu thereof. The option must be declared upon execution of the contract. The optional contribution must be paid in installments payable in the same manner as and together with payments required in Section 3 of the contract.

PERFORMANCE BOND - A performance bond in the amount of 20% of the total purchase price will be required.

OTHER –

1. No extension of time beyond the normal 30 days will be granted for completing bonding and contract signing requirements.

2. No harvest, yarding, or road construction operations within: 3-4, 3.6 RW, 3-4P, 3.4 RW, 3-5, 3-6, 3.7 RW, 4-4, 4.4 RW, 5-4, 5.4 RW, 5-5, 4.0 RW, 4.2 RW, 5-6, 9-2, 10.9 RW, 10-2, 10-4, 10.4 RW, 13-6, 13-7, 22-1, 22.1 RW, 22-2, 22-7, 22.7 RW, 23-9, 23-10, 4.1 RS, 10.0 RS, 10.6 RS, 22.0 RS, 22.B RS, and 22.1 RS, as shown on Exhibit A shall be conducted between March 1 and July 15 of the same calendar year, both days inclusive. This restriction will not apply if it can be shown from northern spotted owl protocol surveys conducted in accordance with accepted standards, as approved by the Contracting Officer, that northern spotted owl nesting and/or fledging activities are not occurring during the year and/or time of harvest. This restriction may be extended if it can be shown from northern spotted owl protocol surveys that owls are nesting.

3. The Purchaser shall notify the Authorized Officer in writing by February 1 of each calendar year in which operations are expected to take place on the contract area between March 1 and September 30, both days inclusive. If notification is not received by the Authorized Officer by February 1, felling, bucking, yarding, road construction, or any other activity with the potential to disturb nesting northern spotted owls may not be allowed between March 1 and September 30, both days inclusive. Upon receipt of a notice that the Purchaser expects to perform such operations during this time period, the Government will conduct surveys to determine whether owls have moved into harvest units. If northern spotted owls are detected in or adjacent to the units, operations would be restricted until northern spotted owl occupancy and nesting status has been determined. If it is determined owls are not nesting or that no young have been produced, the Authorized Officer may lift the seasonal restriction on such operations in writing. Without this approval, such operations are prohibited from March 1 through July 15 of each year.

4. Equipment guyline anchors and/or a yoder may be needed to yard units 13-6, 13-7, and 23-9. Equipment guyline anchors must be located outside of stream and resource buffers shown on Exhibit A.

5. Corridors and landings may be needed outside of unit boundaries in units 5-4, 5-5, 9-2, 10-1, 13-6, and 13-7. These cable corridors and landings shall not be located in any of the resource or stream buffers shown on Exhibit A and shall be approved by the Authorized Officer prior to use. If cable corridors cannot be avoided over streams, then they shall adhere to the requirements listed in Section 44 (L)(12)(12).

6. In unit 10-1, directionally fall trees away from the mining ditch shown on Exhibit A. No yarding is permitted in the mining ditches. Yarding corridors and/or skid trails may cross over the ditches (perpendicular to the ditch) at limited designated crossings, as approved by the Authorized Officer. When cable yarding over the ditch, any dirt that is displaced into the ditch shall be shoveled out by hand. When ground-based yarding over the ditch, prior to use, the ditch shall be filled with logs at the designated crossing location to protect the banks of the ditch. Following use, these logs shall be removed from the ditch and any dirt displaced into the ditch shall be removed, without disturbing the banks of the mining ditch.

7. In units 3-4P and 22-1, designated skid trails and landings may be located outside of unit boundaries. These skid trails and landings shall avoid stream and resource buffers shown on Exhibit A and shall be approved by the Authorized Officer prior to use. See Section 44(A)(12)(L-12) for utilization requirements.

8. In units 3-4P and 13-7, a yarder may need to be walked from the road toward the unit along the cable-tractor swing route, as shown on Exhibit A, in order to achieve one-end log suspension when yarding.

9. In roadside unit 10.3 RS, one (1) ponderosa pine tree has been marked with orange paint above and below stump height, as shown on Exhibit A. This ponderosa pine tree is used for scion collection and **shall not be cut** with the roadside treatment.

10. In roadside units 10.A RS, 10.4 RS, and 22.1 RS, eight (8) conifer trees have been marked with two (2) bands of blue paint above stump height. These trees shall be directionally felled toward the stream and **left on-site as coarse woody debris**.

11. In the selective slash and yum yard hardwoods area of units 3-4, 3-5, 5-4, 5-5, 5-6, 9-2, 10-4, and 10-5 shown on Exhibit A and Exhibit S, all hardwoods between eight (8) inches in diameter and twenty (20) inches diameter at the small end shall be cut, yarded, and decked at roadside landings as required in Section 44(A)(13)(L-13), Sec. 44(E)(3)(SD-4)(a)(L-5) and Section 44(E)(3)(SD-4)(b)(L-13). The purchaser may elect to remove yum yarded hardwoods as firewood or biomass, however, any yum yarded material not hauled away and left on-site shall be piled.

12. In the selective slash and machine pile and burn hardwood areas of units 3-6, 5-4, 5-5, and 9-2 shown on Exhibit A and Exhibit S, all slash, including hardwoods between eight (8) inches dimeter and twenty (20) inches diameter at the small end, shall be bucked to less than ten (10) feet in length and machine piled and burned within the unit boundaries concurrently with machine pile and burn slash disposal operations, as required in Section 44(A)(X)(L-13), Sec. 44(E)(3)(SD-4)(a)(L-5), Sec. 44(E)(3)(SD-4)(c)(L-13), Sec. 44(E)(1)(SD-1)(b)(SD-1b), and Sec. 44(E)(2)(SD-2)(a&b).

13. No mechanical ground-based harvesting, ground-based yarding, skid trail and/or landing rehabilitation, machine piling, road construction, reconstruction, and/or decommissioning, or non-emergency road maintenance shall be conducted in units 3-4, 3.6 RW, 3-4P, 3.4 RW, 3-5, 3-6, 3.7 RW, 4-4, 4.4 RW, 5-4, 5.4 RW, 5-5, 4.0 RW, 4.2 RW, 5-6, 9-2, 10.9 RW, 10-2, 10-4, 10.4 RW, 13-6, 13-7, 22-1, 22.1 RW, 22-2, 22-7, 22.7 RW, 23-9, 23-10, 4.1 RS, 10.0 RS, 10.6 RS, 22.0 RS, 22.B RS, and 22.1 RS between October 15 of one calendar year and May 15 of the following calendar year both days inclusive. Purchaser

may request in writing, a conditional waiver of this restriction. If soil moisture conditions are dry, as determined by the inability of a soil sample taken at four (4) to six (6) inches to maintain form when compressed and by the inability of soil moisture at the surface to be readily displaced, causing ribbons and ruts along equipment tracks, the Contracting Officer may approve a conditional waiver. If impacts to soil resulting from said conditional waiver are not acceptable as determined by the Authorized Officer, the waiver will be revoked.

14. A harvester, feller-processor, or feller-buncher with purpose-built carriers with boom-mounted felling heads and a boom with a minimum lateral reach of twenty (20) feet may be used in the ground-based portion of harvest units. Mechanized equipment as stated above with self-leveling cabs may be used on slopes up to fifty (50) percent un-tethered, and on slopes up to seventy (70) percent if it is attached to a tether-assist winch mechanism, as approved by the Authorized Officer.

15. In the Riparian Reserve portion of units 3-4P, 3-5, 5-4, 5-5, 5-6, 10-1, 10-2, 10-4, 10-5, and 22-1, as shown on Exhibit E, the Purchaser shall create a total of ninety-three (93) snags via girdling. See Section 44(A)(25)(L-32) and Exhibit E for more details.

16. In the Late-Successional Reserve portion of units 3-4 and 4-2, as shown on Exhibit E, the Purchaser shall create a total of eighty-two (82) snags via girdling. See Section 44(A)(26)(L-32) and Exhibit E for more details.

NARRATIVE DESCRIPTION OF HOW TO GET TO THE TIMBER SALE AREA –

Take I-5 to Exit 76 for Wolf Creek. Turn right onto Coyote Creek Rd., which turns into the 33-5-21.0 Rd.

- From the 33-5-21.0 Rd., turn left onto the 33-5-22.1 Rd. and navigate to units 22-1, 22-2, 22.1 RW, and 22.1 RS along that road system.

- From the 33-5-21.0 Rd., turn left onto the 33-5-22.0 Rd. and navigate to units 22-2, 22-7, and 22.0 RS along that road system.

- From the 33-5-21.0 Rd., turn left onto the 33-5-26.2 Rd. and navigate to units 13-6, 13-7, 22-7, 23-9, 23-10, 22.7 RW, 10.0 RS, and 26.2 RS along that road system.

Take I-5 to Exit 76 for Wolf Creek. Turn left, then turn right to Old Sate Hwy. 99 S. Continue on Old Sate Hwy. 99 S, then turn right onto Speaker Rd, which turns into the 33-5-10.0 Rd.

- Continue along the 33-5-10.0 Rd., which turns into the 33-5-10.2 Rd., and navigate to units 10-1, 10-2, 10.9 RW, 10.A RS, and 10.6 RS along that road system.

- From the 33-5-10.0 Rd., turn left onto the 33-5-10.3 Rd. and navigate to units 4-2, 4-4, 5-4, 5-5, 5-6, 9-2, 4.0 RW, 4.2 RW, 5.4 RW, 4.1 RS, 10.3 RS, and 22.B RS along that road system.

- From the 33-5-10.0 Rd., turn left onto the 33-5-10.1 Rd. and navigate to units 3-4, 3-4P, 3-5, 3-6, 4-4, 10-4, 10-5, 3.4 RW, 3.6 RW, 3.7 RW, 4.4 RW, 10.4 RW, 3.2 RS, and 10.4 RS, along that road system.

ENVIRONMENTAL ASSESSMENT – An environmental assessment (DOI-BLM-ORWA-M070-2022-0007-EA) was prepared for this sale, and a Finding of No Significant Impact has been documented. This document is available for inspection as background for this sale at the Medford District Office.

THIS IS A SALE PROSPECTUS ONLY. THESE ARE THE SPECIAL PROVISIONS AS THEY WILL BE WRITTEN IN THE CONTRACT. ATTACHMENTS MAY NOT INCLUDE ALL EXHIBITS REFERRED TO IN THE CONTRACT PROVISIONS. THE COMPLETE CONTRACT, INCLUDING ALL EXHIBITS, IS AVAILABLE FOR INSPECTION AT THE MEDFORD INTERAGENCY OFFICE.

Sec. 43. TIMBER RESERVED FROM CUTTING - The following timber on the contract area is hereby reserved from cutting and removal under the terms of this contract and is retained as the property of Government.

(A) AR-1 All timber on the Reserve Areas as shown on Exhibit A and all trees marked with a combination of orange paint, orange flagging, and/or posters which are on or mark the boundaries of the Reserve Areas.

(B) AR-2 All timber on the Reserve Areas shown on Exhibit A and all blazed, painted, or posted trees which are on or mark the boundaries of the Reserve Areas, except approximately three thousand nine hundred seventy-two (3,972) Douglas-fir, six hundred eighty (680) ponderosa pine, ten (10 sugar pine, six hundred seventy-one (671) incense-cedar, fifty-seven (57) fir, and eight (8) western hemlock trees marked for cutting heretofore by the Government with blue paint above and below stump height in units 3.2 RS, 4.1 RS, 10.A RS, 10.0 RS, 10.3 RS, 10.4 RS, 10.6 RS, 22.0 RS, 22.B RS, 22.1 RS, and 26.2 RS as shown on Exhibit A.

(C) AR-2 All timber on the Reserve Areas shown on Exhibit A and all blazed, painted, or posted trees which are on or mark the boundaries of the Reserve Areas, except approximately one thousand three hundred forty-seven (1,347) Douglas-fir, forty (40) ponderosa pine, twenty-six (26) incense-cedar, and twenty-seven (27) fir trees designated for cutting heretofore by the Government with the absence of orange paint above and below stump height in road construction clearing limit units 3.4 RW, 3.6 RW, 3.7 RW, 4.0 RW, 4.2 RW, 4.4 RW, 5.4 RW, 10.4 RW, 10.9 RW, 22.1 RW, and 22.7 RW as shown on Exhibit A.

(D) IR-1 Approximately sixteen thousand nine hundred ninety-four (16,994) Douglas-fir, five hundred forty-seven (547) ponderosa pine, one hundred twenty-one (121) sugar pine, eight hundred thirty-nine (839) Incense-cedar, three hundred-twelve (312) fir, thirty-two (32) western hemlock, twenty-eight (28) pacific yew, five hundred fifty-three (553) oak, and two hundred seventy-seven (277) hardwood trees marked with yellow paint above and below stump height in units 3-4, 3-4P, 3-5, 3-6, 4-2, 4-4, 5-4, 5-5, 5-6, 9-2, 10-1, 10-2, 10-4, 10-5, 13-6, 13-7, 22-1, 22-2, 22-7, 23-9, and 23-10, as shown on Exhibit A.

(E) IR-6 All Pacific yew trees in the Contract Area shown on Exhibit A.

(F) IR-13 All trees greater than thirty-six (36) inches D.B.H.O.B that were established prior to 1850 in the Contract Area as shown on Exhibit A that are cut for safety or operational purposes shall be retained on site as directed by the Authorized Officer.

(G) IR-13 All existing snags and coarse woody debris in all units shown on Exhibit A which do not present a safety hazard as determined by the Authorized Officer. All snags that are felled for safety reasons, and do not present a safety hazard on the ground, shall be retained on site.

Section 44

(A) LOGGING

(1) L-1 Before beginning operations on the contract area for the first time or after a shutdown of seven (7) or more days, the Purchaser shall notify the Authorized Officer in writing of the date they plan to begin operations. The Purchaser shall also notify the Authorized Officer in writing if he intends to cease operations for any period of seven (7) or more days.

(2) L-2 Prior to the commencement of operations the Purchaser shall obtain from the Authorized Officer written approval of a written operations and logging plan commensurate with the terms and conditions of the contract, which shall include measures needed to ensure protection of the environment and watershed. A pre-work conference between the Purchaser's authorized representative and the Authorized Officer must be held at a location designated by the Authorized Officer before the logging plan will be approved. All logging shall be done in accordance with the plan.

(3) L-4 All trees designated for cutting in all units shall be cut so that the resulting stumps shall not be higher than twelve (12) inches measured from the ground on the uphill side of the trees unless otherwise approved by the Authorized Officer.

(4) L-5 All conifer trees eight (8) inches or larger D.B.H.O.B., which are not reserved, shall be felled in all units shown on Exhibit A.

(5) L-5 All hardwood trees less than or equal to twenty (20) inches D.B.H.O.B., which are not reserved, shall be felled concurrently with conifers designated for cutting in the selective slash portions of units 3-4, 3-5, 3-6, 5-4, 5-5, 5-6, 9-2, 10-4, and 10-5 (with Gap prescription) as shown on Exhibit A and Exhibit S.

(6) L-5 All trees and vegetation greater than twelve (12) inches in height that are within fifteen (15) of the edge of the road, which are not reserved, shall be felled in all roadside vegetation management units 3.2 RS, 4.1 RS, 10.0 RS, 10.3 RS, 10.4 RS, 10.6 RS, 10.A RS, 22.0 RS, 22.1 RS, 22.B RS, and 26.2 RS as shown on Exhibit A and as described in Exhibit C.

(7) L-8 In all units, all trees designated for cutting shall be felled and whole tree yarded or yarded with tops attached except when excessive stand damage occurs as determined by the Authorized Officer. If excessive stand damage occurs, all trees

shall be bucked into log lengths not to exceed forty-one (41) feet prior to being yarded.

(8) L-11 No trees may be felled into the stream, seep, plant, or other resource buffers designated on Exhibit A.

(9) L-11 Logging operations shall not damage the buried underground cables near units 13-6 and 13-7 as shown on Exhibit A.

(10) L-12 In unit 10-1, directionally fall trees away from the mining ditch shown on Exhibit A. No yarding is permitted in the mining ditch. Yarding corridors and/or skid trails may cross over the ditch (perpendicular to the ditch) at limited designated crossings, as approved by the Authorized Officer. When cable yarding over the ditch, any dirt that is displaced into the ditch shall be shoveled out by hand. When ground-based yarding over the ditch, prior to use, the ditch shall be filled with logs at the designated crossing location to protect the banks of the ditch. Following use, these logs shall be removed from the ditch and any dirt displaced into the ditch shall be removed, and the banks of the mining ditch shall be recontoured if needed.

(11) L-12 In units 3-4P and 13-7, a yarder may need to be walked from the road toward the unit along the cable-tractor swing route, as shown on Exhibit A, in order to achieve one-end log suspension when yarding.

(12) L-12 In the units shown on Exhibit A, felling and yarding shall be done in accordance with the requirements for the designated area listed below.

Designated Area	Yarding Requirements or Limitations
Roadside Vegetation Management Units (RMUs) 3.2 RS, 4.1 RS, 10.A RS, 10.0 RS, 10.3 RS, 10.4 RS, 10.6 RS, 22.0 RS, 22.B RS, 22.1 RS, 26.2 RS	**No tracked equipment shall operate on paved roads.** Mechanical felling required with a single-grip felling head (a head that can hold and fully suspend the tree after it is cut). Only purpose-built carriers with boom-mounted felling heads may be approved. The boom must have a lateral reach of twenty (20) feet or more, and the machine's lateral reach must be utilized as much as possible. The purpose-built carrier may be of the articulated, rubber-tired design, or the zero-clearance tail swing leveling track-mounted design. Trees shall be felled away from seeps, streams, plant site buffers, and other resource buffers. Yarding shall be done with a system which will fully suspend both ends of the log clear of the ground during inhaul. Landing size shall not exceed one-quarter (¼) acre, shall be located along existing roads, and shall be approved by the Authorized Officer. No landing creation or expansion shall occur without prior approval from the Authorized Officer. Design landings with adequate drainage. Conifer tops and limbs, hardwoods, brush, and other cut vegetation created from the roadside vegetation management treatment shall be machine piled concurrently with felling operations and shall be treated according to the roadside vegetation management prescription found in Exhibits C7, C18, and C20 and according to the roadside machine pile cover, burn and mop up slash disposal stipulations found in Sec. 44(E)(1)(SD-1)(e)(SD-1f) and Sec. 44(E)(2)(SD-2)(e & f). All mechanized equipment shall only operate on existing road surfaces.

Designated Area	Yarding Requirements or Limitations
Roadside Vegetation Management Units (RMUs) Continued 3.2 RS, 4.1 RS, 10.A RS, 10.0 RS, 10.3 RS, 10.4 RS, 10.6 RS, 22.0 RS, 22.B RS, 22.1 RS, 26.2 RS	Mechanized felling operations for roadside units are subject to seasonal operating restrictions as described in Sec. 44(A)(20)(L-19) and Sec. 44(A)(22)(L-20) of this contract. See Exhibits C7, C18, and C20 in the Engineering package for more details on the roadside vegetation management requirements. One (1) ponderosa pine tree has been marked with orange paint above and below stump height in roadside unit 10.3 RS as shown on Exhibit A. This tree is used for scion collection and **shall not be cut** as part of the treatment. Eight (8) conifer trees have been marked with two (2) bands of blue paint above stump height in roadside units 10.A RS, 10.4 RS, and 22.1 RS. These trees shall be directionally felled toward the stream and left on-site as coarse woody debris.
Designated Area	Yarding Requirements or Limitations
Ground Based Harvest & Ground Based Yard Units 3-4, 3.6 RW, 3-4P, 3.4 RW, 3-5, 3-6, 3.7 RW, 4-4, 4.4 RW, 5-4, 5.4 RW, 5-5, 4.0 RW, 4.2 RW, 5-6, 9-2, 10.9 RW, 10-2, 10-4, 10.4 RW, 13-6, 13-7, 22-1, 22.1 RW, 22-2, 22-7, 22.7 RW, 23-9, 23-10	**No tracked equipment shall operate on paved roads.** Mechanized harvesting operations are optional. All ground-based harvest units may be manually felled. The harvester, feller-processor, or feller-buncher shall be approved by the Authorized Officer prior to the start of mechanized felling operations. Only purpose-built carriers with boom-mounted felling heads may be approved. The boom must have a lateral reach of twenty (20) feet or more, and the machine's lateral reach must be utilized as much as possible. The purpose-built carrier may be of the articulated, rubber-tired design, or the zero-clearance tail swing leveling track-mounted design. Directional falling to lead and away from streams, seeps, wetlands, plant site, and other resource buffers, and unit boundaries shown on Exhibit A will be required.

Designated Area	Yarding Requirements or Limitations
Ground Based Harvest & Ground Based Yard Units Continued 3-4, 3.6 RW, 3-4P, 3.4 RW, 3-5, 3-6, 3.7 RW, 4-4, 4.4 RW, 5-4, 5.4 RW, 5-5, 4.0 RW, 4.2 RW, 5-6, 9-2, 10.9 RW, 10-2, 10-4, 10.4 RW, 13-6, 13-7, 22-1, 22.1 RW, 22-2, 22-7, 22.7 RW, 23-9, 23-10	The harvest equipment shall walk on existing or created slash as directed by the Authorized Officer. If Purchaser is required to create slash to walk on, then Purchaser shall not be required to whole-tree-yard. Non-specialized ground-based equipment (without a self-leveling cab) shall be limited to slopes of thirty-five (35) percent or less. Specialized ground-based equipment (with a self-leveling cab) shall be limited to slopes fifty (50) percent or less, unless it can operate safely and it is attached to tether-assist winch mechanism. This equipment can operate on steeper ground without tether-assist if it is operating on previously constructed skid trails or accessing isolated ground-based harvest areas requiring short distances over steeper pitches. Mechanized ground-based felling and yarding operations are subject to dry condition operating restrictions as described in Sec. 44(A)(20)(L-19), and Sec. 44(C)(1)(E-1) and northern spotted owl seasonal restrictions described in Sec. 44(A)(22)(L-20) of this contract. Yarding tractor shall be equipped with an integral arch and yard with minimum one-end log suspension. Existing skid roads shall be used when possible. Skid roads shall not exceed a width of twelve (12) feet on average per unit and new skid roads shall be placed at least one hundred fifty (150) feet apart where topography will allow, unless the Purchaser proposes an alternate logging plan that limits soil compaction from skids trails to less than fifteen (15) percent over the harvest unit and is approved by the Authorized Officer. Designate skid trails in locations that do not channel water into waterbodies, floodplains, and wetlands, or unstable areas.

Designated Area	Yarding Requirements or Limitations
Ground Based Harvest & Ground Based Yard Units Continued 3-4, 3.6 RW, 3-4P, 3.4 RW, 3-5, 3-6, 3.7 RW, 4-4, 4.4 RW, 5-4, 5.4 RW, 5-5, 4.0 RW, 4.2 RW, 5-6, 9-2, 10.9 RW, 10-2, 10-4, 10.4 RW, 13-6, 13-7, 22-1, 22.1 RW, 22-2, 22-7, 22.7 RW, 23-9, 23-10	Rehabilitate utilized skid trails within 50 feet of streams. Rehabilitate utilized skid trails, landings, and/or temporary roads as necessary to achieve no more than twenty (20) percent detrimental soil conditions in the ground-based harvest unit, as specified in Sec. 44(C)(13)(E-1). Block skid trails following use. Landing size shall not exceed one-half (½) acre, shall be located along existing and constructed roads, and shall be approved by the Authorized Officer. Design landings with adequate drainage so that they are not hydrologically connected to draws or the ditchline of roads. Minimize disturbance to existing coarse woody debris. Where skid trails encounter large coarse woody debris, the Purchaser shall buck out a portion for equipment access. The use of blades while tractor yarding will be limited, equipment shall walk over as much ground litter as possible. Designated skid trails and landings may be located outside of unit boundaries in units 3-4P and 22-1, but shall not enter plant, stream, seep, wetland, plant site, or other resource buffers shown on Exhibit A and shall be approved by the Authorized Officer prior to use.
Designated Area	Yarding Requirements or Limitations
Cable Yard Units 3-4, 3-4P, 3-5, 3-6, 4-2, 4-4, 5-4, 5-5, 5-6, 9-2, 10-1, 10-4, 10-5, 13-6, 13-7, 22-1, 22-2, 22-7, 23-9	Directional falling to lead and away from streams, seeps, wetlands, plant site, and other resource buffers, and unit boundaries shown on Exhibit A will be required. Yarding will be done with a cable yarding system which will suspend one end of the log clear of the ground during inhaul on the yarding corridor. The cable yarding system

Designated Area	Yarding Requirements or Limitations
Cable Yard Units Continued 3-4, 3-4P, 3-5, 3-6, 4-2, 4-4, 5-4, 5-5, 5-6, 9-2, 10-1, 10-4, 10-5, 13-6, 13-7, 22-1, 22-2, 22-7, 23-9	shall be capable of yarding one thousand four hundred twenty-five (1,425) feet slope distance. Skyline equipment shall be capable of yarding in a multispan configuration. A carriage is required which will maintain a fixed position on the skyline during lateral yarding and has a minimum lateral yarding capability of seventy-five (75) feet. Yarding corridors will be perpendicular to the contours. Prior to falling any timber in the unit, all tail/lift trees and/or intermediate support trees shall be pre-designated by the Purchaser and approved by the Authorized Officer. Existing cable corridors shall be used whenever possible. Yarding corridors shall be approximately one hundred fifty (150) feet apart, measured at the tailholds. Yarding corridor widths shall not exceed six (6) feet either side of the skyline centerline. Cable corridors that are hydrologically connected to streams or wetlands shown on Exhibit A shall be water-barred and shall have slash placed over them prior to winter rain events to protect water quality. Landing size shall not exceed one-quarter (¼) acre, shall be located along existing and constructed roads within unit boundaries where possible, and shall be approved by the Authorized Officer. Design landings with adequate drainage so that they are not hydrologically connected to draws or the ditchline of roads. Equipment guyline anchors and/or a yoder may be needed to yard units 13-6, 13-7, and 23-9 as shown on Exhibit A, however guyline anchors shall not be placed in plant site

Designated Area	Yarding Requirements or Limitations
Cable Yard Units Continued 3-4, 3-4P, 3-5, 3-6, 4-2, 4-4, 5-4, 5-5, 5-6, 9-2, 10-1, 10-4, 10-5, 13-6, 13-7, 22-1, 22-2, 22-7, 23-9	nor resource buffers flagged with orange flo "PLANT BUFFER" or orange/black striped flagging.. Corridors and landings may be needed outside of unit boundaries in units 5-4, 5-5, 9-2, 10-1. 13-6, 13-7 These cable corridors and landings shall not be located in any of the stream, seep, wetland, plant, or other resource buffers shown on Exhibit A and shall be approved by the Authorized Officer prior to use. If cable corridors cannot be avoided over streams and wetlands, then they shall adhere to the requirements below. Yarding over streams and wetlands shall be avoided unless it is the only viable option. If yarding is needed outside of unit boundaries, over streams or wetlands shown on Exhibit A, it shall be done with full suspension within fifty (50) feet of and over stream/wetland and shall be approved by the Authorized Officer. Any trees cut for the yarding corridor outside of unit boundaries within one hundred twenty (120) feet of streams shown on Exhibit A shall be retained on site as coarse woody debris.

(13) L-13 In the selective slash and yum yard hardwoods area of units 3-4, 3-5, 5-4, 5-5, 5-6, 9-2, 10-4, and 10-5 shown on Exhibit A and Exhibit S, all hardwoods between eight (8) inches in diameter and twenty (20) inches in diameter shall be cut, yarded, and decked at roadside landings. The purchaser may elect to remove yum yarded hardwoods as firewood or biomass, however, any yum yarded material not hauled away and left on-site shall be piled as described in Section 44(E)(1)(SD-1)(d)(SD-1f) and burned as described in Section 44(E)(2)(SD-2)(e&f).

(14) L-13 In the selective slash and machine pile and burn hardwood areas of units 3-6, 5-4, 5-5, and 9-2 shown on Exhibit A and Exhibit S, all slash, including hardwoods between eight (8) inches dimeter and twenty (20) inches diameter shall be bucked to less than ten (10) feet in length and machine piled and burned within the unit boundaries concurrently with machine pile and burn slash disposal operations as described in Section 44(E)(1)(SD-1)(b)(SD-1b) and Section 44(E)(2)(SD-2)(a&b).

(15) L-14 No falling, yarding or loading is permitted in or through the streams, seeps, or wetlands as shown on Exhibit A, except for cable corridors crossing over streams or wetlands if necessary as permitted in Sec. 44(A)(12)(L-12)(cable yarding).

(16) L-14 No falling, yarding, loading, landings, guyline anchors, or logging operations are permitted in plant site buffers delineated with orange flo flagging with black "PLANT BUFFER" lettering, as shown on Exhibit A.

(17) L-14 No falling, yarding, loading, guyline anchors, or logging operations are permitted in resource buffers delineated with orange & black striped flagging, as shown on Exhibit A.

(18) L-19 No work in the stream channel shall be conducted between September 15 of one calendar year and June 15 of the following calendar year, both days inclusive. Purchaser may request in writing, a waiver of this restriction.

(19) L-19 No non-emergency road maintenance shall be conducted from October 15 of one calendar year and May 15 of the following calendar year, both days inclusive. Purchaser may request in writing, a waiver of this restriction.

(20) L-19 No mechanical ground-based harvesting, ground-based yarding, skid trail and/or landing rehabilitation, machine piling, road construction, reconstruction, and/or decommissioning, or non-emergency road maintenance shall be conducted in units 3-4, 3.6 RW, 3-4P, 3.4 RW, 3-5, 3-6, 3.7 RW, 4-4, 4.4 RW, 5-4, 5.4 RW, 5-5, 4.0 RW, 4.2 RW, 5-6, 9-2, 10.9 RW, 10-2, 10-4, 10.4 RW, 13-6, 13-7, 22-1, 22.1 RW, 22-2, 22-7, 22.7 RW, 23-9, 23-10, 4.1 RS, 10.0 RS, 10.6 RS, 22.0 RS, 22.B RS, and 22.1 RS between October 15 of one calendar year and May 15 of the following calendar year both days inclusive. Purchaser may request in writing, a conditional waiver of this restriction. If soil moisture conditions are dry, as determined by the inability of a soil sample taken at four (4) to six (6) inches to maintain form when compressed and by the inability of soil moisture at the surface to be readily displaced, causing ribbons and ruts along equipment tracks, the Contracting Officer may approve a conditional waiver. If impacts to soil resulting from said conditional waiver are not acceptable as determined by the Authorized Officer, the waiver will be revoked.

(21) L-19 No haul on natural surface and rocked roads: Jeep Road into units 13-6 & 13-7, TR 03-06, TR 05-04, TR 10-04, TR 22-01, TR 22-07, 32-5-22.0, 33-5-3.3, 33-5-4.0, 33-5-4.1, 33-5-4.2, 33-5-5.0, 33-5-9.2, 33-5-10.2, 33-5-10.6, 33-5-10.8, 33-5-13.5, 33-5-22.1, 33-5-22.4, and 33-5-23.4; the portion of the 33-5-10.0 road that lies south of the junction with the 33-5-22.3 road; and the portion of the 33-5-22.0

road that lies west of the junction with the 33-5-5.1 road, shall be conducted on the Contract Area between October 15 of one calendar year and May 15 of the following calendar year, both days inclusive. The Purchaser may request in writing, a conditional waiver of this seasonal restriction and/or The Purchaser may elect to rock these roads at their own expense, as approved by the Authorized Officer, to bring them up to all season haul standards. If the Authorized Officer determines that hauling would not result in road damage or the transport of sediment to nearby stream channels based on soil moisture conditions or rain events, Contracting Officer may approve a conditional waiver for hauling. If soil moisture conditions or rain events are anticipated to cause impacts to roads or stream water quality resulting from said conditional waiver are not acceptable as determined by the Authorized Officer, the waiver will be revoked.

(22) L-20 No harvest, yarding, or road construction operations within: entire units 3.7 RW, 4.4 RW, 10.9 RW, 22.1 RW, 9-2, 10-1, 13-7, 22-1, and 23-9; the southwest-portion of unit 3-4P; the west-portion of unit 3-5; the west-portions of unit 3-6; the west-portion of unit 4-2; the portion of unit 4-4 that lies east of the 33-5-3.2 road and the northern-portion of unit 4-4 that lies between the 33-5-3.2 & 33-5-4.1 roads; the western-portion of unit 4-4; the maintenance of roads 33-5-4.0 & 33-5-4.2 and the north and eastern-portions of unit 5-5; the portion of unit 5-6 that lies east of road 32-5-22.0 and the northern-portion of unit 5-6 that lies northwest of road 33-5-22.0; the portion of unit 10-2 that lies north of road 33-5-10.5 and the southern-most portion of unit 10-2 that borders the 33-5-10.8 road; the western-polygon of unit 10-4 and the south-western corner of the eastern-polygon of unit 10-4; the south-eastern portion of unit 10-5; the southern-most polygon of unit 13-6 and the two (2) northern-most polygons of unit 13-6; the eastern-most polygon of unit 22-2; the polygon portion of unit 22-7 that lies north of road 33-5-22.3 and the portion of units 22-7 & 22.7 RW at the end of the road construction (including the road construction), as shown on Exhibit A shall be conducted between March 1 and July 15 of the same calendar year, both days inclusive. This restriction will not apply if it can be shown from northern spotted owl protocol surveys conducted in accordance with accepted standards, as approved by the Contracting Officer, that northern spotted owl nesting and/or fledging activities are not occurring during the year and/or time of harvest. This restriction may be extended if it can be shown from northern spotted owl protocol surveys that owls are nesting.

(23) L-22 During logging operations, the Purchaser shall keep the 32-5-22.0, 33-5-3.2, 33-5-10.0, 33-5-10.1, 33-5-10.3, 33-5-10.4, 33-5-21.0, and 33-5-26.2 roads, where the road passes through the contract area, clear of trees, rock, dirt, and other debris so far as is practicable. The road shall not be blocked by such operations for more than thirty (30) minutes.

(24) L-24 Before cutting and removing any trees necessary to facilitate logging in the harvest units shown on Exhibit A, the Purchaser shall identify the location of the temporary roads, skid roads, cable yarding roads, and tailhold, tieback, guyline, lift, intermediate support, and danger trees on the ground in a manner approved by the Authorized Officer at the pre-work conference and documented in the Logging Plan. Said Purchaser identification of trees to be cut and removed does not constitute authority to proceed with cutting and removal. In addition, before proceeding with cutting the following conditions must be met:

(a) All temporary roads, skid roads and/or cable yarding roads upon which timber is identified by the Purchaser to be cut and removed in accordance with this special provision must be necessary for the safe and expeditious removal of timber sold under this contact and shall be limited to the minimum width necessary for hauling and yarding of logs with a minimum of damage to reserve trees, however, unless otherwise approved in writing by the Contracting Officer, the width of each temporary road running surface shall be limited to sixteen (16) feet, the clearing limit width of each temporary road shall be limited to fifty (50) feet, and the width of each skid road, and/or cable yarding road shall be limited to twelve (12) feet.

(b) The Purchaser may immediately cut and remove additional timber to clear temporary roads, skid roads and cable yarding roads; and provide tailhold, tieback, guyline, lift and intermediate support trees; and clear danger trees when the trees have been marked with pink paint above and below stump height by the Authorized Officer and thereby approved for cutting and removal by the Authorized Officer. The volume of the timber to be sold will be determined by the Authorized Officer in accordance with Bureau of Land Management prescribed procedures. No timber may be cut or removed under terms of this provision unless sufficient installment payments have been made in accordance with Section 3.b. of the contract or sufficient bonding has been provided in accordance with Section 3.d. of the contract.

(c) The Purchaser agrees that sale of this additional timber shall be accomplished by a unilateral modification of the contract executed by the Contracting Officer and that such timber shall be sold at the unit prices shown in Exhibit B of this contract unless: the value of the timber must be reappraised subject to the terms for contract extension set forth in Section 9 of the contract; or, the Authorized Officer determines that the species of trees are not listed in Exhibit B of this contract shall be appraised and sold

by bilateral modification of the contract at current fair market value in accordance with Section 8 of the contract.

(d) This authorization for the Purchaser to cut and remove additional timber prior to the execution of a modification may be withdrawn by the Contracting Officer if the Authorized Officer determines that the Purchaser has cut and removed any tree not previously marked and approved for cutting by the Authorized Officer, which under Section 10 of the contract constitutes a violation of the contract and under Section 13 of the contract may constitute a trespass rendering the Purchaser liable for damages under applicable law.

(e) If authorization is withdrawn, the Contracting Officer shall issue a written notice to the Purchaser that the sale of additional timber under this special provision is no longer approved. In this case, the Purchaser shall inform the Authorized Officer at least one (1) working day prior to the need for cutting and removing any additional timber, and execute a bilateral modification prior to cutting for such additional approved timber at the unit prices shown in Exhibit B of the contract or in accordance with Section 8 or Section 9 of the contract as determined by the Authorized Officer in accordance with this provision. The Contracting Officer may issue a written order to the Purchaser to suspend, delay, or interrupt any or all contract work for the period of time deemed necessary and appropriate for the Government to safely measure and mark additional timber.

(f) The Government may reserve trees previously designated for cutting and removal **in all units as shown on Exhibit A** by applying orange or yellow paint as replacements for additional trees cut and removed for temporary roads, skid roads and/or cable yarding roads when the Authorized Officer determines such reservation is necessary to maintain stand densities consistent with objectives set forth in the management prescriptions. The volume of this timber to be reserved will be determined by the Authorized Officer in accordance with Bureau of Land Management prescribed procedures and the value shall be based on the unit prices shown in Exhibit B of the contract. The Purchaser agrees that the Total Purchase Price shall be reduced accordingly through a unilateral modification to the contract executed by the Contracting Officer.

(25) L-32 In harvest units 3-4P, 3-5, 5-4, 5-5, 5-6, 10-1, 10-2, 10-4, 10-5, and 22-1, the Purchaser shall create snags via girdling, or other method as approved by the Authorized Officer, within two hundred (200) feet of streams (the Riparian Reserve

land use allocation) as shown on Exhibit E. The total number of snags to create in the Riparian Reserve (RR) per unit is as follows: 3-4P (24 snags), 3-5 (6 snags), 5-4 (8 snags), 5-5 (20 snags), 5-6 (2 snags), 10-1 (6 snags), 10-2 (9 snags), 10-4 (4 snags), 10-5 (10 snags), and 22-1 (4 snags). A total of ninety-three (93) snags shall be created in the RR land use allocation portion of units. Of this total, one-half (½) of the snags required in each unit shall be greater than ten (10) inches diameter at breast height outside bark and one-half (½) of the snags required in each unit shall be greater than twenty (20) inches diameter at breast height outside bark. All snags created shall come from reserve marked trees as described in Section 43(D)(IR-1), Section 43(E)(IR-6), or Section 43(F)(IR-13) and shall be distributed in a variety of spatial patterns including aggregated groups and individual trees. No adjustments of volume or value shall be made to meet these requirements. The Purchaser shall tally all girdled trees by diameter class and species per unit. At the end of girdling operations, a completed tree tally shall be submitted to the Authorized Officer. Any species of tree available could be used to meet this requirement. The Purchaser shall not create snags in locations that may be hazardous to roads or powerlines.

(26) L-32 In harvest units 3-4 and 4-2, the Purchaser shall create snags via girdling, or other method as approved by the Authorized Officer, within the Late-Successional Reserve (LSR) land use allocation as shown on Exhibit E. The total number of snags to create in the Late-Successional Reserve (LSR) per unit is as follows: 3-4 (8 snags), 4-2 (1 snag). A total of nine (9) snags shall be created in the LSR land use allocation portion of unit. Of this total, one-half (½) of the snags required in each unit shall be greater than ten (10) inches diameter at breast height outside bark and one-half (½) of the snags required in each unit shall be greater than twenty (20) inches diameter at breast height outside bark. All snags created shall come from reserve marked trees as described in Section 43(D)(IR-1), Section 43(E)(IR-6), or Section 43(F)(IR-13) and shall be distributed in a variety of spatial patterns including aggregated groups and individual trees. No adjustments of volume or value shall be made to meet these requirements. The Purchaser shall tally all girdled trees by diameter class and species per unit. At the end of girdling operations, a completed tree tally shall be submitted to the Authorized Officer. Any species of tree available could be used to meet this requirement. The Purchaser shall not create snags in locations that may be hazardous to roads or powerlines. If the LSR portion of units only exists within two hundred (200) feet of roads or powerlines, then the required snags to create shall instead be felled and left on-site as coarse woody debris.

(B) ROAD CONSTRUCTION, MAINTENANCE, AND USE

(1) R-1 The Purchaser shall construct, improve, renovate, and/or decommission all roads and structures in strict accordance with the plans and specifications shown on Exhibit C and Exhibit D, which is attached hereto and made a part hereof.

(2) R-1a Any required construction, improvement, or renovation of structures and roads shall be completed and accepted, in accordance with Section 18, prior to the removal of any timber, except right-of-way timber, over that road.

(3) R-1b The Purchaser shall construct, use, and decommission temporary roads by October 15th of the same respective operating season. If temporary roads are used over two dry seasons, temporary roads must be winterized by October 15th.

(4) R-1c The Purchaser shall construct and/or reconstruct Road No.'s 33-5-3.6, 33-5-3.7, and 33-5-10.9 and construct and/or reconstruct all temporary roads in strict accordance with the plans and specifications shown on Exhibit C, which is attached hereto and made a part hereof. The Purchaser shall not commence any road construction work until receipt of written notice to do so from the Authorized Officer.

(5) R-1d Prior to completion and approval of sub-grade construction from all proposed road construction, road improvement and maintenance, temporary road construction, and temporary road reconstruction, as shown on Exhibit C, all logs shall be removed from the designated right-of-way.

(6) R-2 The Purchaser is authorized to use the roads listed and shown on Exhibits C & D for the removal of Government timber sold under the terms of this contract and/or the hauling of rock as required in Exhibits C, provided that the Purchaser pay the required maintenance and rockwear obligations described in Section 44(B)(8)(R2-d). Any road listed on Exhibits C & D and requiring construction, improvement, or renovation in Exhibit C of this contract, shall be maintained by the Purchaser until receiving written acceptance of the construction, improvement, or renovation from the Contracting Officer. The Purchaser shall pay current Bureau of Land Management (BLM) maintenance and rockwear fees for the sale of additional timber hauled over BLM maintained roads, as well as pay current rockwear fees for the sale of additional timber hauled over Purchaser maintained rocked roads under a modification to the contract.

Road No. and Segment	Length Miles Used	Road Control	Road Surface Type	Maintenance Responsibility
33-5-21.0 A-C	2.80	BLM	AGG	BLM
33-5-26.2 A	1.70	BLM	AGG	BLM
33-5-22.3	0.35	BLM	AGG	BLM
33-5-22.4	0.37	BLM	AGG	Purchaser
33-5-22.0	1.74	BLM	AGG	Purchaser
33-5-22.1	1.20	BLM	AGG	Purchaser
33-5-10.0 A-H	4.06	BLM	AGG	BLM
33-5-10.0 I-K	2.69	BLM	AGG	Purchaser
Jeep Road	0.12	BLM	NAT	Purchaser
33-5-13.5	0.17	BLM	AGG	Purchaser
33-5-23.4	0.06	BLM	AGG	Purchaser
33-5-10.2	0.17	BLM	AGG	Purchaser
33-5-10.6	0.82	BLM	AGG	Purchaser
33-5-10.8	0.22	BLM	NAT	Purchaser
33-5-10.1 A-B	1.59	BLM	AGG	Purchaser
33-5-10.4 A-B	1.60	BLM	AGG	Purchaser
33-5-3.2 A-B	1.03	JHLIC	AGG	Purchaser
33-5-3.2 C	0.61	BLM	AGG	Purchaser
33-5-4.3	0.48	BLM	AGG	Purchaser
33-5-3.6 A	0.17	BLM	AGG	Purchaser
33-5-3.1	0.70	BLM	AGG	Purchaser
33-5-3.3	0.60	BLM	AGG	Purchaser
33-5-10.3 A-B	3.72	BLM	AGG	Purchaser
32-5-22.0 D3-E	2.86	BLM	AGG	Purchaser
33-5-5.1	0.60	BLM	AGG	Purchaser
33-5-5.0	0.05	BLM	AGG	Purchaser
33-5-4.1 A-B	1.28	BLM	AGG	Purchaser
33-5-9.2	0.30	BLM	AGG	Purchaser

Road No. and Segment	Length Miles Used	Road Control	Road Surface Type	Maintenance Responsibility
33-5-4.0	0.36	BLM	NAT	Purchaser
33-5-4.2	0.51	BLM	NAT	Purchaser
33-5-10.9 (New)	0.07	BLM	AGG	Purchaser
33-5-3.7 (New)	0.28	BLM	AGG	Purchaser
33-5-3.6 B (New)	0.15	BLM	AGG	Purchaser
TR 22-07	0.24	BLM	NAT	Purchaser
TR 22-01	0.11	BLM	NAT	Purchaser
TR 10-04	0.05	BLM	NAT	Purchaser
TR 03-06	0.19	BLM	NAT	Purchaser
TR 03-04P	0.06	BLM	NAT	Purchaser
TR 04-04	0.04	BLM	NAT	Purchaser
TR 05-04	0.25	BLM	NAT	Purchaser
Total	**34.37**			

(7) R-2a With the prior written approval of the Authorized Officer, the Purchaser may arrange for cooperative maintenance with other users of roads included in Section 44(B)(6)(R-2) of this contract; provided, that such cooperative arrangement shall not relieve the Purchaser of his liability for the maintenance and repair of such roads resulting from wear or damage, in accordance with this contract. The Purchaser shall furnish the Authorized Officer a copy of any cooperative maintenance agreements entered into with other users on these roads.

(8) R-2d The Purchaser shall pay a road maintenance fee of **$0.74** per thousand board feet log scale per mile for the use of roads 33-5-21.0 A-C, 33-5-26.2 A, 33-5-22.3, and 33-5-10.0 A-H and the Purchaser shall pay a road rockwear fee of **$0.95** per thousand board feet log scale per mile for the use of all aggregate roads listed in Section 44(B)(6)(R-2) and maintained by either the Bureau of Land Management or the Purchaser within the sale area. **The Purchaser will be required to label, with a permanent marker, each load ticket with the corresponding unit number as directed by the Authorized Officer.** The total maintenance fee due shall be based upon volumes determined pursuant to Exhibit B of this contract and mileage of roads used as determined by the Authorized Officer. Prior to the use of such roads, the Purchaser shall give written notice to the Authorized Officer of the

roads intended for use in the removal of timber purchased under this contract, together with an estimate of the volume to be hauled over such roads. The Authorized Officer shall establish an installment schedule of payment of the maintenance obligation. If it is determined by the Authorized Officer, after all merchantable timber has been cut and scaled, that the total maintenance payments made under this contract exceed the total maintenance and rockwear payment due, such excess shall be returned to the Purchaser after such determination is made.

(9) R-2e The Contracting Officer may at any time, by written notice, terminate the Purchaser's operator road maintenance obligations and require instead payment of current Bureau of Land Management Road maintenance and rockwear fees for the particular surface type of the roads involved. These fees will be applied to the remaining contract volume on the sale area, as determined by the Authorized Officer, to be transported over the roads listed in Section 44(B)(6)(R-2). If the total road maintenance and rockwear fee does not exceed five hundred and no/100 dollars ($500.00), the Purchaser shall pay such amount in full prior to use of such roads. If the total road maintenance and rockwear fee exceeds five hundred and no/100 dollars ($500.00), the Authorized Officer shall establish an installment schedule of payments of the maintenance and rockwear obligation(s).

(10) R-2f The Purchaser shall perform any required road repair and maintenance work on roads identified as Purchaser maintenance, under the terms of Exhibit D, Road Maintenance Specifications, of this contract, which is attached hereto and made a part hereof.

(11) R-3 In the use of Road No. 33-5-3.2 A-B, the Purchaser shall comply with the conditions of Right-of-Way and Road Use Agreement No. M-2000, between the United States of America and John Hancock Life Insurance Company. This document is available for inspection at the Medford District Office.

These conditions include:

(a) Execution and compliance with the terms and conditions identified in the License Agreement between the Purchaser and John Hancock Life Insurance Company.

(b) Payment of a rockwear fee obligation of one thousand twelve and 61/100 dollars ($1,012.61) to John Hancock Life Insurance Company, for the **estimated** volume to be hauled, payable at the time indicated in the License Agreement. For any additional timber hauled, the Purchaser shall pay a rockwear fee of $0.95 per thousand board feet log scale per mile for

the use of all aggregate surfaced roads indicated in the License Agreement.

(c) Prior to the use of said roads, the Purchaser shall furnish the Authorized Officer a properly signed copy of the executed License Agreement.

(d) Default by the Purchaser of said Right-of-Way and Road Use Agreement, or any License Agreement executed pursuant thereto, for failure to pay appropriate road use fees shall be considered a violation of this contract. The amount of unpaid fees shall be considered as the amount of damage suffered by the Government as a result of the violation of this provision.

(12) R-3c The Purchaser agrees that if they elect to use any other private road, which is the subject of a right-of-way agreement with the Government for the removal of Government timber sold under the terms of this contract, the Purchaser shall request and agree to the modification of this contract to provide for such use and for allowances for amortization of the Government's share of the capital investment of any such road.

(13) R-4 The Purchaser shall be required to secure written approval to use vehicles or haul forest products and equipment over Government owned or controlled roads when such vehicles or equipment exceeds the maximum allowable weights or dimensions established by the State for vehicles operating without a permit or if vehicles meet allowable non-permitted State vehicle weights, but the haul route crosses a structure or segment of road that is posted for reduced weights. The Purchaser agrees to abide by any special requirements included in said written approval.

Details of such equipment shall be furnished to the Authorized Officer for evaluation of load characteristics at least fifteen (15) days prior to proposed move in.

Details shall include:

A. Axle weights when fully loaded.
B. Axle spacing.
C. Transverse wheel spacing.
D. Tire size.
E. Outside width of vehicle.
F. Operating speed.
G. Frequency of use.

H. Special features (e.g., running tracks, overhang loads, etc.).

The Purchaser shall be responsible for repair of any damage to roads or structures caused by the use of overweight or over-dimension vehicles or equipment: (1) without written approval; (2) in violation of the conditions of a written approval; or (3) in a negligent manner.

The amount of actual damage shall be determined by the Authorized Officer following a technical inspection and evaluation.

(14) R-5 **Tracked type equipment shall not be allowed to cross over concrete bridge decks, other concrete surfaced structures or asphalt surfaced roads without the proper protection of that surface.** Prior approval shall be obtained from the Authorized Officer when crossing with protective devices.

The Purchaser shall be responsible for repair of any damage to roads or structures caused by the use tracked vehicles or equipment: (1) without written approval; (2) in violation of the conditions of a written approval; or (3) in a negligent manner.

The amount of actual damage shall be determined by the Authorized Officer following a technical inspection and evaluation.

(C) ENVIRONMENTAL PROTECTION

(1) E-1 In addition to the requirements set forth in Sec. 26 of this contract, the Purchaser shall restrict non-road, in unit, ground-based equipment used for harvesting, yarding, machine piling, and rehabilitation operations (including temporary roads and landings) to periods of low soil moisture (dry conditions). Low soil moisture varies by texture and is based on site-specific considerations. Generally, low soil moisture is determined by the inability of a soil sample taken at four (4) to six (6) inches to maintain form when compressed and the inability of soil moisture at the surface to be readily displaced, causing ribbons and ruts along equipment tracks. Low soil moisture limits will be determined by the Authorized Officer. Ground-based equipment shall be allowed to operate when the ground is frozen or adequate snow exists to prevent soil compaction and displacement, as determined by the Authorized Officer.

(2) E-1 In addition to the requirements set forth in Sec. 26 of this contract, the Purchaser shall not haul on hydrologically connected natural surface or rocked roads: TR 03-06, TR 05-04, TR 10-04, TR 22-01, TR 22-07, 33-5-3.3, 33-5-4.0, 32-5-22.0, 33-5-4.1, 33-5-4.2, 33-5-5.0, 33-5-9.2, 33-5-10.2, 33-5-10.6, 33-5-10.8,

33-5-13.5, 33-5-22.1, 33-5-22.4, 33-5-23.4, and the Jeep Road into units 13-6 & 13-7; the portion of the 33-5-10.0 road that lies south of the junction with the 33-5-22.3 road; and the portion of the 33-5-22.0 road that lies west of the junction with the 33-5-5.1 road, during conditions that would result in any of the following: surface displacement such as rutting or ribbons, continuous mud splash or tire slide, fines being pumped through road surfacing from the subgrade resulting in a layer of surface sludge, as directed by the Authorized Officer.

(3) E-1 In addition to the requirements set forth in Sec. 26 of this contract, the Purchaser shall not haul on all natural surface roads that receive one-half (½) inch or more precipitation within a twenty-four (24) hour period. Haul shall not resume for a minimum of forty-eight (48) hours following any storm event, or until road surface is sufficiently dry, as approved by the Authorized Officer. The Purchaser may elect, at their own expense, to apply rock surfacing to these roads to bring them up to wet weather haul standards, as approved by the Authorized Officer.

(4) E-1 In addition to the requirement set forth in Section 26 of this contract, the Purchaser shall implement the following noxious weed control measures:

(a) In order to prevent the potential spread of noxious weeds into the Medford District BLM, the operator would be required to clean all logging, construction, chipping, grinding, shredding, rock crushing, and transportation equipment prior to entry on BLM lands.

(b) Cleaning shall be defined as removal of dirt, grease, plant parts, and material that may carry noxious weed seeds into BLM lands. Cleaning prior to entry onto BLM lands may be accomplished by using a pressure hose.

(c) Only equipment inspected by the BLM would be allowed to operate within the Analysis Area. All subsequent move-ins of equipment as described above shall be treated the same as the initial move-in.

(d) Prior to initial move-in of any equipment, and all subsequent move-ins, the operator shall make the equipment available for BLM inspection at an agreed upon location off Federal lands.

(e) Equipment would be visually inspected by the Authorized Officer to verify that the equipment has been reasonably cleaned.

(f) If work occurs in an area known to contain priority non-native invasive plants, equipment shall be cleaned before moving to another project area at a site designated by the Authorized Officer.

(g) Equipment and vehicles will avoid working within flagged non-native invasive plant sites, flagged with orange flagging labeled in black letters "NOXIOUS WEEDS", as directed by the Authorized Officer.

(5) E-1 In addition to the requirement set forth in Sec. 26 of this contract, the Purchaser shall only use certified weed-free straw and native seed species approved by the Authorized Officer for rehabilitation activities. Straw must be obtained from the BLM or purchased from growers certified by the Oregon Department of Agriculture's Weed Free Forage and Mulch Program. Seeding shall occur from September 1 to March 31 of the following year. All seeding shall be contingent upon seed availability.

(6) E-1 In addition to the requirements set forth in Section 26 of this contract, the Purchaser shall implement the following noxious weed control measures:

Upon decommissioning and prior to fall rains, the Purchaser shall scarify landings (outside of the driving surface), temporary roads provide for adequate drainage, and utilized skid trails within two hundred (200) feet of streams and waterbodies as shown on Exhibit A, then stabilize and revegetate all bare soil with certified weed free straw mulch and a native seed mixture approved by the Authorized Officer. Landings on roads and rocky areas that lack soil for seed germination need not be scarified, seeded or mulched, as determined by the Authorized Officer. The BLM may provide the seed mixture and straw mulch if the purchaser is unable to locate and buy the approved materials from a commercial source. The Purchaser shall reimburse the government for the cost of seed and straw, if provided by the government. The Purchaser shall furnish the specific seed mixture prescribed by the Authorized Officer, which will include up to 3 grasses and 2 forbs from the following list, but may include substitutions approved by the Authorized Officer:

Grasses: *Achnatherum lemmonii, Bromus carinatus, Brumus vulgaris, Elymus glaucus, Festuca californica, Festuca roemeri, Koeleria macrantha, Poa secunda, Vulpia microstachys*

Forbs: *Achillea millefolium, Clarkia purpurea, Clarkia homboidea, Collinsia grandiflora, Eriophyllum lanatum, Lupinus bicolor, Madia elegans, Madia gracilis*

The proportion of each species in the mixture shall be prescribed by the Authorized Officer. The Purchaser shall apply prescribed seed and straw mulch to acres designated for treatment, as directed by the Authorized Officer, at the following rates of application:

Grass seed	20 to 25 lbs/acre (cumulative, all species)
Forb seed	0.5 to 2 lbs/acre (cumulative, all species)
Straw mulch	1000 lbs/acre

The Purchaser shall apply seed and straw mulch between September 1 of one calendar year and March 31 of the following year. Deviations from that timing must be approved by the Authorized Officer. The Purchaser shall notify the Authorized Officer at least 5 days in advance of the date that he/she intends to commence revegetation and soil stabilization work.

If the Purchaser furnishes seed from any source other than the BLM, that seed shall meet the following minimum test standards:

Test	Grasses (%)	Forbs (%)
Purity:	95	80
Germination:	85	70
Other species/weed content (max):	0.2	0.2
Noxious weed content:	Prohibited	Prohibited

Furnished seed shall meet the minimum requirements for either Yellow Tag Source Identified Seed or Blue Tag Certified Class Seed, as defined by the Association of Official Seed Certifying Agencies. Seed source shall be approved by the Authorized Officer and shall be from the EPA Level III Ecoregion in which the project occurs. For each lot of seed, the Purchaser shall furnish the Authorized Officer a Seed Test result from a certified seed testing lab (e.g., Oregon State University), which shall include: test date; lot number; seed source; and results of test for purity, germination, and weed content. All seed lots must have been tested within the previous 12 months to be accepted. Seed that has become wet, moldy, or otherwise damaged shall not be accepted. Seed must be available to the Authorized Officer for inspection at least 5 days in advance of commencing revegetation work. If the Purchaser furnishes straw mulch from any source other than the BLM, the material must be from native grass or other approved sterile grain crops that are certified weed free and free of mold or other objectionable materials. Straw mulch shall be in an air-dry condition and suitable for spreading in a uniform manner. Straw mulch must be available to the Authorized Officer for inspection at least 5 days in advance of commencing revegetation work.

(7) E-1 In addition to the requirement set forth in Sec. 26 of this contract, the Purchaser shall prepare a Spill Prevention, Control, and Countermeasure Plan (SPCC) for all hazardous substances to be used in the contract area, as directed by the Authorized Officer. Such plan shall include identification of Purchaser's representatives responsible for supervising initial containment action for releases and subsequent cleanup. Such plans must comply with the State of Oregon DEQ OAR 340-142, Oil and Hazardous Materials Emergency Response Requirements. All operators shall have a Spill Containment Kit (SCK) as described in the SPCC plan on-site during any operation with potential for run-off to adjacent waterbodies. The SCK shall be appropriate in size and type for the oil or hazardous material carried by the Purchaser.

(8) E-1 In addition to the requirement set forth in Sec. 26 of this contract, the Purchaser shall not refuel equipment, store, or cause to have stored, any fuel or other petroleum products within one hundred fifty (150) feet of all riparian management or wet areas. All Petroleum products shall be stored in durable containers and located so that any accidental releases will be contained and not drain into any stream system. Hydraulic fluid and fuel lines on heavy mechanized equipment would be in proper working condition in order to minimize potential for leakage into streams. Absorbent materials shall be onsite to allow for immediate containment of any accidental spills. Spilled fuel and oil shall be cleaned up and disposed of at an approved disposal site.

(9) E-1 In addition to the requirements set forth in Sec. 26 of this contract, the Purchaser shall prevent the delivery of chemical retardant foam or additives to waterbodies, and wetlands. Ignition devices/materials shall be stored and disposed of at least one hundred fifty (150) feet away from streams and wetlands.

(10) E-1 In addition to the requirement set forth in Sec. 26 of this contract, the Purchaser shall not locate new landings in areas that contribute eroded fines to streams, wet areas, dry draws and swales. If these landing locations cannot be avoided, ensure that properly installed sediment control measures are placed and maintained, as needed, to keep eroded material onsite.

(11) E-1 In addition to the requirement set forth in Sec. 26 of this contract, the Purchaser shall ensure that silt fencing or other sediment control measures are properly placed and maintained during use and periods of non-use when utilizing landings or temp roads that have the potential to release eroded fines into a stream or wet area, directly or via draws or ditchlines. Any project-related activity would be suspended if conditions develop that cause a potential for sediment laden runoff to enter a wetland, floodplain or waters of the state. Operations can resume

when sediment control devices are in place and conditions allow turbidity standards to be met.

(12) E-1 In addition to the requirement set forth in Sec. 26 of this contract, the Purchaser shall, prior to October 15 of the same operating season, winterize and rehabilitate temporary roads, landings, hydrologically connected corridors and skid trails and other areas of exposed soils by properly installing and/or using water bars, berms, sediment basins, gravel pads, hay bales, small dense woody debris, seeding and/or mulching, to reduce sediment runoff and divert runoff water away from stream channels, headwalls, slide areas, high landslide hazard locations or steep erodible fill slopes as directed by the Authorized Officer. Block temporary roads and skid trails.

(13) E-1 In addition to the requirement set forth in Section 26 of this contract, the Purchaser shall decommission: all temporary roads and ground based skid trails utilized within two hundred (200) feet of streams and waterbodies as shown on Exhibit A; and temporary roads, ground based skid trails, and landings outside of the permanent road prism, within ground-based yarding areas **as needed to achieve no more than twenty (20) percent detrimental soil compaction within the unit**, as directed by the Authorized Officer, by one of the following methods:

(a) If the Authorized Officer deems subsoiling will not cause unacceptable damage to the root systems of residual trees the Purchaser shall discontinuously subsoil, simultaneously water bar, seed, mulch, and barricade. Subsoil to a depth of twelve (12) inches, and no further than thirty-six (36) inches apart. If the Authorized Officer deems subsoiling to this depth will cause an unacceptable amount of damage to the root system of residual trees, the Purchaser shall scarify to a depth of up to six (6) inches and simultaneously water bar, seed, mulch, and barricade.

(b) All rehabilitation shall occur within eighteen (18) months of harvest, during dry conditions, and after pile burning is complete.

(c) The Purchaser shall simultaneously water bar, seed, mulch, and barricade all temporary roads.

(14) E-1 In addition to the requirement set forth in Sec. 26 of this contract, the Purchaser shall place material removed during excavation in locations where it cannot enter streams or other water bodies.

(15) E-2 The water bars to be constructed as required by Sec. 26(c) shall be constructed in accordance with the spacing described in the table below and to the specifications shown on Exhibit D-7 which is attached hereto and made a part hereof.

Gradient (Percent)	Water bar Spacing
2-5%	200 feet
6-10%	150 feet
11-15%	100 feet
16-20%	75 feet
21-35%	50 feet
36+%	50 feet

(16) E-5 The Purchaser shall notify the Authorized Officer in writing by February 1 of each calendar year in which operations are expected to take place on the contract area between March 1 and September 30, both days inclusive. If notification is not received by the Authorized Officer by February 1, felling, bucking, yarding, road construction, or any other activity with the potential to disturb nesting northern spotted owls may not be allowed during this time period.

Upon receipt of a notice that the Purchaser expects to perform such operations during this time period, the Government will conduct spot-check surveys to determine whether owls are nesting near harvest units. If it is determined owls are not nesting or that no young have been produced, the Authorized Officer may lift the seasonal restriction on such operations in writing. Without this approval, such operations are prohibited from March 1 through July 15 of each year.

(D) FIRE PREVENTION

(1) F-1 Fire Prevention and Control. Primarily for purposes of fire prevention and control, the Purchaser shall, prior to the operation of power-driven equipment in construction or logging operations under this contract during the closed fire season or periods of fire danger, prepare a fire prevention and control plan to the satisfaction of the of the Authorized Officer.

(2) F-1a Fire Prevention and Control. Primarily for purposes of fire prevention and control, the Purchaser shall comply with the following provisions:

(a) At least three (3) days prior to the operation of power-driven equipment during any operations under this contract during the closed fire season or

periods of fire danger, prepare a fire prevention and control plan to the satisfaction of the Authorized Officer, the State of Oregon Department of Forestry, and Douglas Forest Protective Association.

(b) Provide and maintain on the contract area in good working order, and immediately available, the following equipment for use during closed fire season or periods of fire danger:

1. F-2a Firefighting tools shall be kept at each landing or at such other place as the Authorized Officer shall designate whenever employees are working on the contract area. All firefighting tools shall be kept in a sturdily constructed box which shall be painted red and lettered on the front or top in large letters, "For Fire Only." The box shall have a hinged lid and a hasp by which the lid can be sealed. One box may serve two landings not over six hundred (600) feet apart. When filled, the box shall not weigh over two hundred (200) pounds. The fire tools shall be in good condition, be tight on strong handles, and have sharp cutting edges. There shall be not less than four (4) tools in each box nor less than one (1) tool for each employee working on the contract area. Three-fourths (3/4) of all fire tools shall be shovels, hazel hoes, or other scraping tools. The fire tools shall be used only for fighting fire.

2. F-2b At each landing or such other place as the Authorized Officer shall designate during periods of operation one (1) tank truck of three hundred (300) gallons or more capacity with a minimum of five hundred (500) feet of 1½ inch hose (must be adequate length to reach 200 feet beyond active work sites), six (6) 1½ inch wyes, six (6) 1½ inch to 1 inch reducers, three (3) 1½ inch nozzles and three (3) 1 inch nozzles. One (1) three hundred (300) gallon fire engine may be substituted for each required 300-gallon tank truck, provided that the total capability to pump and deliver water remains unchanged. Each fire engine / tank truck shall be equipped with a pump capable of delivering a minimum of forty (40) gallons per minute (gpm) water flow at one hundred fifty (150) pounds per square inch (psi) engine pressure through fifty (50) feet of 1½ inch fire hose. The pump may be either power take off driven or truck-mounted auxiliary engine driven, or portable. All equipment shall be acceptable to and approved by the Authorized Officer and shall conform to the standards set forth in Oregon Revised Statutes 477.645 through 477.670. All hose couplings shall have the standard

thread adopted by the BLM (1 ½ inches National Hose Thread (NH), 1-inch National Pipe Straight Hose Thread (NPSH) or be provided with suitable adapters. At the close of each working day, all bulldozers and fire/tank trucks shall be filled with fuel and made ready for immediate use. All fire/tank trucks shall be filled with water and made available for immediate use.

3. F-2c Serviceable cell phone or radio equipment able to provide prompt and reliable communication between the contract area, Medford BLM District Office, Oregon Department of Forestry, and Douglas Forest Protective Association. Such communication shall be available during periods of operation including the time watchman service is required.

4. F-2d A pair of headlights capable of being quickly attached to each bulldozer used on the contract area. The headlights shall be adequate to provide illumination sufficient to allow use of the bulldozers for firefighting and construction of fire lines at night.

5. F-2f A headlamp for each employee in the woods crew adequate to provide sufficient illumination for night firefighting. A headlight shall be of the type that can be fastened to the head so as to allow independent use of the hands. At least one extra set of batteries shall be provided for each such headlight.

6. F-2f Two (2) back-pack pumps at each landing and one (1) at each tail block, all to be kept full of water and in good operating condition.

7. F-2g A chemical fire extinguisher of at least eight (8) ounces minimum capacity of a type approved by the Authorized Officer and a size 0 or larger shovel shall be carried during the closed fire season or periods of fire danger by each falling crew and each bucker using a power saw on the contract area. Such fire extinguisher shall be filled and in effective operating condition and shall at all times be immediately available to the operator when the saw is being fueled or the motor of the saw is running. Any fueling of a power saw shall be done in an area which has first been cleared of all flammable material. Power saws shall be moved at least twenty (20) feet from the place of fueling before the engine is started. Each power saw

shall be equipped with an exhaust system and a spark arresting device which are of types approved by the Authorized Officer.

(c) F-5 Where blocks and cables are used on the contract area during periods of fire danger, the Purchaser shall remove all flammable material at least ten (10) feet from the place where the tail or any other block will hang when the cable is tight. Such clearings shall be inspected periodically by the Purchaser and shall be kept free of flammable material.

(3) F-9 During Oregon Department of Forestry regulated use closure, no smoking shall be permitted outside of closed vehicles.

(E) SLASH DISPOSAL

(1) SD-1 Fire Hazard Reduction. In addition to the requirements of Sec. 15 of this contract, and notwithstanding the Purchaser's satisfactory compliance with State laws and regulations regarding offsetting or abating the additional fire hazard created by this operation and the State's willingness to release the Purchaser from liability for such hazard, the Purchaser shall remain responsible to the Government for performance of the following hazard reduction measures required by this contract:

(a) SD-1a Lop and scatter all slash in units 3-4P, 3-5, 4-2, 4-4, 10-1, 13-6, 13-7, 23-9, 23-10; lop and scatter all slash in the cable portion of units 5-4, 9-2; lop and scatter all slash in unit 5-5 that is outside of the machine pile and burn areas; lop and scatter all slash in unit 10-5 that is outside of the hand pile and burn areas; and lop and scatter all slash in unit 22-7 that is outside of the pile and burn areas above and below road 33-5-22.3 as shown on Exhibit S. All top and side branches must be free of the central stem so that such stem is reduced to the extent that it is within eighteen (18) inches of the ground at all points. Slash includes all woody material (brush, limbs, tops, unmerchantable stems, or chunks) severed, uprooted, or broken from live plants as a result of Purchaser's operations under the terms of this contract. Lop and scatter shall be completed in accordance with Exhibit S as directed by the Authorized Officer.

1. All slash shall be arranged in a discontinuous pattern across the forest floor.

2. All slash shall be loped to no more than eight (8) feet in length.

(b) SD-1b Machine pile, cover, and burn all slash in units 3.4 RW, 3.6 RW, 3.7 RW, 4.0 RW, 4.2 RW, 4.4 RW, 5.4 RW, 10.4 RW, 10.9 RW, 22.1 RW, 22.7 RW, and 10-2; machine pile, cover, and burn all slash the ground-based portions of units 3-4, 3-6, 5-4, 10-4, 22-1, and 22-2; machine pile, cover, and burn all slash in the ground-based portions of units 5-5 and 9-2 with group selection (gap) silvicultural prescription; machine pile, cover, and burn all slash in the ground-based portion of unit 5-6 that lies east of road 33-5-22.0; and machine pile, cover, and burn all slash in the ground-based portion of unit 22-7 that lies above and below the 33-5-22.4 road as shown on Exhibit S. Slash shall be piled by machine. Piling shall be completed in accordance with Exhibit S as directed by the Authorized Officer. Finished piles shall be tight and free of earth.

1. The BLM will prepare a fire burn plan. Smoke clearance shall be obtained by the BLM the day prior to planned ignition for all burn units.

2. Slash includes all woody material (brush, limbs, tops, unmerchantable stems, or chunks) severed, uprooted, or broken from live plants as a result of Purchaser's operations under the terms of this contract. In the selective slash-machine pile & burn areas as shown on Exhibit S, hardwoods less than or equal to twenty (20) inches diameter shall be felled, cut into lengths less than ten (10) feet, and shall be machine piled. In the areas that do not call for selective slashing, do not pile pieces of slash with a diameter greater than twelve (12) inches.

3. All equipment shall be approved by the Authorized Officer. Piling shall be accomplished using a track mounted hydraulic excavator or equivalent with at least a five (5) tooth brush rake. The excavator shall have a minimum reach of twenty (20) feet. The excavator shall be equipped with a hydraulic thumb or rotating controllable grapple head. Finished piles shall be tight and free of dirt and other non-woody debris.

4. Piles shall be less than sixteen (16) feet in height and width.

5. Machine piling operations are limited to slopes less than thirty-five (35) percent slope and to seasonal restrictions as described in Sec. 44(A)(20)(L-19), and dry conditions as described in Sec. 44(C)(1)(E-1). All areas that are identified in Exhibit A as ground-based yarding that cannot be machine piled shall be hand piled.

6. Machine piles shall be constructed as compactly as possible. There should be an adequate supply of fine fuels located within and under the covered area of the pile to ensure ignition of the larger fuels. Completed piles shall be free of projecting limbs or slash which would interfere with adequate covering of the piles.

7. Machine piles shall be adequately covered with a cap of **at least ten (10) feet by ten (10) feet** of four (4) mil polyethylene sheeting. The polyethylene sheeting shall be held in place with woody debris or tied with rope or twine to ensure coverage. Coverage shall be completed when piles are constructed, or as directed by the Authorized Officer.

8. Machine piles shall not be placed within fifteen (15) feet of snags, stumps, reserve trees or large woody debris.

9. Machine piles will be burned in the fall to spring season after one (1) or more inches of precipitation have occurred.

10. The Purchaser is required to furnish the fuel and equipment for machine pile burning.

(c) SD-1c Hand pile, cover, and burn all slash situated in the cable portion of units 10-4, 22-1, 22-2, and 22-7; hand pile, cover, and burn all slash situated in the cable portion of units 3-4, 3-6, and 5-6 that is outside of the skip (no treatment) prescription areas; and hand pile, cover, and burn all slash situated in the cable portion of unit 10-5 that lies two hundred (200) feet below road 33-5-10.4 as shown on Exhibit S. Slash shall be piled by hand. Finished piles shall be tight and free of earth.

1. The BLM will prepare a fire burn plan. Smoke clearance shall be obtained by the BLM the day prior to planned ignition for all burn units.

2. Slash includes woody material (brush, limbs, tops, unmerchantable stems, or chunks severed, uprooted, or broken from live plants as a result of Purchaser's operations under the terms of this contract.

3. Hand pile all slash which is between one (1) and six (6) inches in diameter on the large end and exceeds two (2) feet in length, or as directed by the Authorized Officer.

4. Hand piles shall be covered with a large enough piece of four (4) mil polyethylene sheeting to ensure a dry ignition spot, generally five (5) feet by five (5) feet or large enough to cover eighty (80) percent of the pile.

5. Hand piles shall not be placed adjacent to or within ten (10) feet of leave trees or large woody debris.

6. Hand piles shall not be located on roadways, turnouts, shoulders, or cut banks, unless authorized by the Authorized Officer.

(d) SD-1f Within twenty (20) feet of the edge of each landing pile, all tops, broken pieces, limbs and debris more than one (1) inch in diameter at the large end and longer than two (2) feet in length shall be piled within fourteen (14) days of completion of hauling logs from that landing. Landing piles shall be kept free of dirt and located off of the driving surface of roads and at least fifteen feet (15) from any Reserve Tree and/or as directed by the Authorized Officer.

Upon completion of landing piling, the Purchaser shall remove flammable material around each landing pile down to bare mineral soil to prevent escaped fire. Landing piles shall be less than sixteen (16) feet in height and width. Cover piles with large enough piece of four (4) mil polyethylene sheeting to ensure a dry ignition spot, **at least ten (10) foot by ten (10) foot.** The Purchaser is required to furnish the covering materials. The timing of this covering work shall be in accordance with instructions from the Authorized Officer. If the structure of the landing piles will not permit adequate consumption of piled debris by burning, the Purchaser shall re-pile them at the direction of the Authorized Officer.

1. The BLM will prepare a fire burn plan. Smoke clearance shall be obtained by the BLM the day prior to planned ignition for all burn units.

2. Landing piles will be burned in the fall to spring season after one (1) or more inches of precipitation have occurred.

3. Landing piles will be burned within twenty-four (24) months of harvest completion.

4. If purchaser elects to set aside pole/firewood decks and not pile the material in landing piles, the purchaser will be required to remove decks

before the expiration of cutting rights. Material will be hauled off site for processing. The Authorized Officer will determine location of pole/hardwood decks.

(e) SD-1f. Cover and burn all roadside piles in units 3.2 RS, 4.1 RS, 10.A RS, 10.0 RS, 10.3 RS, 10.4 RS, 10.6 RS, 22.0 RS, 22.B RS, 22.1 RS, and 26.2 RS and landing piles in **all units** as shown on Exhibit S. Within twenty (20) feet of the edge of each pile, all tops, broken pieces, limbs and debris more than one (1) inch in diameter at the large end and longer than two (2) feet in length shall be piled within fourteen (14) days of completion of hauling logs from that landing. Roadside and Landing piles shall be kept free of dirt and located off of the driving surface of roads and at least fifteen feet (15) from any Reserve Tree and/or as directed by the Authorized Officer.

Upon completion of piling, the Purchaser shall remove flammable material around each roadside and/or landing pile down to bare mineral soil to prevent escaped fire. Roadside and Landing piles shall be less than sixteen (16) feet in height and width. Cover piles with large enough piece of four (4) mil polyethylene sheeting to ensure a dry ignition spot, **at least ten (10) foot by ten (10) foot**. The Purchaser is required to furnish the covering materials. The timing of this covering work shall be in accordance with instructions from the Authorized Officer. If the structure of the landing piles will not permit adequate consumption of piled debris by burning, the Purchaser shall re-pile them at the direction of the Authorized Officer.

1. The BLM will prepare a fire burn plan. Smoke clearance shall be obtained by the BLM the day prior to planned ignition for all burn units.

2. Roadside piles will be burned in the fall to spring season after one (1) or more inches of precipitation have occurred.

3. Roadside piles will be burned within twenty-four (24) months of harvest completion.

(2) SD-2 Notwithstanding the provisions of Sec. 15 of this contract, the Government shall assume all obligations for disposal or reduction of fire hazards created by Purchaser's operations on Government lands, except for burning and mop up assistance as required herein, and measures required in Sections 44(E)(1)(SD-1) and 44(E)(2)(SD-2). In accordance with written instruction to be issued by the Authorized Officer at least ten (10) days in advance of earliest date of required performance, the Purchaser shall, under supervision of the Authorized Officer or

his designated representative, assist in preparing units for burning, mop-up, and patrol by furnishing, at his own expense, the services of personnel and equipment on each unit as shown below.

All crews shall arrive on the project area with radios capable of inter-crew communications and communication with a BLM representative at a ratio of one (1) radio per every five (5) crew members.

(a) For igniting and burning machine piles in units 3.4 RW, 3.6 RW, 3.7 RW, 4.0 RW, 4.2 RW, 4.4 RW, 5.4 RW, 10.4 RW, 10.9 RW, 22.1 RW, 22.7 RW, 3-4, 3-6, 5-4, 5-5, 5-6, 9-2, 10-2, 10-4, 22-1, 22-2, and 22-7 as shown on Exhibit S:

1. One (1) person to supervise crew and equipment operators who is Burn Boss Qualified at the complexity level of the burn, and to serve as Purchaser's representative.

2. One (1) crew with six (6) members per crew, including a designated crew foreman. Each crew shall be equipped with fuel, drip torches, shovels, pulaskis, one (1) power saw and one (1) backpack pump; one (1) tool for each crew member.

3. One (1) Wildland Fire Engine Boss.

4. One (1) Wildland Fire Engine. Each engine shall have three hundred (300) gallons or more capacity with one thousand (1,000) feet of one and one half (1½) inch hose and nozzle(s) acceptable to the Authorized Officer. All hose couplings shall have the standard thread adopted by the State Fire Marshall pursuant to ORS 476.610 as amended. Each engine shall be equipped with a mounted pump conforming to the standards set forth in the National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System requirements. Engine and tank shall be in good working order and shall be filled with water.

5. Six (6) drip torches.

6. Hand ignition with drip torches is required in machine pile units.

7. All ignition personnel will be directly supervised by a BLM representative.

(b) For mop-up of machine piles in units 3.4 RW, 3.6 RW, 3.7 RW, 4.0 RW, 4.2 RW, 4.4 RW, 5.4 RW, 10.4 RW, 10.9 RW, 22.1 RW, 22.7 RW, 3-4, 3-6, 5-4, 5-5, 5-6, 9-2, 10-2, 10-4, 22-1, 22-2, and 22-7 as shown on Exhibit S:

1. One (1) person to supervise crew and equipment operators who is Burn Boss Qualified at the complexity level of the burn, and to serve as Purchaser's representative.

2. One (1) crew with six (6) members per crew, including a designated crew foreman. Each crew shall be equipped with shovels, pulaskis, or scraping tool, one (1) power saw and one (1) backpack pump; one (1) tool for each crew member.

3. One (1) Wildland Fire Engine Boss.

4. One (1) Wildland Fire Engine. Each engine shall have three hundred (300) gallons or more capacity with one thousand (1,000) feet of one and one half (1½) inch hose and nozzle(s) acceptable to the Authorized Officer. All hose couplings shall have the standard thread adopted by the State Fire Marshall pursuant to ORS 476.610 as amended. Each engine shall be equipped with a mounted pump conforming to the standards set forth in the National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System requirements. Engine and tank shall be in good working order and shall be filled with water.

(c) For igniting and burning hand piles in units 3-4, 3-6, 5-6, 10-4, 10-5, 22-1, 22-2, and 22-7 as shown on Exhibit S:

1. One (1) person to supervise crew and equipment operators who is Burn Boss Qualified at the complexity level of the burn, and to serve as Purchaser's representative.

2. One (1) crew with ten (10) members per crew, including a designated crew foreman. Each crew shall be equipped with fuel, drip torches, shovels, pulaskis, one (1) power saw and one (1) backpack pump; one (1) tool for each crew member.

3. One (1) Wildland Fire Engine Boss.

4. One (1) Wildland Fire Engine. Each engine shall have three hundred (300) gallons or more capacity with one thousand (1,000) feet of one and one half (1½) inch hose and nozzles acceptable to the Authorized Officer. All hose couplings shall have the standard thread adopted by the State Fire Marshall pursuant to ORS 476.610 as amended. Each engine shall be equipped with a mounted pump conforming to the standards set forth in the National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System requirements. Engine and tank shall be in good working order and shall be filled with water.

5. Ten (10) drip torches.

6. Hand ignition with drip torches is required in pile burn units.

7. All ignition personnel will be directly supervised by a BLM representative.

(d) For mop-up of hand piles in units 3-4, 3-6, 5-6, 10-4, 10-5, 22-1, 22-2, and 22-7 as shown on Exhibit S:

1. One (1) person to supervise crew and equipment operators who is Burn Boss Qualified at the complexity level of the burn, and to serve as Purchaser's representative.

2. One (1) crew with six (6) members per crew, including a designated crew foreman. Each crew shall be equipped with shovels, pulaskis, or scraping tool, one (1) power saw and one (1) backpack pump; one (1) tool for each crew member.

3. One (1) Wildland Fire Engine Boss.

4. One (1) Wildland Fire Engine. Each engine shall have three hundred (300) gallons or more capacity with one thousand (1,000) feet of one and one half (1½) inch hose and nozzle(s) acceptable to the Authorized Officer. All hose couplings shall have the standard thread adopted by the State Fire Marshall pursuant to ORS 476.610 as amended. Each engine shall be equipped with a mounted pump conforming to the standards set forth in the National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System requirements. Engine and tank shall be in good working order and shall be filled with water.

(e) For igniting and burning landing and roadside piles:

1. One (1) person to supervise crew and equipment operators who is Burn Boss Qualified at the complexity level of the burn, and to serve as Purchaser's representative.

2. One (1) crew with six (6) members per crew, including a designated crew foreman. Each crew shall be equipped with shovels, pulaskis, or scraping tool, one (1) power saw and one (1) backpack pump; one (1) tool for each crew member.

3. One (1) Wildland Fire Engine Boss.

4. One (1) Wildland Fire Engine. Each engine shall have three hundred (300) gallons or more capacity with one thousand (1,000) feet of one and one half (1½) inch hose and nozzles acceptable to the Authorized Officer. All hose couplings shall have the standard thread adopted by the State Fire Marshall pursuant to ORS 476.610 as amended. Each engine shall be equipped with a mounted pump conforming to the standards set forth in the National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System requirements. Engine and tank shall be in good working order and shall be filled with water.

(f) For mop-up of landing and roadside piles:

1. One (1) person to supervise crew and equipment operators who is Burn Boss Qualified at the complexity level of the burn, and to serve as Purchaser's representative.

2. One (1) crew with six (6) members per crew, including a designated crew foreman. Each crew shall be equipped with shovels, pulaskis, or scraping tool, one (1) power saw and one (1) backpack pump; one (1) tool for each crew member.

3. One (1) Wildland Fire Engine Boss.

4. One (1) Wildland Fire Engine. Each engine shall have three hundred (300) gallons or more capacity with one thousand (1,000) feet of one and one half (1½) inch hose and nozzle(s) acceptable to the Authorized Officer. All hose couplings shall have the standard thread adopted by the State Fire Marshall pursuant to ORS 476.610 as amended. Each

engine shall be equipped with a mounted pump conforming to the standards set forth in the National Wildfire Coordinating Group (NWCG) Wildland Fire Qualification System requirements. Engine and tank shall be in good working order and shall be filled with water.

Aircraft and pilots used for Logging Residue Reduction or the suppression of escaped fires from Logging Residue Reduction operations, shall be acquired from a list of aircraft and pilots approved (i.e., carded for these specific activities) by the Office of Aircraft Services or the U.S. Forest Service. This list is available from BLM District Offices upon request.

All listed personnel shall be physically fit, experienced and fully capable of functioning as required. All personnel shall arrive at the project area(s) with the following personal safety equipment: long sleeve natural fabric shirt, full length natural fabric trousers, minimum eight (8)-inch top leather boots, hardhat, and leather gloves. All personnel shall wear long pants and long sleeve shirts, lug-soled leather boots with minimum eight (8)-inch tall uppers that provide ankle support, approved hardhat, and leather gloves. On the day of ignition, clothing shall be of approved aramid fabric, Nomex™ or equivalent, and all personnel shall carry an approved fire shelter. Clothing shall be free of diesel fuel oil.

All listed tools and equipment shall be in good usable condition. All power-driven equipment shall be fully fueled and available for immediate use. During periods of use under this subsection, the Purchaser shall provide fuel and maintenance for all such power- driven equipment.

Except as provided hereafter for fire escapement, the Purchaser shall continue the required assistance in mop up on each hand/machine piled unit and landing decks, as directed by the Authorized Officer within 10 days beginning 8:00 a.m. the day following completion of ignition in that unit or until released from such services by the Authorized Officer, whichever occurs first.

In the event of a fire escapement, Purchaser's personnel and equipment shall, under supervision of the Authorized Officer, take action to suppress, including control and mop-up, the escaped fire until released from such service by the Government. If it becomes necessary to suppress a fire which escapes from the prescribed fire area for a period beyond midnight of ignition day, then the Government shall, at its option:

(a) reimburse Purchaser for such additional use of personnel and equipment at wage rates shown in the current Administratively Determined Pay Rates for

Western Area and at equipment rates shown in current Oregon-Washington Interagency Fire Fighting Equipment Rental Rates schedule, until the Purchaser is released from such service by the Government, or

(b) release the Purchaser from additional suppression work and assume responsibility for suppressing the escaped fire.

In situations where an escaped fire is controlled and contained by an adequate fire break (e.g., trail, road, stream, rock formation), the Government may permit the Purchaser to remove personnel for that day; provided that, all mop up work on the escaped fire area is included with mop up work on the prescribed fire area. In such an event, the Purchaser must sign a statement of agreement to complete mop up work on all escaped fire areas concurrently with mop up work on the prescribed fire area.

In case of injury to personnel or damage to equipment furnished by the Purchaser as required by this subsection, liability shall be borne by the Purchaser, unless such injury or damage is caused by Government negligence.

Time is of the essence in complying with this provision. In the event the Purchaser fails to provide personnel and equipment required herein, the Purchaser shall be responsible for all additional costs incurred by the Government in disposing of slash, including but not limited to the wages and other costs of providing federal employees and others as substitute labor force, the cost of providing substitute equipment, and appropriate additional overhead expenses. If the Purchaser's failure results in deferral of burning and new conditions necessitate additional site preparation work and/or use of additional personnel and equipment to accomplish planned burning, the Purchaser also shall be responsible for such additional costs.

(3) SD-4 Logging Residue Reduction. In addition to the requirements of Secs. 15 and 25 of this contract, and notwithstanding the Purchaser's satisfactory compliance with State laws and regulations regarding offsetting or abating the additional fire hazard created by this operation and the State's willingness to release Purchaser from liability for such hazard, the Purchaser shall remain responsible to the Government for performance of the following logging residue reduction and site preparation measures required by this contract:

(a) L-5 All hardwood trees less than or equal to twenty (20) inches D.B.H.O.B., which are not reserved, shall be felled concurrently with conifers designated for cutting in the group selection prescription/selective slash portions of units 3-4, 3-5, 3-6, 5-4, 5-5, 5-6, 9-2, 10-4, and 10-5 (in areas with a high

concentration of overstory hardwood trees in order to prepare the site for re-planting) as shown on Exhibit A and Exhibit S.

(b) L-13 In the selective slash and yum yard hardwoods area of units 3-4, 3-5, 5-4, 5-5, 5-6, 9-2, 10-4, and 10-5 shown on Exhibit A and Exhibit S, all hardwoods between eight (8) inches dimeter and twenty (20) inches diameter shall be cut, yarded, and decked at roadside landings. The purchaser may elect to remove yum yarded hardwoods as firewood or biomass, however, any yum yarded material not hauled away and left on-site shall be piled as described in Section 44(E)(1)(SD-1)(d&e)(SD-1f) and burned as described in Section 44(E)(2)(SD-2)(e&f).

(c) L-13 In the selective slash and machine pile and burn hardwood areas of units 3-6, 5-4, 5-5, and 9-2 shown on Exhibit A and Exhibit S, all slash, including hardwoods between eight (8) inches dimeter and twenty (20) inches diameter shall be bucked to less than ten (10) feet in length and machine piled and burned within the unit boundaries concurrently with machine pile and burn slash disposal operations as described in Section 44(E)(1)(SD-1)(b)(SD-1b) and Section 44(E)(2)(SD-2)(a&b).

Time is of the essence in complying with this provision. In the event the Purchaser fails to provide personnel and equipment required herein, the Purchaser shall be responsible for all additional costs incurred by the Government in disposing of slash, including but not limited to the wages and other costs of providing federal employees and others as substitute labor force, the cost of providing substitute equipment, and appropriate additional overhead expenses. If the Purchaser's failure results in deferral of burning and new conditions necessitate additional site preparation work and/or use of additional personnel and equipment to accomplish planned burning, the Purchaser also shall be responsible for such additional costs.

(4) SD-5 The Purchaser shall perform logging residue reduction and site preparation work on approximately six hundred forty-two and one quarter (642.25) acres of harvest area located in all units as shown on Exhibit S.

(a) The required work shall consist of any treatment or combination of treatments listed in the table below, as determined by the Authorized Officer and specified in writing by the Contracting Officer. The number of acres of each treatment shall be determined by the Authorized Officer.

Treatment	Treatment Description	Cost/Acre
Lop and Scatter	0-12 tons/acre	$52.00
Selective Slashing (Hand Felling) Hardwoods ≤ 20" DBH	Cost per acre	$300.00
Hand Pile and Cover	0-25 piles/acre	$599.00
Hand Pile Burn and Mop-up	0-25 piles/acre	$82.00
Mechanical Felling / Selective Slashing Hardwoods ≤ 20" DBH	Cost per acre	$147.99
Machine Pile and Cover	Cost per acre	$605.00
Machine Pile Burn and Mop-up	0-20 piles/acre	$71.00
Cover and Burn Landing Decks	Cost per acre	$62.00
Cover and Burn Roadside Piles	Cost per acre	$62.00

Forty (40) acres of Yum Yarding of Hardwoods in Cable Yard Areas as shown on Exhibit A and Exhibit S are required as described in Sec. 44(E)(3)(SD-4)(b). The cost of this work was included in the timber appraisal

(b) The following treatments were assumed for appraisal purposes on this contract:

Appraised Treatment	Acres	Cost/Acre	Total Cost Per Treatment
Lop and Scatter	278.00	$52.00	$14,456.00
Hand Felling / Selective Slashing Hardwoods ≤ 20" DBH	40.00	$300.00	$12,000.00
Hand Pile and Cover	101.50	$599.00	$60,798.50
Hand Pile Burn and Mop-up	101.50	$82.00	$8,323.00
Mechanical Felling / Selective Slashing Hardwoods ≤ 20" DBH	13.50	$147.99	$1,997.87
Machine Pile and Cover	163.00	$605.00	$98,615.00

Machine Pile Burn and Mop-up	163.00	$71.00	$11,573.00
Cover and Burn Landing Decks	56.75	$62.00	$3,518.50
Cover and Burn Roadside Piles	43.00	$62.00	$2,666.00
Total Appraised Cost	**642.25**		**$213,947.87**

(c) The Total Purchase Price set forth in Section 2 shall be adjusted in a unilateral modification executed by the Contracting Officer by the amount that the total cost of the site preparation treatments designated pursuant to Section 44(E)(4)(SD-5)(a) differs from two hundred thirteen thousand nine hundred forty-seven and 87/100 dollars ($213,947.87), as calculated by using the estimated acres determined by the Authorized Officer and the per acre costs listed in Section 44(E)(4)(SD-5)(a).

(d) Selective slashing and yum yarding of hardwoods shall be done in accordance with Section 44(3)(SD-4)(a&b); Selective slashing and machine piling of hardwoods shall be done in accordance with Section 44(3)(SD-4(a&c); Lop and scatter shall be done in accordance with Section 44(E)(1)(SD-1)(a)(SD-1a); Machine piling shall be done in accordance with Section 44(E)(1)(SD-1)(b)(SD-1b); Hand piling shall be done in accordance with Section 44(E)(1)(SD-1)(c)(SD-1c).

(F) BUYOUT SECURITIES

(1) B-1 The Purchaser shall perform machine pile burning and mop up in accordance with Section 44(E)(2)(SD-2)(a&b). The Purchaser shall have the option of completing this work, or in lieu thereof, may make a buyout security deposit to the Bureau of Land Management in the amount of thirteen thousand seven hundred eighty-two and 29/100 dollars ($13,782.29), and upon making such deposit, the Purchaser shall be relieved of the obligations set out in these subsections. The Purchaser shall notify the Authorized Officer of their intention to make this deposit prior to the date of execution of this contract, and the Authorized Officer shall establish a required schedule of payments.

(2) B-1 The Purchaser shall perform hand pile burning and mop up in accordance with Section 44(E)(2)(SD-2)(c&d). The Purchaser shall have the option of completing this work, or in lieu thereof, may make a buyout security deposit to the Bureau of Land Management in the amount of nine thousand nine hundred eleven and 86/100 dollars ($9,911.86), and upon making such deposit, the Purchaser shall be relieved of the obligations set out in these subsections. The Purchaser shall notify the

Authorized Officer of their intention to make this deposit prior to the date of execution of this contract, and the Authorized Officer shall establish a required schedule of payments.

(3) B-1 The Purchaser shall perform landing and roadside pile burning and mop up in accordance with Section 44(E)(2)(SD-2)(e&f). The Purchaser shall have the option of completing this work, or in lieu thereof, may make a buyout security deposit to the Bureau of Land Management in the amount of seven thousand three hundred sixty-five and 12/100 dollars ($7,365.12), and upon making such deposit, the Purchaser shall be relieved of the obligations set out in these subsections. The Purchaser shall notify the Authorized Officer of their intention to make this deposit prior to the date of execution of this contract, and the Authorized Officer shall establish a required schedule of payments.

(G) LOG EXPORTS

(1) LE-1 Unless otherwise authorized in writing by the Contracting Officer, the Purchaser shall brand clearly and legibly one end of all logs with a scaling diameter (small end inside bark) of over 10 inches, prior to the removal of timber from the contract area. All loads of 11 logs or more will have a minimum of 10 logs clearly and legibly branded on one end regardless of the diameter of the logs. All logs will be branded on loads of 10 logs or less. One end of all branded logs to be processed domestically will be marked with a 3 square inch spot of highway yellow paint. The purchaser will stop trucks for accountability monitoring at mutually agreed upon locations when notified by the Authorized Officer.

If multiple trailers (mule trains) are used, each bunked load shall be considered an individual load, and these guidelines will apply to each bunked load. If a flatbed stake trailer is used, each bundle will be treated as a separate load.

At the discretion of the Contracting Officer, the Purchaser may be required to brand and paint all logs. Any increased costs for log branding and painting shall be the responsibility of the Purchaser.

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Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

Unrestricted Period

Operations Restricted To Dry Condition, Waiver Required

Operations Restricted While NSO Spot Check Surveys Occur, Restriction May Be Extended IF Owls Are Nesting

Operations Restricted

* Operations will be suspended if unacceptable damage to residual trees occur.

** In-stream work periods for culvert cleaning are June 15th - September 15th.

*** **All road maintenance and improvements must be completed before wet season haul can occur on the roads. The Purchaser may elect to make improvements to Dry Condition Haul Roads listed to allow for All Season Haul, at their own expense, as approved by the Authorized Officer. Haul will be suspended if the roads begin to show damage or conditions develop that could cause damage to the road as described in Sec. 44(C)(2&3)(E-1).**

Dry Condition Yarding and Temporary Route work- Ground-based harvesting and yarding, temporary route work, and rehabilitation activities would not occur when soil moisture at a depth of 4-6 inches is wet enough to maintain form when compressed, or when soil moisture at the surface would readily displace, causing ribbons and ruts along equipment tracks. These conditions are generally found when soil moisture at a depth of 4-10 inches is between 15-25% depending on soil type.

Sale Area	Activity	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
		1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15	1	15
Units 3.2 RS, 10.A RS, 10.3 RS & 26.2 RS (Ground Based Yard Units with All Season Haul)	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on All Roads***																								
Units 23-10, 4.1 RS, 10.0 RS, 10.4 RS, 10.6 RS, 22.0 RS, 22.B RS & 22.1 RS (Ground Based Yard Unit with Dry Condition Haul & All Season Haul)	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on: Roads 33-5-3.3, 33-5-4.1, 33-5-9.2,33-5-10.1, 33-5-10.2, 33-5-10.3, 33-5-10.4, 33-5-10.6, 33-5-22.1, 33-5-23.4; and the portion of the 33-5-10.0 road that lies south of the junction with the 33-5-22.3 road; and the portion of the 33-5-22.0 road that lies west of the junction with the 33-5-5.1 road.***																								
	Loading and Hauling on: Roads 33-5-10.3, 33-5-21.0, 33-5-22.3, 33-5-26.2, and all Paved Rds; the portion of the 33-5-10.0 road that lies north of the junction with the 33-5-22.3 road; and the portion of the 33-5-22.0 road that lies north and east of the junction with the 33-5-5.1 road***																								

Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

Sale Area	Activity	Jan 1	Jan 15	Feb 1	Feb 15	Mar 1	Mar 15	Apr 1	Apr 15	May 1	May 15	Jun 1	Jun 15	Jul 1	Jul 15	Aug 1	Aug 15	Sep 1	Sep 15	Oct 1	Oct 15	Nov 1	Nov 15	Dec 1	Dec 15
Unit 10.4 RW (Ground Based Yard Unit with Road Construction, Dry Condition & All Season Haul)	Manual Falling and Bucking*																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Road & Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on Road TR 10-04.***																								
	Loading and Hauling on Roads 33-5-10.0 and 33-5-10.1, and all Paved Rds***																								
Units 3.4 RW & 4.4 RW (Ground Based & Cable Yard Unit with Road Construction, and All Season Haul)	Manual Falling and Bucking*																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Road & Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on Roads TR 03-04, TR 04-04, 33-5-3.1, 33-5-3.2, 33-5-10.0, 33-4-10.1, 33-5-10.4, and all Paved Rds***																								
Units 3.6 RW & 10.9 RW (Ground Based Yard Unit with Road Construction, Northern Spotted Owl Seasonal Restrictions, and All Season Haul)	Manual Falling and Bucking*																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Road & Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on Roads 33-5-3.2, 33-5-3.6, 33-5-4.3, 33-5-10.0, 33-4-10.1, 33-5-10.2, 33-5-10.4, 33-5-10.6, 33-5-10.9, and all Paved Rds***																								

Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

Sale Area	Activity	Jan 1	Jan 15	Feb 1	Feb 15	Mar 1	Mar 15	Apr 1	Apr 15	May 1	May 15	Jun 1	Jun 15	Jul 1	Jul 15	Aug 1	Aug 15	Sep 1	Sep 15	Oct 1	Oct 15	Nov 1	Nov 15	Dec 1	Dec 15
Units 3.7 RW, 4.0 RW, 4.2 RW, 5.4 RW, & 22.1 RW (Ground Based Yard Unit with Road Construction, Northern Spotted Owl Seasonal Restrictions, and Dry Condition & All Season Haul)	Manual Falling and Bucking*																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Road & Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from units w/ NSO SR's on Roads TR 03-06, TR 05-04, TR 22-01, 33-5-4.0, 33-5-4.2, 33-5-5.0, and 33-5-22.1.***																								
	Loading and Hauling logs from units w/ NSO SR's on Roads 33-5-3.7, 33-5-5.1, 33-5-10.0, 33-4-10.1, 33-5-10.3, 33-5-10.4, 33-5-21.0, and the portion of the 33-5-22.0 road that lies north and east of the junction with the 33-5-5.1 road, and all Paved Rds***																								
Part of Unit 22.7 RW: The last 300-foot portion of Unit 22.7 RW at the end of the road construction RW, as shown on Exhibit A maps. (Ground Based Yard Unit with Northern Spotted Owl Seasonal Restrictions, and Dry Condition Haul & All Season Haul)	Manual Falling and Bucking*																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Road & Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of units w/ NSO SR's on Road TR 22-07.***																								
	Loading and Hauling logs from parts of units w/ NSO SR's on Roads TR 22-07, 33-5-21.0, and 33-5-26.2, and all Paved Rds.***																								
Part of Unit 22.7 RW: The rest of Unit 22.7 RW that is outside of the NSO SR's, as shown on Exhibit A maps. (Ground Based Yard Unit with Dry Condition Haul & All Season Haul)	Manual Falling and Bucking*																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Road & Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of units w/out NSO RS's on Road TR 22-07.***																								
	Loading and Hauling logs from parts of units w/out NSO RS's on Roads TR 22-07, 33-5-21.0, and 33-5-26.2, and all Paved Rds***																								

Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

Sale Area	Activity	Jan 1	Jan 15	Feb 1	Feb 15	Mar 1	Mar 15	Apr 1	Apr 15	May 1	May 15	Jun 1	Jun 15	Jul 1	Jul 15	Aug 1	Aug 15	Sep 1	Sep 15	Oct 1	Oct 15	Nov 1	Nov 15	Dec 1	Dec 15
Parts of Unit 10-2: The portion of Unit 10-2 that lies north of rd. 33-5-10.5 and the SW portion of unit 10-2; the portion of Unit 22-7 that lies north of rd. 33-5-22.3, as shown on Exhibit A maps. (Ground Based Yard Unit with Northern Spotted Owl Seasonal Restrictions, and Dry Condition Haul & All Season Haul)	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of units w/ NSO SR's on Road 33-5-10.8.***																								
	Loading and Hauling logs from parts of units w/ NSO SR's on Road 33-5-10.0 and all Paved Rds***																								
Parts of Unit 10-2: The rest of Unit 10-2 that is outside of the NSO SR's, as shown on Exhibit A maps. (Ground Based Yard Unit with Dry Condition Haul & All Season Haul)	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of units w/out NSO RS's on Road 33-5-10.8.***																								
	Loading and Hauling logs from parts of units w/out NSO SR's on Roads 33-5-10.0, and all Paved Rds***																								
Part of Unit 10-5: The south-eastern portion of Unit 10-5, as shown on Exhibit A maps. (Cable Yard Units with Northern Spotted Owl Seasonal Restrictions, and All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of unit w/ NSO SR's on Roads 33-5-10.4, 33-5-10.1 and 33-5-10.0, and all Paved Rds***																								
Part of Unit 10-5: The rest of Unit 10-5 that is outside of the NSO SR's, as shown on Exhibit A maps. (Cable Yard Unit with All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of unit w/out NSO SR's on Roads 33-5-10.4, 33-5-10.1 and 33-5-10.0, and all Paved Rds***																								

Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

Sale Area	Activity	Jan 1	Jan 15	Feb 1	Feb 15	Mar 1	Mar 15	Apr 1	Apr 15	May 1	May 15	Jun 1	Jun 15	Jul 1	Jul 15	Aug 1	Aug 15	Sep 1	Sep 15	Oct 1	Oct 15	Nov 1	Nov 15	Dec 1	Dec 15
Part of Unit 4-2: The western-portion of Unit 4-2, as shown on Exhibit A maps. (Cable Yard Unit with Northern Spotted Owl Seasonal Restrictions, and Dry Condition & All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from units w/ NSO SR's on Road 33-5-4.1.***																								
	Loading and Hauling logs from parts of unit w/ NSO SR's on Roads 33-5-10.0 and 33-5-10.3, and all Paved Rds***																								
Part of Unit 4-2: The rest of Unit 4-2 that is outside of the NSO SR's, as shown on Exhibit A maps. (Cable Yard Unit with Dry Condition & All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from units w/out NSO SR's on Road 33-5-4.1.***																								
	Loading and Hauling logs from parts of unit w/out NSO SR's on Roads 33-5-10.0 and 33-5-10.3, and all Paved Rds***																								
Unit 10-1 (Cable Yard Unit with Northern Spotted Owl Seasonal Restrictions and All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on Roads 33-5-10.0, 33-5-10.2, 33-5-10.6, and 33-5-10.9, and all Paved Rds***																								

Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

Sale Area	Activity	Jan 1	Jan 15	Feb 1	Feb 15	Mar 1	Mar 15	Apr 1	Apr 15	May 1	May 15	Jun 1	Jun 15	Jul 1	Jul 15	Aug 1	Aug 15	Sep 1	Sep 15	Oct 1	Oct 15	Nov 1	Nov 15	Dec 1	Dec 15
Part of Units 3-4P, 3-5, & 4-4: The southwest-portion of Unit 3-4P; the western-portion of Unit 3-5; the portion of Unit 4-4 that lies east of the 33-5-3.2 rd & the northern-portion of Unit 4-4 that lies between the 33-5-3.2 & 33-5-4.1 rds, as shown on Exhibit A maps. (Ground Based & Cable Yard Unit with Northern Spotted Owl Seasonal Restrictions, and All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of unit w/ NSO SR's on Roads TR 03-04, TR 04-04, 33-5-3.1, 33-5-3.2, 33-5-3.3, 33-5-10.0, 33-4-10.1, 33-5-10.3, 33-5-10.4, and 33-5-22.0, and all Paved Rds***																								
Part of Units 3-4P, 3-5 & 4-4: The rest of Units 3-4P, 3-5 & 4-4 that are outside of the NSO SR's, as shown on Exhibit A maps. (Ground Based & Cable Yard Unit with All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of unit w/out NSO SR's on Roads TR 03-04, TR 04-04, 33-5-3.1, 33-5-3.2, 33-5-3.3, 33-5-10.0, 33-4-10.1, 33-5-10.3, 33-5-10.4, and 33-5-22.0, and all Paved Rds***																								
Units 9-2, 13-7, 22-1, 23-9 (Ground Based & Cable Yard Unit with Northern Spotted Owl Seasonal Restrictions, and Dry Condition Haul & All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on Roads TR 22-01, Jeep Road into unit 13-7, 33-5-4.1, 33-5-9.2, 33-5-22.1, and the portion of the 33-5-10.0 road that lies south of the junction with the 33-5-22.3 road.***																								
	Loading and Hauling on Roads 33-5-21.0, 33-5-22.3, 33-5-26.2, and the portion of the 33-5-10.0 road that lies north of the junction with the 33-5-22.3 road, and all Paved Rds***																								

Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

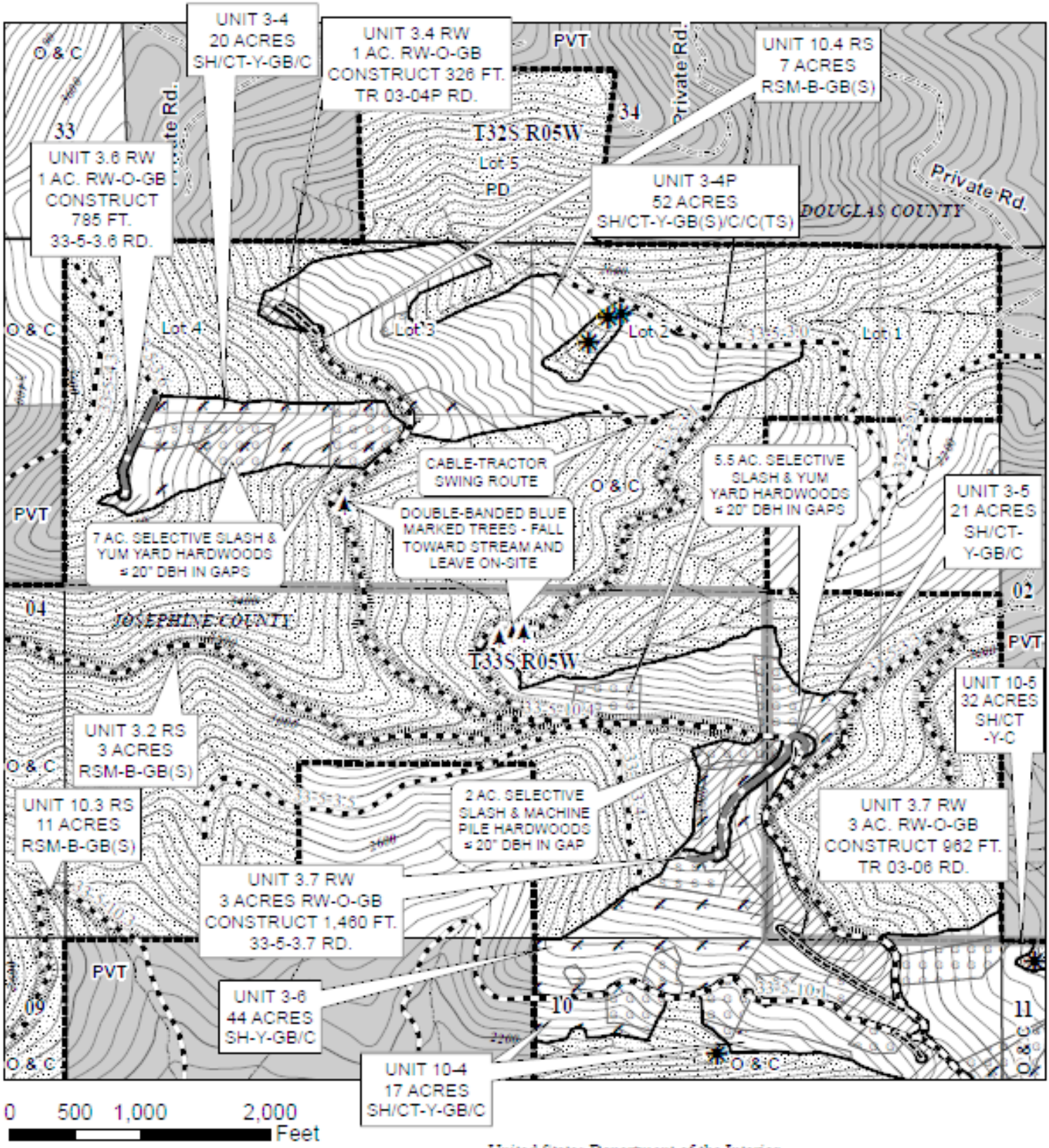
Sale Area	Activity	Jan 1	Jan 15	Feb 1	Feb 15	Mar 1	Mar 15	Apr 1	Apr 15	May 1	May 15	Jun 1	Jun 15	Jul 1	Jul 15	Aug 1	Aug 15	Sep 1	Sep 15	Oct 1	Oct 15	Nov 1	Nov 15	Dec 1	Dec 15
Unit 3-4 (Ground Based & Cable Yard Unit with Northern Spotted Owl Seasonal Restrictions and All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling on Roads 33-5-3.6, 33-5-4.3, 33-5-3.2, 33-5-10.4, 33-4-10.1, and 33-5-10.0, and all Paved Rds***																								
Parts of Units 3-6, 5-4, 5-5, 5-6, 10-4, 13-6, 22-2 & 22-7: The western-portions of unit 3-6; the western-portions of unit 5-4 ; the north & eastern-portions of unit 5-5; the part of Unit 5-6 that lies east of rd 32-5-22.0 & the northern-portion of the part of the unit the lies NW of rd 32-5-22.0; the western-most polygon and the south-western corner of the eastern-most polygon of Unit 10-4; the southern-most polygon portion & the northern-most polygon portion of Unit 13-6; the eastern-most polygon of Unit 22-2; and the polygon portion of Unit 22-7 that lies north of rd 33 5-22.3, and the portion of Unit 22-7 at the end of the road construction, as shown on Exhibit A maps. (Ground Based & Cable Yard Units with Northern Spotted Owl Seasonal Restrictions, and Dry Condition Haul & All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of units w/ NSO SR's on the Jeep Road into unit 13-6, Roads TR 03-06, TR 05-04, TR 10-04, TR 22-07, 32-5-22.0, 33-5-4.0, 33-5-4.2, 33-5-5.0, 33-5-13.5, 33-5-22.1, 33-5-22.4, the portion of the 33-5-10.0 road that lies south of the junction with the 33-5-22.3 road, and the portion of the 33-5-22.0 road that lies west of the junction with the 33-5-5.1 road.***																								
	Loading and Hauling logs from parts of units w/ NSO SR's on Roads 33-5-3.7, 33-5-5.1, 33-4-10.1, 33-5-10.3, 33-5-10.4, 33-5-21.0, 33-5-22.3, 33-5-26.2, the portion of the 33-5-10.0 road that lies north of the junction with the 33-5-22.3 road, and the portion of the 33-5-22.0 road that lies north and east of the junction with the 33-5-5.1 road, and all Paved Rds***																								

Peter's Folly Timber Sale Seasonal Restriction Matrix, Contract # ORM07-TS-2026.0010

Sale Area	Activity	Jan 1	Jan 15	Feb 1	Feb 15	Mar 1	Mar 15	Apr 1	Apr 15	May 1	May 15	Jun 1	Jun 15	Jul 1	Jul 15	Aug 1	Aug 15	Sep 1	Sep 15	Oct 1	Oct 15	Nov 1	Nov 15	Dec 1	Dec 15
Parts of Units 3-6, 5-4, 5-5, 5-6, 10-4, 13-6, 22-2 & 22-7: The rest of Units 3-6, 5-4, 5-5, 5-6, 10-4, 13-6, 22-2 & 22-7 that are outside of the NSO SR's, as shown on Exhibit A maps. (Ground Based & Cable Yard Units with Dry Condition Haul & All Season Haul)	Manual Falling and Bucking*																								
	Cable Yarding																								
	Mechanical Ground Based Harvesting, Yarding & Piling, Landing Construction, and Rehabilitation Activities Involving Heavy Equipment																								
	Pile Burning																								
	Road Maintenance**																								
	Loading and Hauling logs from parts of units w/out NSO SR's on Roads Jeep Road into unit 13-6, Roads TR 03-06, TR 05-04, TR 10-04, TR 22-07, 32-5-22.0, 33-5-4.0, 33-5-4.2, 33-5-5.0, 33-5-13.5, 33-5-22.1, 33-5-22.4, the portion of the 33-5-10.0 road that lies south of the junction with the 33-5-22.3 road, and the portion of the 33-5-22.0 road that lies west of the junction with the 33-5-5.1 road.***																								
	Loading and Hauling logs from parts of units w/out NSO SR's on Roads 33-5-3.7, 33-5-5.1, 33-4-10.1, 33-5-10.3, 33-5-10.4, 33-5-21.0, 33-5-22.3, 33-5-26.2, the portion of the 33-5-10.0 road that lies north of the junction with the 33-5-22.3 road, and the portion of the 33-5-22.0 road that lies north and east of the junction with the 33-5-5.1 road, and all Paved Rds***																								

U.S.D.I BLM MEDFORD DISTRICT SALE NO. ORM07-TS-2026.0010
T.32 S., R.5 W., SEC. 34 & T.33 S., R.5 W., SEC. 3 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT A



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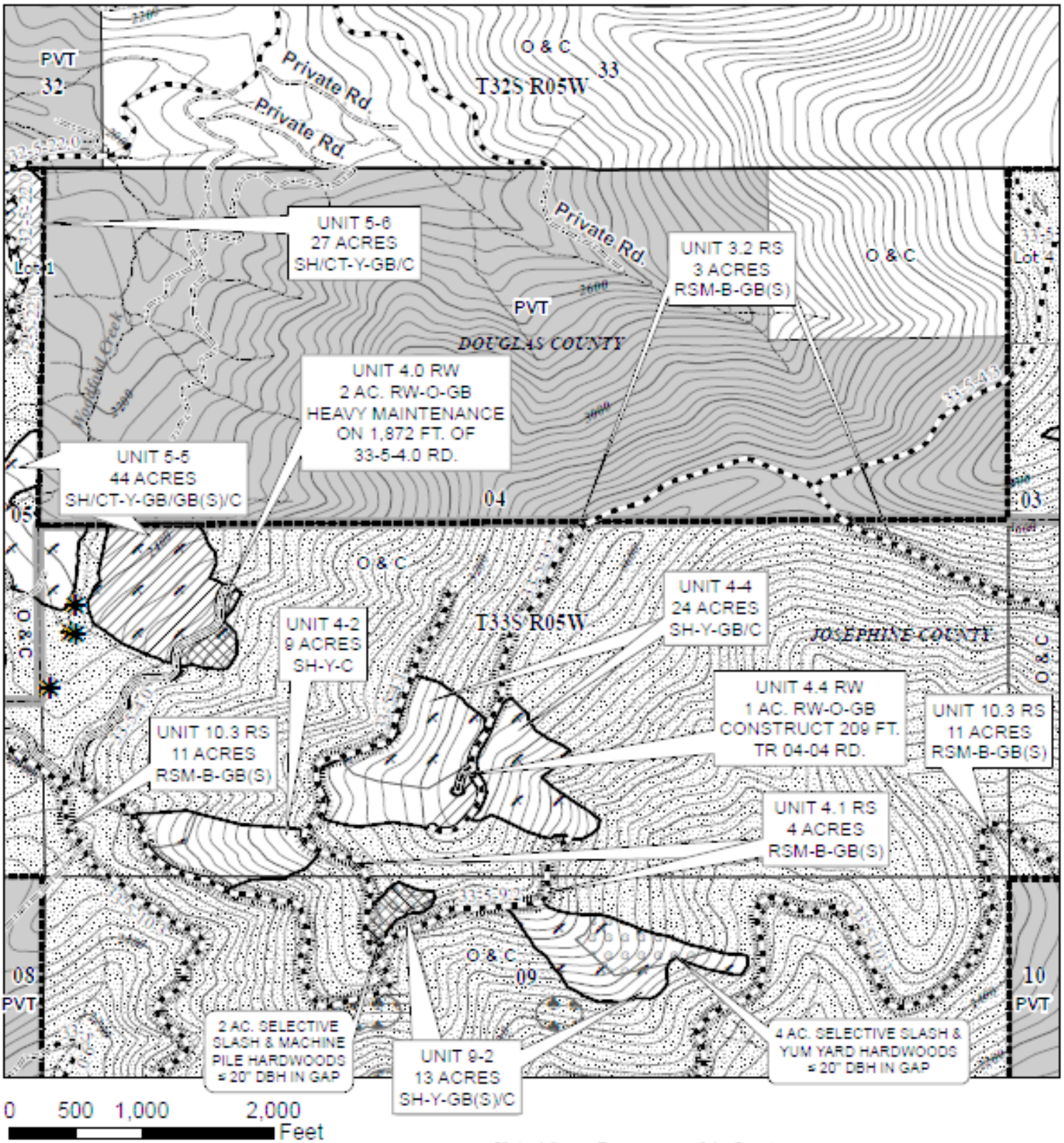
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Medford, OR 97504
(541) 618-2200

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U.S.D.I BLM MEDFORD DISTRICT SALE NO. ORM07-TS-2026.0010
T.33 S., R.5 W., SEC. 4 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT A



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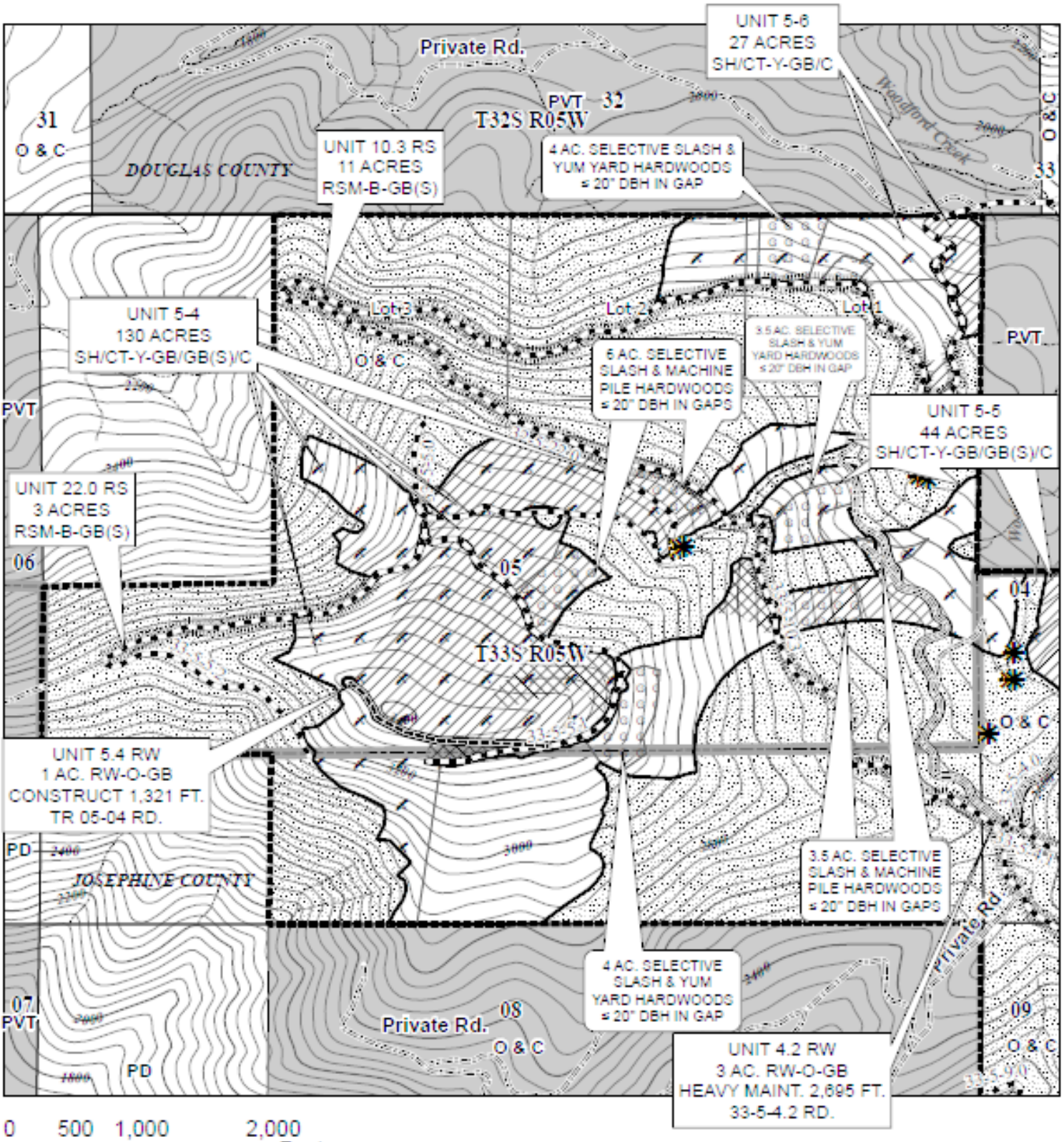
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T.33 S., R.5 W., SEC. 5 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT A



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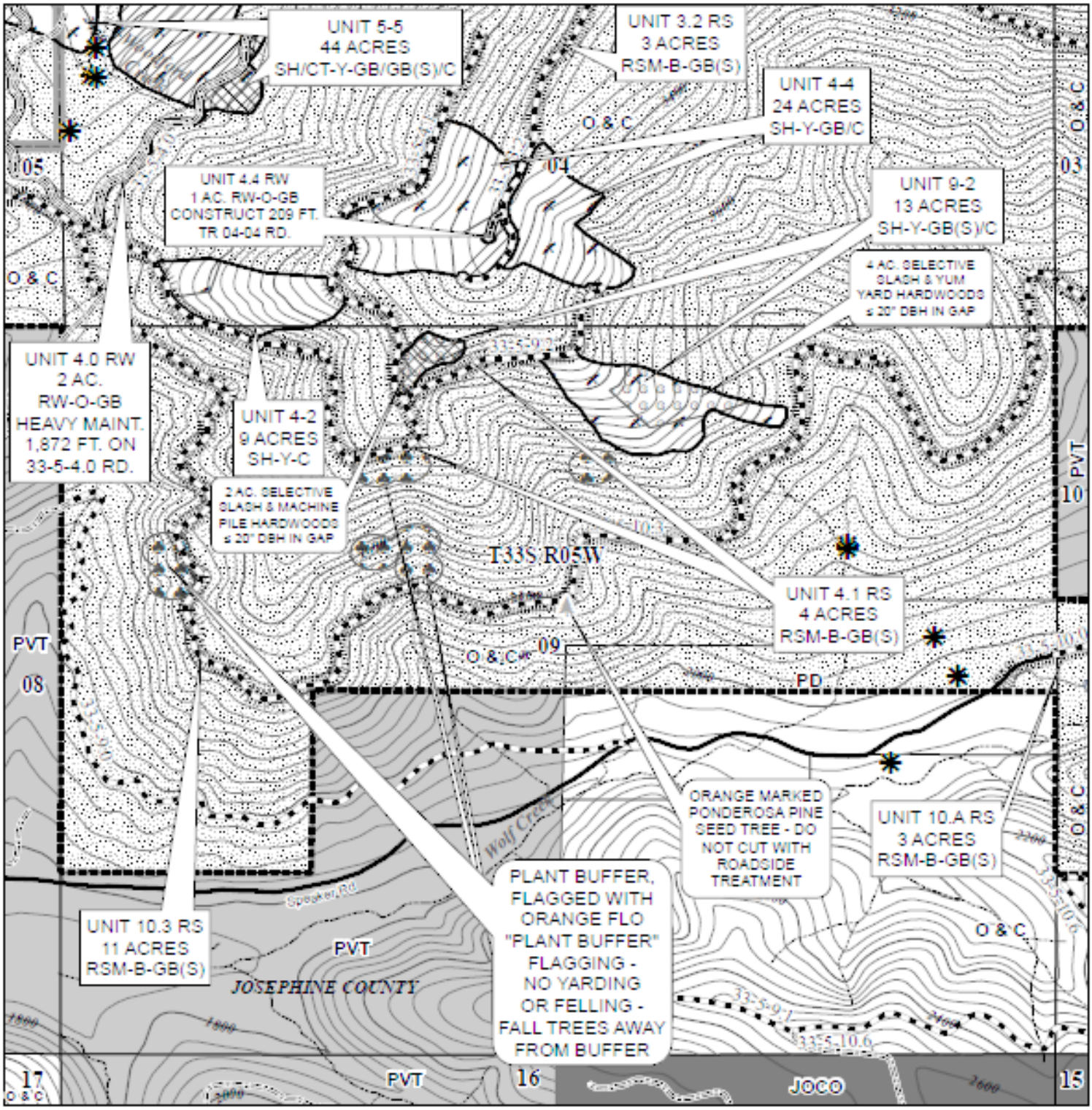
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T.33 S., R.5 W., SEC. 9 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT A



0 500 1,000 2,000 Feet

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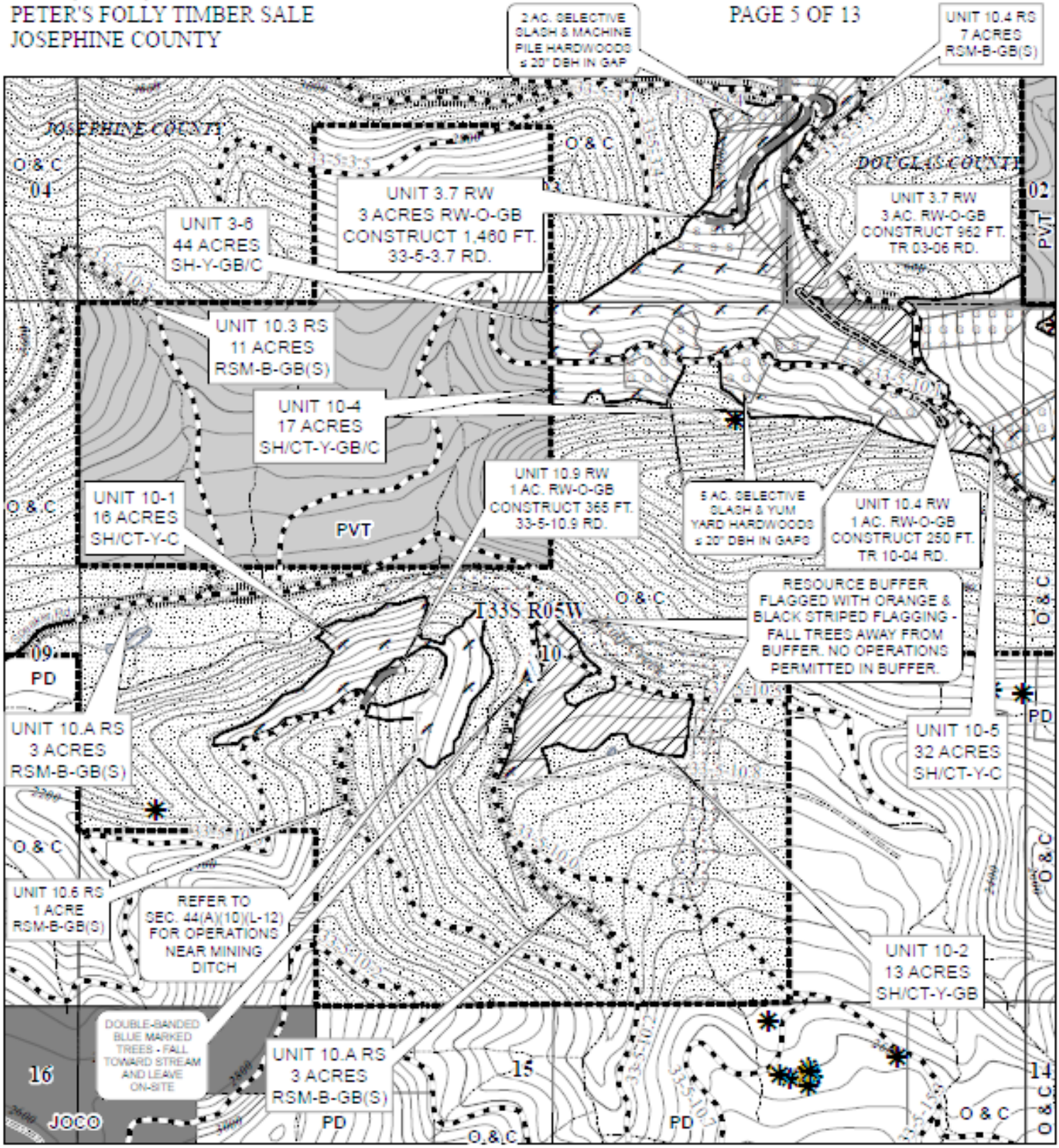
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T.33 S., R.5 W., SEC. 10 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT A



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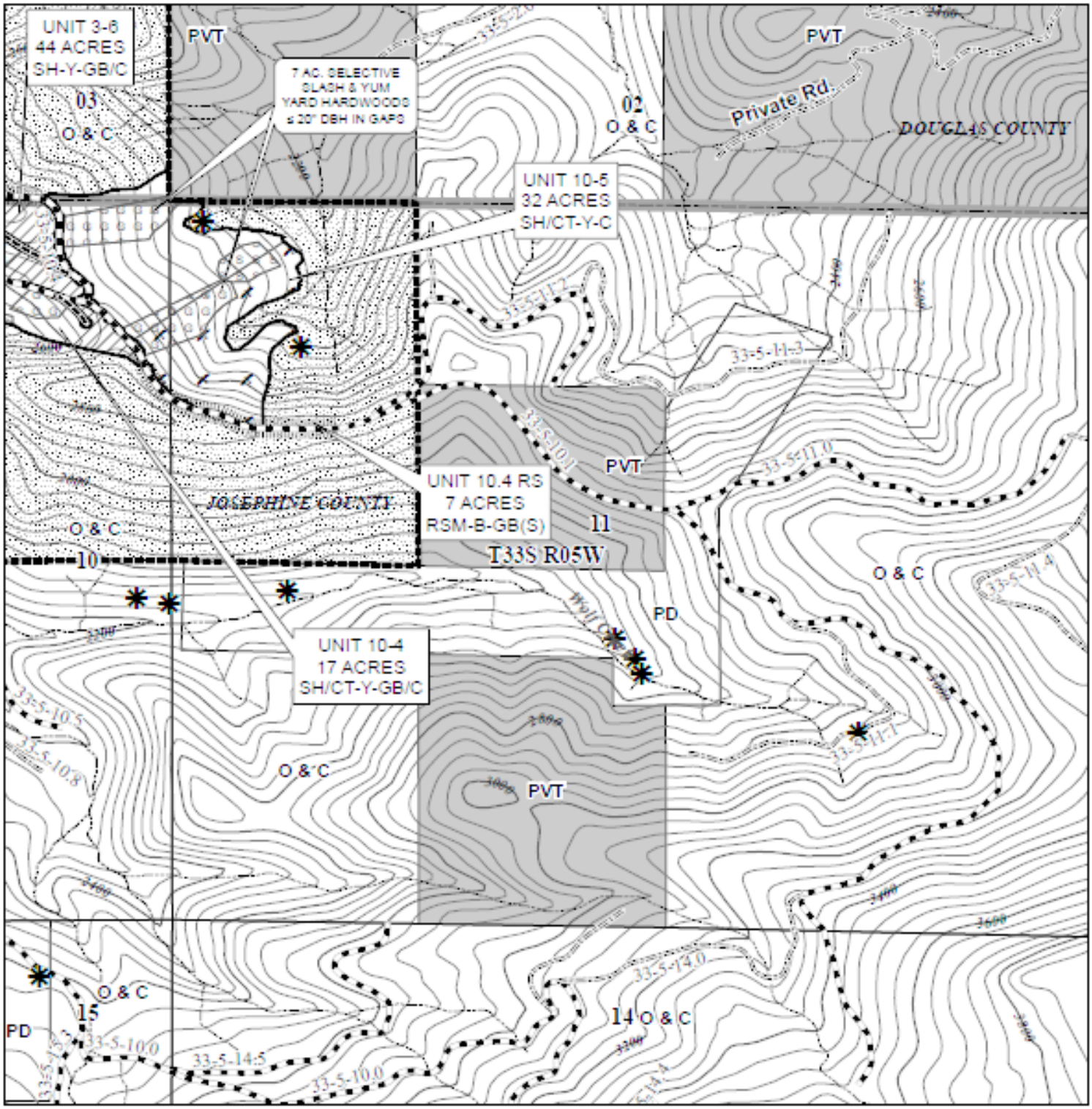
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T.33 S., R.5 W., SEC. 11 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT A



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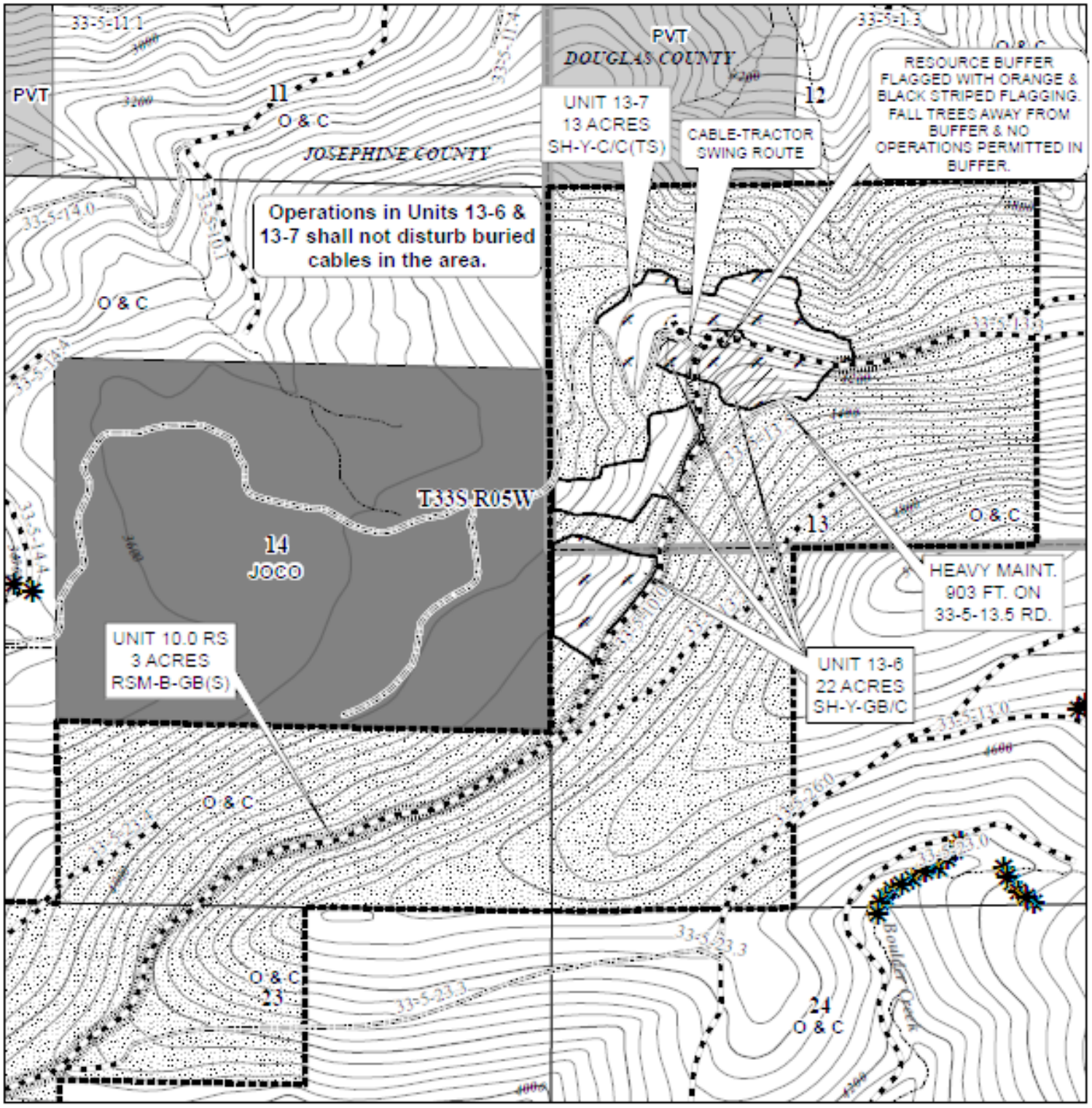
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T.33 S., R.5 W., SEC. 13 &14 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT A



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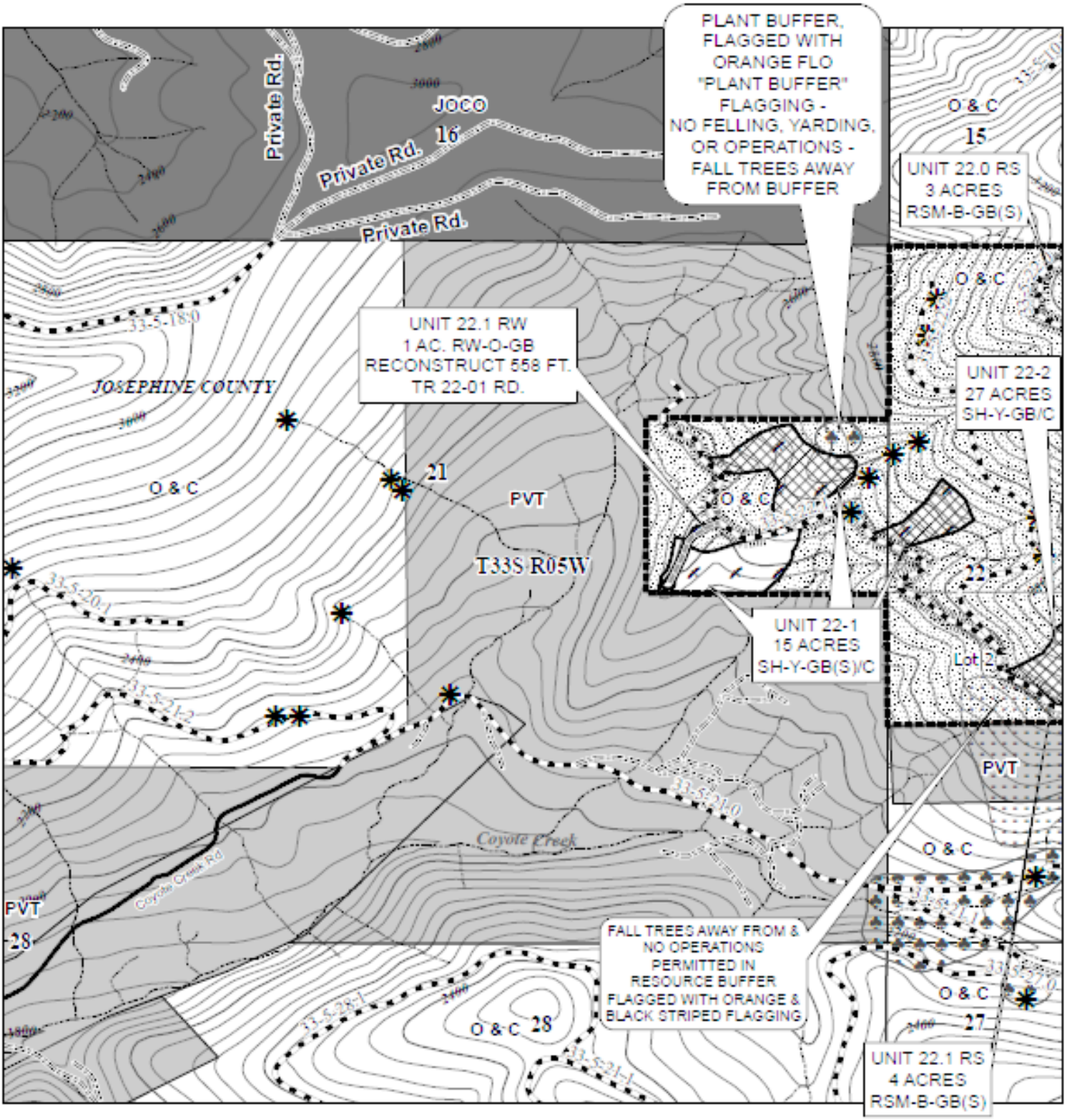
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U.S.D.I BLM MEDFORD DISTRICT SALE NO. ORM07-TS-2026.0010
T.33 S., R.5 W., SEC. 21 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT A



0 500 1,000 2,000 Feet

1:12,000

40 FOOT CONTOUR INTERVAL

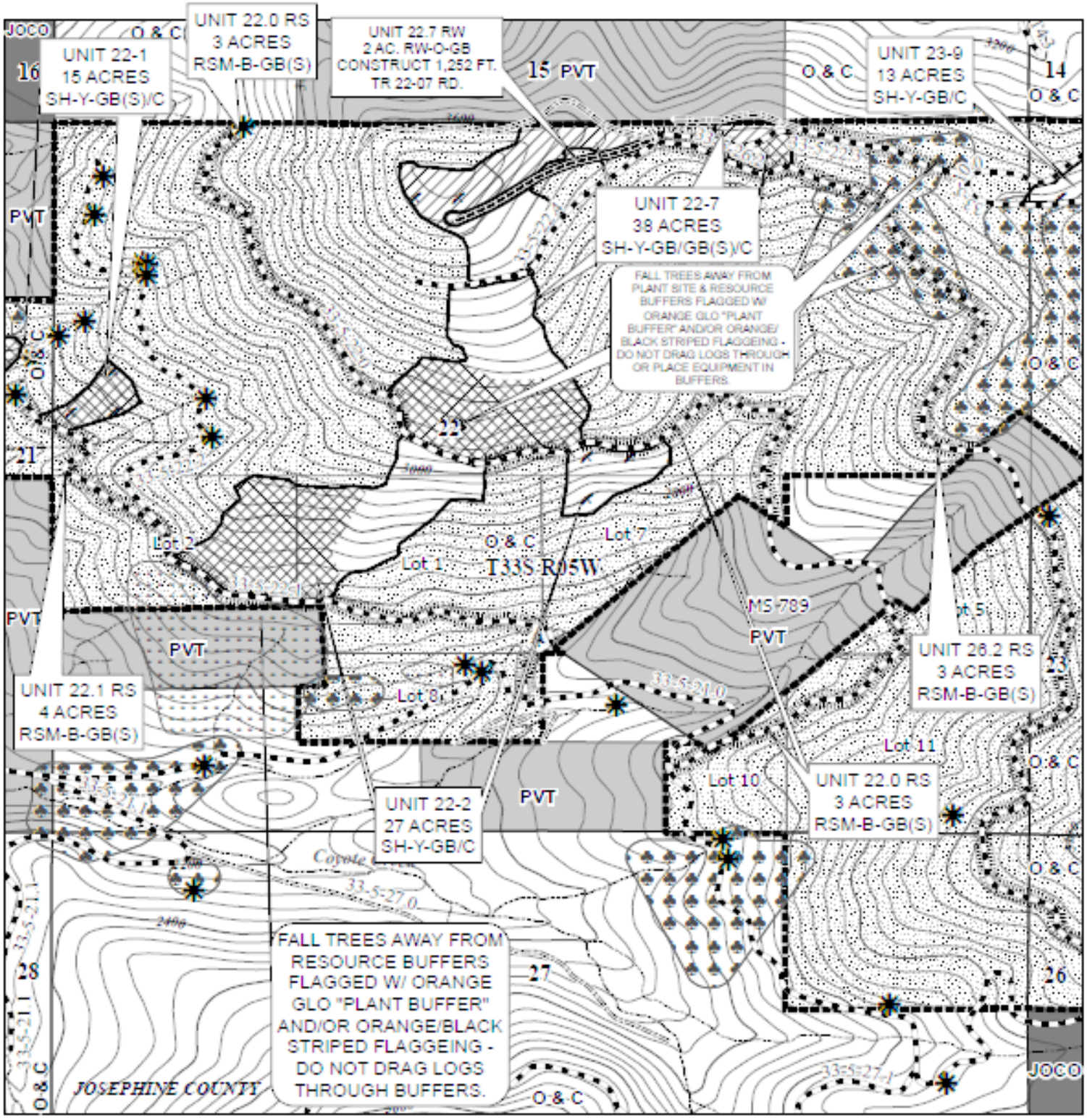
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U.S.D.I BLM MEDFORD DISTRICT SALE NO. ORM07-TS-2026.0010
T.33 S., R.5 W., SEC. 22 & SEC. 27 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT A



0 500 1,000 2,000 Feet

1:12,000

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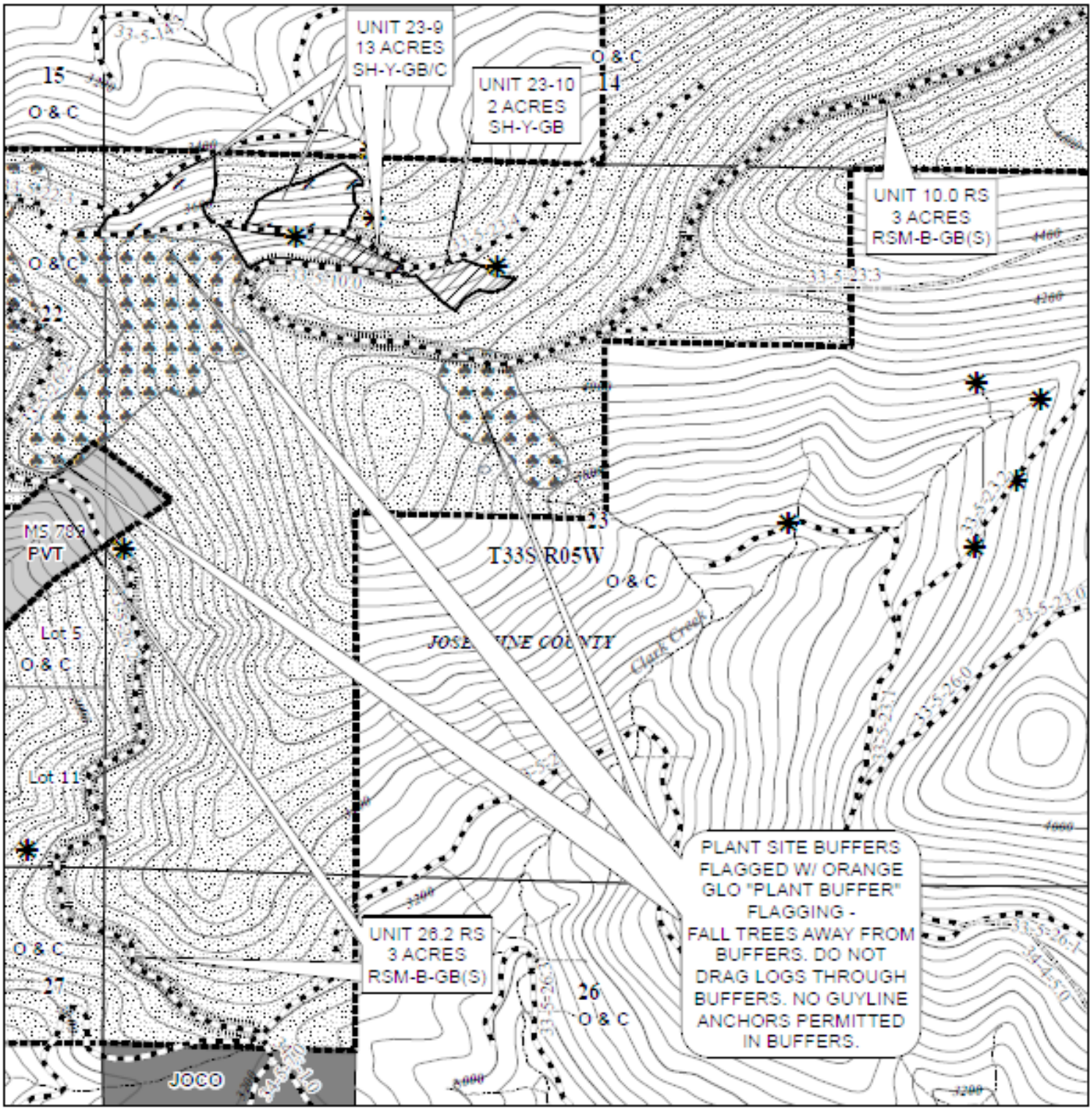
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U.S.D.I BLM MEDFORD DISTRICT SALE NO. ORM07-TS-2026.0010
T.33 S., R.5 W., SEC. 23 & SEC. 26 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT A



0 500 1,000 2,000 Feet

1:12,000

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LEGEND

Peter's Folly Timber Sale Units

- Cable
- Cable - Tractor Swing
- Ground-Based (Tractor)
- Ground-Based (Shovel)
- Skip
- Gap
- Northern Spotted Owl Seasonal Restrictions
- Cable-Tractor Swing Route
- Roadside Clearing Units

Roadside Trees w/ Special Designations

- Double blue banded - Cut & Leave Tree
- Orange-marked ponderosa pine - Leave Tree

Road Work

- Perm Construction
- Temp Construction
- Temp Reconstruction

Road Surface Type

- Paved
- Rocked

- Natural Surface
- Contract Area Boundary
- Reserve Area
- Intermittent Stream
- Perennial Stream
- Spring
- Waterbodies
- Mining Ditch
- Resource Buffer - No tree felling into or yarding through
- Plant Buffer - No tree felling into or yarding through
- Index - 200 ft. Contour
- Intermediate - 40 ft. Contour
- County
- Township & Range
- Section
- Lots

Ownership

- O&C: Bureau of Land Management
- PD: Bureau of Land Management
- JOCO: Josephine County
- PVT: Private Individual or Company

0 500 1,000 2,000 Feet

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LEGEND

UNIT	UNIT ACRES	PRESCRIPTION-PAINT COLOR-LOGGING SYSTEM
3-4	20	SH/CT-Y-GB/C
3.6 RW	1	RW-O-GB
3-4P	52	SH/CT-Y-GB(S)/C/C(TS)
3.4 RW	1	RW-O-GB
3-5	21	SH/CT-Y-GB/C
3-6	44	SH-Y-GB/C
3.7 RW	3	RW-O-GB
4-2	9	SH-Y-C
4-4	24	SH-Y-GB/C
4.4 RW	1	RW-O-GB
5-4	130	SH/CT-Y-GB/GB(S)/C
5.4 RW	1	RW-O-GB
5-5	44	SH/CT-Y-GB/GB(S)/C
4.0 RW	2	RW-O-GB
4.2 RW	3	RW-O-GB
5-6	27	SH/CT-Y-GB/C
9-2	13	SH-Y-GB(S)/C
10-1	16	SH/CT-Y-C
10.9 RW	1	RW-O-GB
10-2	13	SH/CT-Y-GB
10-4	17	SH/CT-Y-GB/C
10.4 RW	1	RW-O-GB
10-5	32	SH/CT-Y-C
13-6	22	SH-Y-GB/C
13-7	13	SH-Y-C/C(TS)
22-1	15	SH-Y-GB(S)/C
22.1 RW	1	RW-O-GB
22-2	27	SH-Y-GB/C
22-7	38	SH-Y-GB/GB(S)/C
22.7 RW	2	RW-O-GB
23-9	13	SH-Y-GB/C
23-10	2	SH-Y-GB
3.2 RS	3	RSM-B-GB(S)
4.1 RS	4	RSM-B-GB(S)
10.A RS	3	RSM-B-GB(S)
10.0 RS	3	RSM-B-GB(S)
10.3 RS	11	RSM-B-GB(S)
10.4 RS	7	RSM-B-GB(S)
10.6 RS	1	RSM-B-GB(S)
22.0 RS	3	RSM-B-GB(S)
22.B RS	1	RSM-B-GB(S)
22.1 RS	4	RSM-B-GB(S)
26.2 RS	3	RSM-B-GB(S)
TOTAL	**652**	

* BOUNDARIES OF HARVEST UNITS ARE POSTED AND PAINTED IN ORANGE

CT = COMMERCIAL THIN
SH = SELECTION HARVEST
RW = RIGHT OF WAY CLEARING
RSM = ROADSIDE MANAGEMENT
GB = GROUND-BASED YARD, TRACTOR
GB(S) = GROUND-BASED YARD, SHOVEL
C = CABLE YARD
C(TS) = CABLE - TRACTOR SWING YARD
Y = YELLOW MARK LEAVE TREE
O = ORANGE MARK LEAVE TREE
B = BLUE MARK CUT TREE

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40 FOOT CONTOUR INTERVAL

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SUMMARY

SH/CT-Y-GB/GB(S)/C	SELECTION HARVEST & COMMERCIAL THIN - YELLOW MARK LEAVE TREE - GROUND BASED (TRACTOR), GROUND BASED (SHOVEL), & CABLE YARD (UNITS 5-4 & 5-5)	174 ACRES
SH/CT-Y-GB/C	SELECTION HARVEST & COMMERCIAL THIN - YELLOW MARK LEAVE TREE - GROUND BASED (TRACTOR) & CABLE YARD (UNITS 3-5, 3-4, 5-6, & 10-4)	85 ACRES
SH/CT-Y-GB	SELECTION HARVEST & COMMERCIAL THIN - YELLOW MARK LEAVE TREE - GROUND BASED (TRACTOR) YARD (UNIT 10-2)	13 ACRES
SH/CT-Y-GB(S)/C/C(TS)	SELECTION HARVEST & COMMERCIAL THIN - YELLOW MARK LEAVE TREE - GROUND BASED (SHOVEL), CABLE, & CABLE - TRACTOR SWING YARD (UNIT 3-4P)	52 ACRES
SH/CT-Y-C	SELECTION HARVEST & COMMERCIAL THIN - YELLOW MARK LEAVE TREE - CABLE YARD (UNITS 10-1 & 10-5)	48 ACRES
SH-Y-GB/GB(S)/C	SELECTION HARVEST - YELLOW MARK LEAVE TREE - GROUND BASED (TRACTOR), GROUND BASED (SHOVEL), & CABLE YARD (UNIT 22-7)	38 ACRES
SH-Y-GB/C	SELECTION HARVEST - YELLOW MARK LEAVE TREE - GROUND BASED (TRACTOR) & CABLE YARD (UNITS 3-6, 4-4, 13-6, 22-2, & 23-9)	130 ACRES
SH-Y-GB	SELECTION HARVEST - YELLOW MARK LEAVE TREE - GROUND BASED (TRACTOR) YARD (UNIT 23-10)	2 ACRES
SH-Y-GB(S)/C	SELECTION HARVEST - YELLOW MARK LEAVE TREE - GROUND BASED (SHOVEL) & CABLE YARD (UNITS 9-2 & 22-1)	28 ACRES
SH-Y-C/C(TS)	SELECTION HARVEST - YELLOW MARK LEAVE TREE - CABLE & CABLE - TRACTOR SWING YARD (UNIT 13-7)	13 ACRES
SH-Y-C	SELECTION HARVEST - YELLOW MARK LEAVE TREE - CABLE YARD (UNIT 4-2)	9 ACRES
RW-O-GB	RIGHT OF WAY CLEARING - ORANGE MARK LEAVE TREE - GROUND BASED (TRACTOR) YARD (UNITS 10.4 RW, 10.9 RW, 22.1 RW, 22.7 RW, 3.4 RW, 3.6 RW, 3.7 RW, 4.0 RW, 4.2 RW, 4.4 RW, & 5.4 RW)	17 ACRES
RSM-B-GB(S)	ROADSIDE MANAGEMENT - BLUE MARK CUT TREE - GROUND BASED (SHOVEL) YARD (UNITS 3.2 RS, 4.1 RS, 10.A RS, 10.0 RS, 10.3 RS, 10.4 RS, 10.6 RS, 22.0 RS, 22.B RS, 22.1 RS, & 26.2 RS)	43 ACRES
	TOTAL TIMBER SALE UNIT AREA	652 ACRES
	RESERVE AREA	2,847.47 ACRES
	TOTAL CONTRACT AREA	3,499.47 ACRES

0 500 1,000 2,000
Feet

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Information for Timber Sale Notice, Prospectus, Sec. 43 & 44
Peter's Folly Timber Sale
ORM07-TS-2026.0010

Approx # of trees	Est Volume MBF 32'	Species	Est Volume MBF 16'	Stumpage Adjustment	Appraised $/MBF		Appraised Value ($)
49,941	9,905.0	Douglas Fir	12,294.0	($14.70)	$75.30		$925,738.20
1,459	500.0	White Fir	603.0	$0.00	$42.60	*	$25,687.80
1,167	185.0	Ponderosa Pine	239.0	$0.00	$31.30	*	$7,480.70
506	168.0	Western Hemlock	208.0	$0.00	$42.00	*	$8,736.00
1,562	120.0	Incense-cedar	162.0	$0.00	$36.00	*	$5,832.00
10	0.8	Sugar Pine	1.0	$0.00	$32.40	*	$32.40
54,645	**10,878.8**		**13,507.0**				**$973,507.10**

* Minimum Stumpage values were used to compute the Appraised Price/MBF (10.00% of Pond Value)

CRUISED BY:	Cannon/Darner
CRUISE COMPLETED:	August 2026
COMBINED SAMPLING ERROR:	10.62%

CRUISE DESIGN/METHOD Description:

The Peter's Folly timber sale was cruised using the PCMTRE, 3P and BLM 100 cruise methods. Strata 1 was 433 acres of Selection harvest, commercial thin and Gaps which was cruised using PCMTRE, a 40 BAF, 1 and 9 sampling frequency for DF, 1 & 8 WF, 1 & 8 PP, 1 & 8 IC, 1 & 5 SP, 1 & 5 WH on 253 plots. Strata 2 was 159 acres of Selection harvest, Commercial thinning which was cruised using PCMTRE, a 40 BAF, 1 and 8 sampling frequency for DF, 1 & 7 WF, 1 & 7 PP, 1 & 7 IC, 1 & 5 SP, 1 & 5 WH on 90 plots applied using a systematic grid pattern. Strata 3 is 60 acres of ROW's and roadside clearing, cruised using 3P cruise method. The BLM 100 cruise method was used for Strata 4 for other minor species in ROW's and roadside clearing.

TRACT FEATURES

ALL SPECIES

QM DBH	16.3	INCHES
GM LOG	68	BD FT
Total Gross Volume	14,890	MBF
Recovery	91	%

Salvage	0	MBF
Export	0	MBF

Dominant Species: **Douglas Fir**

QM DBH	16.2	INCHES
GM Log	68	BD FT
Recovery	91	%
Salvage	0	MBF

Admin Scale Allowance		$0.00	$/MBF
	TOTAL ADMIN. SCALE Allowance	$0.00	

EXPORT VOLUME (LE-1)	Port Orford Cedar	0	MBF

Reserve Tree Paint Color	**Reserve Tree Count**
	0

Harvest Tree Paint Color	**Harvest Tree Count**
	0

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United States
Department of the Interior
Bureau of Land Management

Timber Appraisal

Sale Name: Peter's Folly
BLM District: Medford DO
Contract #: ORM07-TS-2026.0010
Sale Type: Advertised

Sale Date: Thursday, September 24, 2026
Unit of Measure: 16' MBF
Contract Term: 48 months
Contract Mechanism: 5450-004
Scale Sale of Timber and other Wood Products

Content

Timber Appraisal Summary
Stumpage Summary
Unit Summary
Stump to Truck
Transportation
Engineering Allowances
Other Allowances

Prepared By: Darner, Richard J - 8/18/2026
Approved By: Caulfield, David J - 8/19/2026

Legal Description of Contract Area

Land Status	County	Township	Range	Section	Subdivision	Meridian
O&C	Douglas	33S	5W	3	Lot 1, Lot 2, Lot 3, Lot 4, SW1/4NE1/4, S1/2NW1/4, E1/2SE1/4	Willamette
O&C	Josephine	33S	5W	3	N1/2SW1/4, SW1/4SW1/4, W1/2SE1/4	Willamette
O&C	Douglas	33S	5W	5	Lot 1, Lot 2, Lot 3, S1/2NE1/4, SE1/4NW1/4, S1/2NE1/4, NW1/4SE1/4, NE1/4SE1/4	Willamette
O&C	Josephine	33S	5W	5	SE1/4SW1/4, S1/2SE1/4	Willamette
O&C	Josephine	33S	5W	9	N1/2, NW1/4SW1/4	Willamette
O&C	Josephine	33S	5W	10	NE1/4, S1/2S1/2NW1/4, N1/2SW1/4, SE1/4SW1/4, W1/2SE1/4	Willamette
O&C	Josephine	33S	5W	10	NE1/4, S1/2NW1/4, N1/2SW1/4, SE1/4SW1/4, W1/2SE1/4	Willamette
O&C	Josephine	33S	5W	11	W1/2NW1/4	Willamette
O&C	Douglas	33S	5W	13	NW1/4	Willamette
O&C	Josephine	33S	5W	13	W1/2SW1/4, S1/2SE1/4	Willamette
O&C	Josephine	33S	5W	14	S1/2SE1/4	Willamette
O&C	Josephine	33S	5W	21	SE1/4NE1/4	Willamette
O&C	Josephine	33S	5W	22	Lot 1, Lot 2, Lot 5, Lot7, Lot 8, Lot 10, Lot 11, N1/2NE1/4, S1/2NE1/4, less and except MS789, NW1/4	Willamette
O&C	Josephine	33S	5W	23	NW1/4NE1/4, N1/2NW1/4, SW1/4NW1/4 less and except MS789, SE11/4, NW1/4SW1/4, less and except MS789, SW1/4SW1/4	Willamette
O&C	Josephine	33S	5W	26	NW1/4NW1/4	Willamette
O&C	Josephine	33S	5W	27	NE1/4NE1/4	Willamette
O&C	Douglas	32S	5W	34	Lot 5	Willamette

Species Totals

Species	Net	Gross Merch	Gross	# of Merch Logs	# of Cull Logs	# of Trees
Douglas Fir	12,294.0	13,409.0	13,514.0	198,606	1,742	49,941
White Fir	603.0	645.0	645.0	7,475	0	1,459
Ponderosa Pine	239.0	264.0	264.0	4,367	0	1,167
Western Hemlock	208.0	239.0	279.0	2,621	163	506
Incense-cedar	162.0	185.0	188.0	3,350	153	1,562
Sugar Pine	1.0	1.0	1.0	28	0	10
Totals	**13,507.0**	**14,743.0**	**14,891.0**	**216,447**	**2,058**	**54,645**

Cutting Area Acres

Regeneration Harvest Acres	Partial Cut Acres	Right of Way Acres	Total Acres	Net Volume per Acre
0.0	592.0	60.0	652.0	20.7

Comments:
Scale for Payment Timber Sale*** See deficit surplus pricing sheet that was applied to sale

Logging Costs

Stump to Truck	$3,341,118.38
Transportation	$991,024.46
Road Construction	$1,462,192.30
Maintenance/Rockwear	$172,546.18
Road Use	$0.00
Other Allowances	$243,533.86
Total:	**$6,210,415.18**
Total Logging Cost per MBF:	**$459.79**

Utilization Centers

Location	Distance	% of Net Volume
White City/Glendale	36.0 miles	100%

Profit & Risk

Profit	11%
Risk	0%
Total Profit & Risk	**11%**

Tract Features

Quadratic Mean DBH	16.3 in
Average GM Log	68 bf
Average Volume per Acre	20.7 mbf
Recovery	91%
Net MBF volume:	
Green	13,507.0 mbf
Salvage	0 mbf
Export	0 mbf
Ground Base Logging:	
Percent of Sale Volume	38%
Average Yarding Slope	30%
Average Yarding Distance	265 ft
Cable Logging:	
Percent of Sale Volume	62%
Average Yarding Slope	50%
Average Yarding Distance	330 ft
Aerial Logging:	
Percent of Sale Volume	0%
Average Yarding Slope	0%
Average Yarding Distance	0 ft

Cruise

Cruise Completed August 2026

Cruised By Cannon/Darner

Cruise Method

The Peter's Folly timber sale was cruised using the PCMTRE, 3P and BLM 100 cruise methods. Strata 1 was 433 acres of Selection harvest, commercial thin and Gaps which was cruised using PCMTRE, a 40 BAF, 1 and 9 sampling frequency for DF, 1 & 8 WF, 1 & 8 PP, 1 & 8 IC, 1 & 5 SP, 1 & 5 WH on 253 plots. Strata 2 was 159 acres of Selection harvest, Commercial thinning which was cruised using PCMTRE, a 40 BAF, 1 and 8 sampling frequency for DF, 1 & 7 WF, 1 & 7 PP, 1 & 7 IC, 1 & 5 SP, 1 & 5 WH on 90 plots applied using a systematic grid pattern. Strata 3 is 60 acres of ROW's and roadside clearing, cruised using 3P cruise method. The BLM 100 cruise method was used for Strata 4 for other minor species in ROW's and roadside clearing.

Stumpage Computation

Species	# of Trees	Net Volume	Pond Value	(-) Profit & Risk	(-) Logging Costs	(+) Marginal Log Value	Stumpage Adjustment	Appraised Price/MBF		Appraised Value ($)
Douglas Fir	49,941	12,294.0	$617.78	$67.96	$459.79	$0.00	($14.70)	$75.30		$925,738.20
White Fir	1,459	603.0	$425.95	$46.85	$459.79	$0.00	$0.00	$42.60	*	$25,687.80
Ponderosa Pine	1,167	239.0	$312.74	$34.40	$459.79	$0.00	$0.00	$31.30	*	$7,480.70
Western Hemlock	506	208.0	$419.13	$46.10	$459.79	$0.00	$0.00	$42.00	*	$8,736.00
Incense-cedar	1,562	162.0	$359.24	$39.52	$459.79	$0.00	$0.00	$36.00	*	$5,832.00
Sugar Pine	10	1.0	$323.20	$35.55	$459.79	$0.00	$0.00	$32.40	*	$32.40
Totals	**54,645**	**13,507.0**								**$973,507.10**

* Minimum Stumpage values were used to compute the Appraised Price/MBF (10.00% of Pond Value)

Other Wood Products

Product	Unit of Measure	# of Units	$/Unit	Appraised Value
Biomass	Green Tons	2443	$1.47	$3,591.21
Totals				**$3,591.21**

Total Appraised Value: $977,098.31

Percent of Volume By Log Grade

Species	No. 1 & 2 Peeler	No. 3 Peeler	Special Mill	No. 2 Sawmill	No. 3 Sawmill	No. 4 Sawmill	Camp Run
Douglas Fir			3.0%	56.0%	37.0%	4.0%	

Species	Peeler	No. 1 Sawmill	Special Mill	No. 2 Sawmill	No. 3 Sawmill	No. 4 Sawmill	Camp Run
White Fir				71.0%	27.0%	2.0%	

Species	No. 1 Sawmill	No. 2 Sawmill	No. 3 Sawmill	No. 4 Sawmill	No. 5 Sawmill	No. 6 Sawmill	Camp Run
Ponderosa Pine				59.0%	34.0%	7.0%	

Species	Peeler	No. 1 Sawmill	Special Mill	No. 2 Sawmill	No. 3 Sawmill	No. 4 Sawmill	Camp Run
Western Hemlock			10.0%	60.0%	28.0%	2.0%	

Species	No. 1 Sawmill	No. 2 Sawmill	No. 3 Sawmill	No. 4 Sawmill	No. 5 Sawmill	No. 6 Sawmill	Camp Run
Incense-cedar				48.0%	38.0%	14.0%	

Species	No. 1 Sawmill	No. 2 Sawmill	No. 3 Sawmill	No. 4 Sawmill	No. 5 Sawmill	No. 6 Sawmill	Camp Run
Sugar Pine				46.0%	42.0%	12.0%	

Unit: 3-4

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	429.0	468.0	473.0	1,405
White Fir	18.0	20.0	20.0	25
Western Hemlock	10.0	11.0	13.0	23
Incense-cedar	2.0	2.0	2.0	16
Totals:	**459.0**	**501.0**	**508.0**	**1,469**

Regeneration Harvest	0.0
Partial Cut	20.0
Right of Way	0.0
Total Acres:	**20.0**

Unit: 3-4P

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	1,116.0	1,218.0	1,229.0	3,652
White Fir	48.0	51.0	51.0	65
Western Hemlock	25.0	29.0	33.0	60
Incense-cedar	5.0	6.0	6.0	42
Totals:	**1,194.0**	**1,304.0**	**1,319.0**	**3,819**

Regeneration Harvest	0.0
Partial Cut	52.0
Right of Way	0.0
Total Acres:	**52.0**

Unit: 3-5

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	451.0	492.0	496.0	1,475
White Fir	19.0	21.0	21.0	26
Western Hemlock	10.0	12.0	13.0	24
Incense-cedar	2.0	2.0	2.0	17
Totals:	**482.0**	**527.0**	**532.0**	**1,542**

Regeneration Harvest	0.0
Partial Cut	21.0
Right of Way	0.0
Total Acres:	**21.0**

Unit: 8-8

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	944.0	1,030.0	1,040.0	3,090
White Fir	41.0	43.0	43.0	55
Western Hemlock	21.0	24.0	28.0	51
Incense-cedar	4.0	5.0	5.0	35
Totals:	**1,010.0**	**1,102.0**	**1,116.0**	**3,231**

Regeneration Harvest	0.0
Partial Cut	44.0
Right of Way	0.0
Total Acres:	**44.0**

Unit: 3.2RS

Net Volume/Acre: 15.3 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	45.0	48.0	48.0	293
Ponderosa Pine	1.0	1.0	1.0	2
Totals:	**46.0**	**49.0**	**49.0**	**295**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	3.0
Total Acres:	**3.0**

Unit: 3.4RW

Net Volume/Acre: 13.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	13.0	14.0	14.0	66
Totals:	**13.0**	**14.0**	**14.0**	**66**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 3.6RW

Net Volume/Acre: 44.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	44.0	47.0	48.0	42
Totals:	**44.0**	**47.0**	**48.0**	**42**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 3.7RW

Net Volume/Acre: 36.3 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	109.0	117.0	118.0	440
Totals:	**109.0**	**117.0**	**118.0**	**440**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	3.0
Total Acres:	**3.0**

Unit: 9-2

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	193.0	211.0	213.0	632
White Fir	8.0	8.0	9.0	11
Western Hemlock	4.0	5.0	6.0	10
Incense-cedar	1.0	1.0	1.0	7
Totals:	**206.0**	**225.0**	**229.0**	**660**

Net Volume/Acre: 9.9 MBF

Regeneration Harvest	0.0
Partial Cut	9.0
Right of Way	0.0
Total Acres:	**9.0**

Unit: 4-4

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	515.0	562.0	567.0	1,686
White Fir	22.0	24.0	24.0	30
Western Hemlock	11.0	13.0	15.0	28
Incense-cedar	2.0	3.0	3.0	19
Totals:	**550.0**	**602.0**	**609.0**	**1,763**

Net Volume/Acre: 22.9 MBF

Regeneration Harvest	0.0
Partial Cut	24.0
Right of Way	0.0
Total Acres:	**24.0**

Unit: 4-4RW

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	2.0	2.0	2.0	12
Ponderosa Pine	1.0	1.0	1.0	4
Totals:	**3.0**	**3.0**	**3.0**	**16**

Net Volume/Acre: 3.0 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 4.0RW

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	44.0	47.0	47.0	262
White Fir	5.0	5.0	5.0	17
Ponderosa Pine	4.0	4.0	4.0	16
Incense-cedar	1.0	1.0	1.0	8
Totals:	**54.0**	**57.0**	**57.0**	**303**

Net Volume/Acre: 27.0 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	2.0
Total Acres:	**2.0**

Unit: 4.1RS

Net Volume/Acre: 18.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	51.0	55.0	55.0	308
Ponderosa Pine	18.0	19.0	19.0	107
Incense-cedar	3.0	3.0	3.0	47
Totals:	**72.0**	**77.0**	**77.0**	**462**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	4.0
Total Acres:	**4.0**

Unit: 4.2RW

Net Volume/Acre: 26.3 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	68.0	74.0	74.0	245
White Fir	5.0	6.0	6.0	10
Ponderosa Pine	5.0	5.0	5.0	11
Incense-cedar	1.0	1.0	1.0	5
Totals:	**79.0**	**86.0**	**86.0**	**271**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	3.0
Total Acres:	**3.0**

Unit: 5-4

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	2,792.0	3,047.0	3,077.0	9,130
White Fir	123.0	128.0	127.0	169
Western Hemlock	63.0	71.0	85.0	148
Incense-cedar	13.0	17.0	19.0	120
Totals:	**2,991.0**	**3,263.0**	**3,308.0**	**9,567**

Regeneration Harvest	0.0
Partial Cut	130.0
Right of Way	0.0
Total Acres:	**130.0**

Unit: 5-4RW

Net Volume/Acre: 33.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	33.0	36.0	36.0	107
Totals:	**33.0**	**36.0**	**36.0**	**107**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 5-5

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	944.0	1,030.0	1,040.0	3,090
White Fir	41.0	43.0	43.0	55
Western Hemlock	21.0	24.0	28.0	51
Incense-cedar	4.0	5.0	5.0	35
Totals:	**1,010.0**	**1,102.0**	**1,116.0**	**3,231**

Regeneration Harvest	0.0
Partial Cut	44.0
Right of Way	0.0
Total Acres:	**44.0**

Unit: 5-6

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	579.0	632.0	638.0	1,896
White Fir	25.0	27.0	27.0	34
Western Hemlock	13.0	15.0	17.0	31
Incense-cedar	3.0	3.0	3.0	22
Totals:	**620.0**	**677.0**	**685.0**	**1,983**

Regeneration Harvest	0.0
Partial Cut	27.0
Right of Way	0.0
Total Acres:	**27.0**

Unit: 9-2

Net Volume/Acre: 22.9 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	279.0	304.0	307.0	913
White Fir	12.0	13.0	13.0	16
Western Hemlock	6.0	7.0	8.0	15
Incense-cedar	1.0	1.0	2.0	10
Totals:	**298.0**	**325.0**	**330.0**	**954**

Regeneration Harvest	0.0
Partial Cut	13.0
Right of Way	0.0
Total Acres:	**13.0**

Unit: 10-1

Net Volume/Acre: 14.6 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	200.0	219.0	219.0	1,430
White Fir	18.0	19.0	19.0	83
Ponderosa Pine	8.0	9.0	9.0	45
Incense-cedar	7.0	8.0	8.0	51
Totals:	**233.0**	**255.0**	**255.0**	**1,609**

Regeneration Harvest	0.0
Partial Cut	16.0
Right of Way	0.0
Total Acres:	**16.0**

Unit: 10-2

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	162.0	178.0	178.0	1,162
White Fir	14.0	16.0	16.0	68
Ponderosa Pine	6.0	7.0	7.0	36
Incense-cedar	6.0	6.0	6.0	41
Totals:	**188.0**	**207.0**	**207.0**	**1,307**

Regeneration Harvest	0.0
Partial Cut	13.0
Right of Way	0.0
Total Acres:	**13.0**

Unit: 10-4

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	365.0	398.0	402.0	1,194
White Fir	16.0	17.0	17.0	21
Western Hemlock	8.0	9.0	11.0	20
Incense-cedar	2.0	2.0	2.0	14
Totals:	**391.0**	**426.0**	**432.0**	**1,249**

Regeneration Harvest	0.0
Partial Cut	17.0
Right of Way	0.0
Total Acres:	**17.0**

Unit: 10-5

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	687.0	749.0	756.0	2,247
White Fir	30.0	31.0	31.0	40
Western Hemlock	15.0	18.0	21.0	37
Incense-cedar	3.0	4.0	4.0	26
Totals:	**735.0**	**802.0**	**812.0**	**2,350**

Net Volume/Acre: 23.0 MBF

Regeneration Harvest	0.0
Partial Cut	32.0
Right of Way	0.0
Total Acres:	**32.0**

Unit: 10.0RS

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	62.0	67.0	67.0	306
White Fir	8.0	9.0	9.0	25
Ponderosa Pine	1.0	1.0	1.0	3
Totals:	**71.0**	**77.0**	**77.0**	**334**

Net Volume/Acre: 23.7 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	3.0
Total Acres:	**3.0**

Unit: 10.3RS

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	163.0	175.0	176.0	913
Ponderosa Pine	62.0	66.0	66.0	262
Incense-cedar	10.0	12.0	12.0	134
White Fir	4.0	4.0	4.0	19
Western Hemlock	1.0	1.0	1.0	8
Totals:	**240.0**	**258.0**	**259.0**	**1,336**

Net Volume/Acre: 21.8 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	11.0
Total Acres:	**11.0**

Unit: 10.4RS

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	145.0	157.0	157.0	1,044
Ponderosa Pine	2.0	2.0	2.0	8
Incense-cedar	2.0	2.0	2.0	23
Sugar Pine	1.0	1.0	1.0	10
Totals:	**150.0**	**162.0**	**162.0**	**1,085**

Net Volume/Acre: 21.4 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	7.0
Total Acres:	**7.0**

Unit: 10.4RW

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	4.0	5.0	5.0	13
Totals:	**4.0**	**5.0**	**5.0**	**13**

Net Volume/Acre: 4.0 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 10.6RS

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	12.0	12.0	12.0	55
Totals:	**12.0**	**12.0**	**12.0**	**55**

Net Volume/Acre: 12.0 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 10.9RW

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	4.0	5.0	5.0	19
Totals:	**4.0**	**5.0**	**5.0**	**19**

Net Volume/Acre: 4.0 MBF

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 10.ARS

Net Volume/Acre: 19.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	34.0	37.0	37.0	145
Ponderosa Pine	17.0	18.0	18.0	55
White Fir	3.0	4.0	4.0	13
Incense-cedar	3.0	4.0	4.0	36
Totals:	**57.0**	**63.0**	**63.0**	**249**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	3.0
Total Acres:	**3.0**

Unit: 13-6

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	275.0	301.0	302.0	1,966
White Fir	24.0	26.0	26.0	114
Ponderosa Pine	11.0	12.0	12.0	61
Incense-cedar	9.0	11.0	11.0	70
Totals:	**319.0**	**350.0**	**351.0**	**2,211**

Regeneration Harvest	0.0
Partial Cut	22.0
Right of Way	0.0
Total Acres:	**22.0**

Unit: 13-7

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	162.0	178.0	178.0	1,162
White Fir	14.0	16.0	16.0	68
Incense-cedar	6.0	6.0	6.0	41
Ponderosa Pine	6.0	7.0	7.0	36
Totals:	**188.0**	**207.0**	**207.0**	**1,307**

Regeneration Harvest	0.0
Partial Cut	13.0
Right of Way	0.0
Total Acres:	**13.0**

Unit: 22-1

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	187.0	205.0	206.0	1,341
White Fir	17.0	18.0	18.0	78
Ponderosa Pine	7.0	8.0	8.0	42
Incense-cedar	6.0	7.0	7.0	47
Totals:	**217.0**	**238.0**	**239.0**	**1,508**

Regeneration Harvest	0.0
Partial Cut	15.0
Right of Way	0.0
Total Acres:	**15.0**

Unit: 22-2

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	337.0	369.0	370.0	2,413
White Fir	30.0	32.0	32.0	141
Ponderosa Pine	13.0	15.0	15.0	75
Incense-cedar	12.0	13.0	13.0	85
Totals:	**392.0**	**429.0**	**430.0**	**2,714**

Regeneration Harvest	0.0
Partial Cut	27.0
Right of Way	0.0
Total Acres:	**27.0**

Unit: 22-7

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	474.0	520.0	521.0	3,397
White Fir	42.0	46.0	46.0	198
Ponderosa Pine	19.0	25.0	25.0	110
Incense-cedar	16.0	19.0	19.0	120
Totals:	**551.0**	**610.0**	**611.0**	**3,825**

Regeneration Harvest	0.0
Partial Cut	38.0
Right of Way	0.0
Total Acres:	**38.0**

Unit: 22.0RS

Net Volume/Acre: 20.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	31.0	33.0	33.0	216
Ponderosa Pine	19.0	20.0	20.0	87
Incense-cedar	10.0	12.0	12.0	177
Totals:	**60.0**	**65.0**	**65.0**	**480**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	3.0
Total Acres:	**3.0**

Unit: 22.1RS

Net Volume/Acre: 14.8 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	30.0	32.0	32.0	264
Ponderosa Pine	23.0	25.0	25.0	132
Incense-cedar	6.0	6.0	6.0	119
Totals:	**59.0**	**63.0**	**63.0**	**515**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	4.0
Total Acres:	**4.0**

Unit: 22.1RW

Net Volume/Acre: 8.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	7.0	8.0	8.0	34
Ponderosa Pine	1.0	1.0	1.0	1
Totals:	**8.0**	**9.0**	**9.0**	**35**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 22.7RW

Net Volume/Acre: 16.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	28.0	30.0	30.0	107
Incense-cedar	2.0	2.0	2.0	13
Ponderosa Pine	2.0	3.0	3.0	8
Totals:	**32.0**	**35.0**	**35.0**	**128**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	2.0
Total Acres:	**2.0**

Unit: 22.BRS

Net Volume/Acre: 23.0 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	23.0	24.0	24.0	124
Totals:	**23.0**	**24.0**	**24.0**	**124**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	1.0
Total Acres:	**1.0**

Unit: 23-9

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	162.0	178.0	178.0	1,162
White Fir	14.0	16.0	16.0	68
Ponderosa Pine	6.0	7.0	7.0	36
Incense-cedar	6.0	6.0	6.0	41
Totals:	**188.0**	**207.0**	**207.0**	**1,307**

Regeneration Harvest	0.0
Partial Cut	13.0
Right of Way	0.0
Total Acres:	**13.0**

Unit: 23-10

Net Volume/Acre: 14.5 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	25.0	27.0	27.0	179
White Fir	2.0	2.0	2.0	10
Incense-cedar	1.0	1.0	1.0	6
Ponderosa Pine	1.0	1.0	1.0	6
Totals:	**29.0**	**31.0**	**31.0**	**201**

Regeneration Harvest	0.0
Partial Cut	2.0
Right of Way	0.0
Total Acres:	**2.0**

Unit: 26.2RS

Net Volume/Acre: 27.7 MBF

Species	Net	Gross Merch	Gross	# of Trees
Douglas Fir	64.0	68.0	69.0	304
Incense-cedar	13.0	14.0	14.0	135
Ponderosa Pine	6.0	7.0	7.0	24
Totals:	**83.0**	**89.0**	**90.0**	**463**

Regeneration Harvest	0.0
Partial Cut	0.0
Right of Way	3.0
Total Acres:	**3.0**

Comments:
16' and 32' Volume for Sugar Pine both equal 1MBF individually. TAS will not accept both 16' vol & 32' vol to be equal. Changed 32' Volume to .8 MBF from 1 MBF to achieve correct log ratio.

Total Stump To Truck	Net Volume	$/MBF
$3,341,118.38	13,507.0	$247.36

Stump to Truck: Falling, Bucking, Yarding, & Loading

Yarding System	Unit of Measure	# of Units of Measure	$/Unit of Measure	Total Cost	Remarks
Med Tower Tractor Swing	GM MBF	326.0	$335.09	$109,239.34	Tractor Swing units, (3-4P, 13 AC) & (13-7, 6 AC)
Cable: Medium Yarder	GM MBF	8,717.0	$246.97	$2,152,837.49	Med Tower/Log Loader/Processor
Feller Buncher/Wheel Skidder	GM MBF	2,980.0	$191.49	$570,640.20	Tractor units
Yoder/Loader	GM MBF	271.0	$190.75	$51,693.25	Units 13-7, 13 AC and 23-9, 4 AC
Shovel/Processor	GM MBF	2,449.0	$152.90	$374,452.10	Shovel units
Subtotal				**$3,258,862.38**	

Additional Costs

Item	Unit of Measure	# of Units of Measure	$/Unit of Measure	Total Cost	Remarks
Deadman Anchor	Each	4.0	$450.00	$1,800.00	
Intermediate Support	Each	60.0	$250.00	$15,000.00	
YUM Yarding	MBF	200.0	$210.13	$42,026.00	40 acres of Yum at 5MBF/AC = 200MBF at $210.13/MBF. Units: 3-4, 3-5, 5-4, 5-5, 5-6, 9-2, 10-4, 10-5
Lift Tree	Each	95.0	$150.00	$14,250.00	
Subtotal				**$73,076.00**	

Additional Moves

Equipment	Unit of Measure	# of Units of Measure	$/Unit of Measure	Total Cost	Remarks
Cable: Medium Yarder	Hour	9.0	$169.00	$1,521.00	
Harvester/Forwarder	Hour	9.0	$169.00	$1,521.00	
Shovel	Hour	9.0	$169.00	$1,521.00	
Processor	Hour	9.0	$169.00	$1,521.00	
Processor	Hour	9.0	$169.00	$1,521.00	
Feller Buncher	Hour	9.0	$138.00	$1,242.00	
Wheel Skidder	Hour	3.0	$111.00	$333.00	
Subtotal				**$9,180.00**	

Total	Net Volume	$/MBF
$991,024.46	13,507.0	$73.37

Utilization Center	One Way Mileage	Description	Unit of Measure	# of Units	$/Unit of Measure	Total Cost	% of Sale Volume
White City/Glendale	36.0	All Species	GM MBF	14,743.0	$67.22	$991,024.46	100%

Comments:
Haul mileage is averaged between two utilization centers. White City 60 Miles & Glendale 11 Miles. 71/2=35.5 Miles

Engineering Allowances

Total	Net Volume	$/MBF
$1,634,738.48	13,507.0	$121.03

Cost Item	Total Cost
Road Construction:	$1,462,192.30
Road Maintenance/Rockwear:	$172,546.18
Road Use Fees:	$0.00

Total	Net Volume	$/MBF
$243,533.86	13,507.0	$18.03

Environmental Protection

Cost item	Total Cost
Snag Creation	$2,856.00
Waterbar Corridors	$900.00
Waterbar Skids & Temp Routes	$2,850.00
Barricade Skids & Temp Routes	$1,800.00
Equipment Washing (Small)	$500.00
Equipment Washing (Large)	$2,000.00
Seed & Mulch	$11,250.00
Subtotal	**$22,156.00**

Logging

Cost item	Total Cost
Skid Location	$900.00
Corridor Location	$1,200.00
Landing Construction	$2,530.00
Subtotal	**$4,630.00**

Road Construction, Maintenance, Use, & Decommissioning

Cost item	Total Cost
Culvert Cleaning	$600.00
Subtotal	**$600.00**

Slash Disposal & Site Prep

Cost item	Total Cost
Fuels Adjustment	$3.10
Lop and Scatter	$14,456.00
Cover & Burn Landings Decks	$3,515.40

Cover & Burn Roadside Piles	$2,666.00
Machine Pile Burn & Mop-up	$11,573.00
Hand Pile Burn & Mop-up	$8,323.00
Landing Clean-up	$2,200.00
Mechanical Felling /Selective Slashing Hardwoods ≤ 20" DBH	$1,997.87
Hand Felling/Selective Slashing Hardwoods ≤ 20" DBH	$12,000.00
Hand Pile & Cover	$60,798.50
Machine Pile & Cover	$98,615.00
Subtotal	**$216,147.87**

Comments:
Fuels Adjustment = .05 acres of cover and burn landing decks to equal a total of 56.75 acres, System only allows .1 acre entries.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Contract No.: ORM07-TS-2026.0010

Sale Name: Peter's Folly TS

Issuing Office: Medford

EXHIBIT B

SCALE SALE

PURCHASE PRICE SCHEDULE AND MEASUREMENT SPECIFICATIONS

I. **Timber and Other Wood Products Sold** - In accordance with Section 2 and 3, the Purchaser agrees to pay the Government for the timber and other wood products sold under the contract in accordance with the following schedule, measurement standards, and requirements. Wood products sold is comprised of Timber, Other Wood Products, and Timber and Other Wood Products Remaining as defined below. In the event an Extension of Time is approved, the prices per measurement unit may be subject to readjustment in accordance with Section 9 of the contract.

Timber Schedule

Species	Unit of Measure	Price Per Measurement Unit
Douglas-Fir	MBF	$75.30
White Fir	MBF	$42.60
Ponderosa Pine	MBF	$31.30
Western Hemlock	MBF	$42.00
Incense Cedar	MBF	$36.00
Sugar Pine	MBF	$32.40

Other Wood Products Schedule

Product/Species	Unit of Measure	Price Per Measurement Unit
Biomass	Green Tons	$1.47

The Authorized Officer shall establish unit of measure and price per measurement unit, in accordance with standard Bureau of Land Management (BLM) procedures, for any species or products not listed in this Exhibit that are cut or removed from the contract area.

II. **Timber** – Includes standing trees, downed trees or logs, or portions thereof, which can be cut into logs that equal or exceed the specifications below.

All logs defined below, which have not been reserved to Government in Section 43 of the contract, shall be designated as timber under this contract. Logs or portions of logs which equal or exceed all the following minimum log specifications shall be considered timber sold. The Purchaser shall pay for all timber removed in accordance with Section 3 of the contract at the price per measurement unit shown in Section I of this Exhibit.

- Log or portion of a log that is:
  - One third (1/3) sound.
  - Small End Diameter Inside Bark (DIB) – Five (5) inches
  - Length – Eight (8) feet four (4) inches

III. **Other Wood Products** – Includes timber and other woody material not meeting the timber specifications above (i.e., pulp, biomass, chips, hog fuel).

If Purchaser removes any products or species which do not meet the minimum log specifications for timber in Section II, such material shall be considered other wood products. Purchaser shall pay for other wood products in accordance with Section 3 of the contract at the price per measurement unit shown in Section I of this Exhibit.

IV. **Timber and Other Woods Products Remaining -** The remaining volume of any timber or other wood products, which have not been reserved to Government in Section 43 of the contract, shall be determined as provided in Section 3(g) of the contract using specifications set forth in the table below. The Purchaser shall pay for the sum of all remaining volume in accordance with Section 3 of the contract at the unit prices shown in Section I of this Exhibit.

Left Standing Timber	Felled Timber Not Removed
Diameter at Breast Height (DBH): 8”	Small End DIB: 6”
Log Height: 24’	Log Length: 8’
% Sound: 33.3	% Sound: 33.3
Net Tree Volume: 10 Bd.ft.	Net Log Volume: 10 Bd.ft.

V. **Measurement Standards**

1. **Log Scaling Loads:** All species or products in Section I, with MBF as the Unit of Measure shall be designated as log scaling loads.

   a. Log scaling services shall be provided and performed by BLM Certified Scalers or BLM-authorized Third-Party Scaling Organizations (TPSO), as determined by the Authorized Officer. The Purchaser’s employees or contractors may not perform log scaling.

   b. All logs shall be scaled in Eastside Scribner Log Rules according to the Official Log Scaling and Grading Bureaus, Northwest Log Rules Eastside and Westside Log Scaling Handbook, as amended or supplemented, at the time the logs are scaled.

c. All logs shall be scaled using an authorized BLM log scaling method approved by the Authorized Officer in accordance with BLM prescribed procedures. A list of authorized BLM log scaling methods is available upon request.

d. Purchaser shall ensure all logs are presented so that they may be scaled in an economical and safe manner.

e. Scaling deductions made for rot, check or other defect resulting from abnormal delay in scaling caused by Purchaser shall be recorded separately and charged to the Purchaser in accordance with Section 3(g) of the contract when applicable. Avoidable delay in log scaling caused by the Purchaser that results in a measurable reduction in timber volume or quality would generally be considered abnormal delay, as determined by the Authorized Officer.

f. Mechanical damage to logs that occurs during unloading identified by the TPSO will not be considered a deductible defect.

g. The BLM will conduct check scaling using the following standards:
Gross Scale - A variance of one and ½ percent (1.5%) in gross scale is the standard unless otherwise justified.
Net scale - The allowable variance is as follows:

Check scaler's percent defect in logs	Scalers allowable variance
0-10 percent	2 percent
over 10 percent	0.2 * percent defect to a maximum of 5 percent

Determinations as to volume of timber made by a BLM check scaler in conformance with the standards as set forth herein shall be final. When such checks show a variance in scale more than acceptable standards, in two or more consecutive check scales, an adjustment to the volume reported as scaled will be made by BLM. Such adjustments will be made based on the difference between available BLM check scales and the original scale during the period covered by the unsatisfactory check scales. Unless otherwise approved in writing by the Authorized Officer, the volume to which this difference will be applied will be fifty (50) percent of the volume scaled between the last satisfactory check and the first unsatisfactory check, one hundred (100) percent of the volume scaled during the unsatisfactory check, and fifty (50) percent of the volume between the last unsatisfactory check scale and the next satisfactory check scale.

2. **Weight Loads:** All species or products in Section I, with Tons as the Unit of Measure shall be designated as weight loads.

a. All weight loads shall be weighed on State certified scales.
b. Scales must have a current inspection tag or seal posted which shows the date of the most recent test by the State weights and measures agency.

c. No load shall be presented for weighing that exceeds the certified capacity of the scales in use.
d. Each load shall be weighed as a single unit. Gross and tare weight must be machine printed on a weight receipt. Average tare weights shall not be used, unless approved by the Authorized Officer. In addition to the gross and tare weight, the following shall be recorded with each weight receipt:
   - Contract name and number
   - Load Ticket number
   - Date, time, and location the load was weighed

VI. **Accountability**

1. Purchaser shall notify the Authorized Officer seven (_7_) business days prior to starting or stopping of hauling operations performed under the contract.

2. The Purchaser must provide the following information to the Authorized Officer seven (_7_) business days prior to the commencement of haul: log scaling and weighing location(s), planned beginning haul dates, anticipated number of loads per day to each scaling or weighing location, logger name and contact information, and log brands to be used, and the log brand registration number(s).

3. A Scaling Authorization Form(s) must be completed and approved by the Contracting Officer prior to beginning of hauling operations. The Scaling Authorization(s) will include approved measurement methods, merchantability standards, sort descriptions, and authorized delivery locations for all loads hauled from the contract area. For log scale loads, all log scaling locations on the Scaling Authorization(s) are required to have a Log Yard Authorization with the BLM. Approved Scaling Authorizations will be provided to the Purchaser upon request.

4. All loads will be scaled and/or weighed at locations listed on the Scaling Authorization as approved by the Authorized Officer.

5. Purchaser shall notify the Authorized Officer seven (_7_) business days in advance to request additional log scaling and/or weighing locations for approval on the Scaling Authorization(s).

6. Purchaser shall not intermingle BLM timber and other wood products with any other timber or wood products before log scaling and/or weighing occurs.

7. All logs on timber loads will be painted and branded at the landing and accounted for accordance with Section 44 of the contract. If contract area is within a State that maintains a log brand register, brands shall be registered with the State and Purchaser shall use assigned brand(s) exclusively on logs from this contract until the Authorized Officer releases the brand(s).

8. The Authorized Officer shall issue the Purchaser serially numbered load ticket books prior to any haul operations. The Purchaser shall sign a receipt for all ticket books

received. The Purchaser shall accurately complete all load receipts in accordance with the instructions on the front of the ticket books, or as directed by the Authorized Officer. Separate load ticket books will be used for timber and other wood products. Mule train timber loads will be treated as two separate loads with a ticket for each load**.** All load tickets will be marked with the cutting area number using a permanent marker or as directed by the Authorized Officer. The Purchaser shall deliver all loads to the log scaling or weighing location on the Scaling Authorization and listed on the BLM receipt. The load receipt and BLM receipt shall remain attached to the log load until it is scaled and/or weighed. For log scale loads, attach on the bunk or wing log at the front of the load on the driver's side, and surrender the load receipt and BLM receipt to the TPSO or Authorized Officer at the scaling location. For weight loads, either attach at the front of the load on the driver's side or place on the driver's side dashboard, attach the load receipt and BLM receipt to the weight receipt and deliver to the BLM weekly, unless otherwise directed by the Authorized Officer. The Purchaser will return all used load ticket books with woods receipts still attached to the BLM at the time new books are being issued. All unused and partial load ticket books, with receipts still attached, must be returned to the BLM upon completion of the contract and prior to final payment, or at the request of the Authorized Officer.

9. The Purchaser must account for all load receipts from each load ticket book. For all load receipts not accounted for, the Contracting Officer, at their sole discretion, will determine if the receipts are void or if the Purchaser shall pay damages for lost products. The value of lost products shall be equal to the highest value load for the month in which the receipt is lost. If no loads have been hauled in that month, value will be determined from the closest month in which loads were hauled. In the event a load receipt or load ticket book is lost or stolen, the Purchaser must immediately notify the Authorized Officer, and provide a complete explanation.

10. The Purchaser shall furnish BLM a map showing the route which shall be used to haul loads from the timber sale area to the log scaling/weighing location. Upon loading timber or other wood products in the contract area, all loads shall be hauled directly to the authorized scaling or weighing location as stated on the load receipt. The route of haul may be changed only with advance notice to and approval by BLM.

11. The Purchaser shall notify the Authorized Officer and receive advance authorization if any loads will arrive at an authorized scaling or weighing locations outside of their normal operating hours. No loads will be left on the truck for overnight storage without advance permission from the Authorized Officer.

12. If scaling or weighing services are unavailable, delayed or interrupted for any reason, hauling operations will cease immediately until services resume or an alternate scaling or weighing location is approved by the Authorized Officer.

13. Any removal of wood products from loaded trucks before being accounted for as required by the contract shall be considered a trespass and render the Purchaser liable for damages under applicable law in accordance with Section 13 of the contract. Any payment made for purchase of such loads shall be deducted from amount due because of trespass.

VII. **Total Estimated Purchase Price –** For administrative purposes, the following will be used for determining (1) when payments are due and (2) the value of timber or other wood products subject to any special bonding provisions in accordance with Section 3(f) of the contract.

1. When payments are made under Section 3 of the contract, the Authorized Officer shall determine the value of removed timber and other wood products using the Government's records of log scale and/or weight volumes removed from the contract area.

2. The estimated value of timber and other wood products not yet removed from the contract area will be determined by subtracting the Government's records for value of removed timber and other wood products from the estimated total purchase price as shown in the table below. The estimated Total Purchase price is calculated by multiplying the estimated volume or weight for all species/products, listed below, by the bid prices in Section 1.

Total Estimated Purchase Price for Timber and Other Wood Products

Species/Product	Estimated Volume (MBF or Tons)	Bid Price ($/MBF or $/Ton)	Estimated Value
Douglas-fir	12.294 MBF	$	$
White fir	603 MBF	$42.60	$25,687.80
Ponderosa Pine	239 MBF	$31.30	$7,480.70
Western Hemlock	208 MBF	$42.00	$8,736
Incense Cedar	162 MBF	$36.00	$5,832
Sugar Pine	1MBF	$32.40	$32.40
*Biomass	2443	$1.47	$3,591.21

Total Estimated Purchase Price: $

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Version: 8.0.0.34

Summary of All Roads and Projects Updated: 11/4/2022

T.S. Contract Name: Peters Folly TS Tract No: ORM070-TS-2026.0010 Sale Date: 09/2026
Prepared by: BLM Ph: 471-6601 Print Date: 8/17/2026 10:05:27 AM
Construction: 26.10 sta
Improve: 0.00 sta Renov: 1738.73 sta Decom: 0.00 sta Temp: 48.78 sta

200 Clearing and Grubbing: 17.8 acres $83,158.02

300 Excavation: 15692 cy $80,952.60
Haul < 500 ft: 275 sta-yds
Haul > 500 ft: 275 yd-mi

400 Drainage: $46,912.18
Culvert: 570.00 lf DownSpout: 40.00 lf
PolyPipe: 0.00 lf

500 Renovation: $81,882.19
Blading 34.25 mi
Slide Removal 6.00 cy

700-1200 Surfacing: $1,089,529.22
Commercial Quarry Name: Local Source 1-1/2" 15,967.00 LCY
Commercial Quarry Name: Local Source 4"-minu 1,699.00 LCY

1300 Geotextiles: $0.00

1400 Slope Protection: $0.00

1800 Soil Stabilization: 1.50 acres $1,717.12
Includes Small Quantity Factor of 1.51

1900 Cattleguards: $0.00

2100 RoadSide Brushing: $32,327.05
Mechanical Brushing: 33.24 acres

2300 Engineering: 0.00 sta. $0.00

2400 Minor Concrete: $0.00

2500 Gabions: $0.00

8000 Miscellaneous: $8,118.42

Mobilization: Const. $27,852.00 Surf. $9,743.50..... $37,595.50

Quarry Development: $0.00

Total: 13,507 mbf @ $108.254/mbf = $1,462,192.30

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities are loose cubic yards.

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ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 32-5-22.00 D3-E Road Name: Murphy Road
Road Renovation: 2.86 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.80 acres	$3,408.87
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$7,501.83
Blading 2.86 mi	
700-1200 Surfacing:	$46,982.13
Quarry Name: Local Source 1-1/2" 673.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):2.86 acres	$2,192.99
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$1,312.15
Mobilization: Const. $1,200.38 Surf. $371.19	$1,571.57
Quarry Development:	$0.00
Total:	$62,969.54

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 32-5-22.00 D3-E Road Name: Murphy Road

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.8 = $2,413.87
Roadside Management Units
Stump Grinding/Removal 1.99 Mi x $500.00/Mi = $995.00

Subtotal: $3,408.87

Section 500 Renovation:
Blading: $939.38/mi x 2.86 mi = $2,686.63
Scarification: $1137.42/mi x 0.71 mi = $807.57
Compaction: $424.32/mi x 2.86 mi = $1,213.56
Clean Culverts: $514.62/mi x 2.86 mi = $1,471.81
Water for Compaction
Water Truck 3000 Gal 11.5 hr x $114.98/hr = $1,322.27

Subtotal: $7,501.83

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
0.50mi	14ft	14.5ft	4in	5%	2	10ft	50ft	25ft	

Rock Volume = 673.00 LCY
Purchase Price / Royalty: $20.00/LCY x 673.00 LCY = $13,460.00
Processing: $1.22/LCY x 673.00 LCY = $821.06
T11 & T27 Testing: $0.10/LCY x 673.00 LCY = $67.30
Basic Rock Haul cost: $0.85/LCY x 673.00 LCY = $572.05
Rock Haul +15% grades: $2.56/LCY-mi x 673.00 LCY x 8.00 mi= $13,783.04
Rock Haul St& Co Roads: $0.57/LCY-mi x 673.00 LCY x 35.00 mi= $13,426.35
Basic Water Haul cost: $0.83/LCY x 673.00 LCY = $558.59
Water Haul +15% grades: $0.36/LCY-mi x 673.00 LCY x 8.00 mi= $1,938.24
Water Haul St&Co Roads: $0.10/LCY-mi x 673.00 LCY x 35.00 mi= $2,355.50

Subtotal: $46,982.13

Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 2.86 acres = $2,192.99

Subtotal: $2,192.99

Section 8000 Miscellaneous:
Reconstruct Water Dips
Motor Grader 14M 7 EA x $187.45/EA = $1,312.15

Subtotal: $1,312.15

Mobilization:
Construction - 4.31% of total Costs = $1,200.38
Surfacing - 3.81% by rock volume = $371.19

Subtotal: $1,571.57

Total: $62,969.54

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-03.01 Road Name: Tennessee Ridge Spur
Road Renovation: 0.7 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.30 acres	$1,255.20
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$1,841.50
Blading 0.70 mi	
700-1200 Surfacing:	$59,684.01
Quarry Name: Local Source 1-1/2" 933.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.70 acres	$536.75
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$140.82
Mobilization: Const. $1,240.66 Surf. $514.59	$1,755.25
Quarry Development:	$0.00
Total:	$65,213.53

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-03.01 Road Name: Tennessee Ridge Spur

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.3 = $905.20
Roadside Management Units
Stump Grinding/Removal 0.70 Mi x $500.00/Mi = $350.00

Subtotal: $1,255.20

Section 500 Renovation:
Blading: $939.38/mi x 0.70 mi = $657.57
Scarification: $1137.42/mi x 0.18 mi = $204.74
Compaction: $424.32/mi x 0.70 mi = $297.02
Clean Culverts: $514.62/mi x 0.70 mi = $360.23
Water for Compaction
Water Truck 3000 Gal 2.8 hr x $114.98/hr = $321.94

Subtotal: $1,841.50

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
0.70mi	14ft	14.5ft	4in	5%	2	10ft	50ft	25ft	

Rock Volume = 933.00 LCY
Purchase Price / Royalty: $20.00/LCY x 933.00 LCY = $18,660.00
Processing: $1.22/LCY x 933.00 LCY = $1,138.26
T11 & T27 Testing: $0.10/LCY x 933.00 LCY = $93.30
Basic Rock Haul cost: $0.85/LCY x 933.00 LCY = $793.05
Rock Haul +15% grades: $2.56/LCY-mi x 933.00 LCY x 6.00 mi= $14,330.88
Rock Haul St& Co Roads: $0.57/LCY-mi x 933.00 LCY x 35.00 mi= $18,613.35
Basic Water Haul cost: $0.83/LCY x 933.00 LCY = $774.39
Water Haul +15% grades: $0.36/LCY-mi x 933.00 LCY x 6.00 mi= $2,015.28
Water Haul St&Co Roads: $0.10/LCY-mi x 933.00 LCY x 35.00 mi= $3,265.50

Subtotal: $59,684.01

Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.70 acres = $536.75

Subtotal: $536.75

Section 8000 Miscellaneous:
Supply/Install BMPs at HPOC
Crew Cab or 3/4 Ton Pickup 1 EA x $83.28/EA = $83.28
General Laborer 1 EA x $57.54/EA = $57.54

Subtotal: $140.82

Mobilization:
Construction - 4.45% of total Costs = $1,240.66
Surfacing - 5.28% by rock volume = $514.59

Subtotal: $1,755.25

Total: $65,213.53

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-03.02 A-C Road Name: Levens Gulch
Road Renovation: 1.64 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.50 acres	$2,188.67
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$4,305.66
Blading 1.64 mi	
700-1200 Surfacing:	$140,797.97
Quarry Name: Local Source 1-1/2" 2,201.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):1.64 acres	$1,257.52
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$311.03
Mobilization: Const. $2,910.35 Surf. $1,213.94	$4,124.29
Quarry Development:	$0.00
Total:	$152,985.13

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-03.02 A-C Road Name: Levens Gulch

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.5 = $1,508.67
Roadside Management Units
Stump Grinding/Removal 1.36 Mi x $500.00/Mi = $680.00

Subtotal: $2,188.67

Section 500 Renovation:
Blading: $939.38/mi x 1.64 mi = $1,540.58
Scarification: $1137.42/mi x 0.41 mi = $466.34
Compaction: $424.32/mi x 1.64 mi = $695.88
Clean Culverts: $514.62/mi x 1.64 mi = $843.98
Water for Compaction
Water Truck 3000 Gal 6.6 hr x $114.98/hr = $758.87

Subtotal: $4,305.66

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
1.64mi	14ft	14.5ft	4in	5%	6	10ft	50ft	25ft	

Rock Volume = 2,201.00 LCY
Purchase Price / Royalty: $20.00/LCY x 2,201.00 LCY = $44,020.00
Processing: $1.22/LCY x 2,201.00 LCY = $2,685.22
T11 & T27 Testing: $0.10/LCY x 2,201.00 LCY = $220.10
Basic Rock Haul cost: $0.85/LCY x 2,201.00 LCY = $1,870.85
Rock Haul +15% grades: $2.56/LCY-mi x 2,201.00 LCY x 6.00 mi= $33,807.36
Rock Haul St& Co Roads: $0.57/LCY-mi x 2,201.00 LCY x 35.00 mi= $43,909.95
Basic Water Haul cost: $0.83/LCY x 2,201.00 LCY = $1,826.83
Water Haul +15% grades: $0.36/LCY-mi x 2,201.00 LCY x 6.00 mi= $4,754.16
Water Haul St&Co Roads: $0.10/LCY-mi x 2,201.00 LCY x 35.00 mi= $7,703.50

Subtotal:$140,797.97

Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 1.64 acres = $1,257.52

Subtotal: $1,257.52

Section 8000 Miscellaneous:
Remove Existing Barricade
Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
Tractor: D5 with winch 1 hr x $141.33/hr = $141.33

Subtotal: $311.03

Mobilization:
Construction - 10.45% of total Costs = $2,910.35
Surfacing - 12.46% by rock volume = $1,213.94

Subtotal: $4,124.29

Total: $152,985.13

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-03.03 Road Name: Juliette
Road Renovation: 0.6 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.20 acres	$903.47
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$1,042.38
Blading 0.60 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.60 acres	$460.07
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $47.04 Surf. $0.00	$47.04
Quarry Development:	$0.00
Total:	$2,452.96

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-03.03 Road Name: Juliette

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.2 = $603.47
Roadside Management Units
Stump Grinding/Removal 0.60 Mi x $500.00/Mi = $300.00

Subtotal: $903.47

Section 500 Renovation:
Scarification: $1137.42/mi x 0.15 mi = $170.61
Blading w/o Ditches: $568.71/mi x 0.60 mi = $341.23
Compaction: $424.32/mi x 0.60 mi = $254.59
Water for Compaction
Water Truck 3000 Gal 2.4 hr x $114.98/hr = $275.95

Subtotal: $1,042.38

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.60 acres = $460.07

Subtotal: $460.07

Mobilization:
Construction - 0.17% of total Costs = $47.04

Subtotal: $47.04

Total: $2,452.96

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-03.06 A Road Name: Truckin Spur
Road Renovation: 0.17 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$294.80
Blading 0.17 mi	
700-1200 Surfacing:	$14,849.58
Quarry Name: Local Source 1-1/2" 222.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.17 acres	$130.35
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $298.63 Surf. $122.44	$421.07
Quarry Development:	$0.00
Total:	$15,695.81

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-03.06 A Road Name: Truckin Spur

Section 500 Renovation:
  Scarification: $1137.42/mi x 0.04 mi = $45.50
  Blading w/o Ditches: $568.71/mi x 0.17 mi = $96.68
  Compaction: $424.32/mi x 0.17 mi = $72.13
  Water for Compaction
   Water Truck 3000 Gal 0.7 hr x $114.98/hr = $80.49

Subtotal: $294.80

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
0.17mi	14ft	14.5ft	4in	0%	1	10ft	50ft	25ft	

  Rock Volume = 222.00 LCY
  Purchase Price / Royalty: $20.00/LCY x 222.00 LCY = $4,440.00
  Processing: $1.22/LCY x 222.00 LCY = $270.84
  T11 & T27 Testing: $0.10/LCY x 222.00 LCY = $22.20
  Basic Rock Haul cost: $0.85/LCY x 222.00 LCY = $188.70
  Rock Haul +15% grades: $2.56/LCY-mi x 222.00 LCY x 7.00 mi= $3,978.24
  Rock Haul St& Co Roads: $0.57/LCY-mi x 222.00 LCY x 35.00 mi= $4,428.90
  Basic Water Haul cost: $0.83/LCY x 222.00 LCY = $184.26
  Water Haul +15% grades: $0.36/LCY-mi x 222.00 LCY x 7.00 mi= $559.44
  Water Haul St&Co Roads: $0.10/LCY-mi x 222.00 LCY x 35.00 mi= $777.00

Subtotal: $14,849.58

Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Heavy: $766.78/acre x 0.17 acres = $130.35

Subtotal: $130.35

Mobilization:
  Construction - 1.07% of total Costs = $298.63
  Surfacing - 1.26% by rock volume = $122.44

Subtotal: $421.07

Total: $15,695.81

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-03.06 B(New) Road Name: Truckin Spur
Road Construction: 0.15 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.80 acres	$3,944.62
300 Excavation: Standard cy	$4,226.16
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$601.31
Blading 0.15 mi	
700-1200 Surfacing:	$38,962.00
Quarry Name: Local Source 1-1/2" 201.00 LCY	
Quarry Name: Local Source 4"-minu 439.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.40 acres	$457.90
Includes Small Quantity Factor of 1.51	
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $942.19 Surf. $352.99	$1,295.18
Quarry Development:	$0.00
Total:	$49,487.16

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-03.06 B(N) Road Name: Truckin Spur

Section 200 Clearing and Grubbing:
Clearing - Heavy (Clearing): Adjustment Factor (2.54)
16-30% (Avg Side Slopes): Adjustment Factor (0.1)
Pile and Burn (Slash): Adjustment Factor (1.28)
20-40' (Avg Clearing Widths): Adjustment Factor (0.1)
Total Adjustment Factor:2.54 + 0.1 + 1.28 + 0.1 = 4.02
Base Cost/Acre: $1,226.56 x Adjustment Factor: 4.02 x Total Acres: 0.8 = $3,944.62
Subtotal: $3,944.62

Section 300 Excavation:
Excavation - Common: $2.69/cy x 340.00 cy = $914.60
Excavation - Rippable: $5.35/cy x 340.00 cy = $1,819.00
Subgrade Compaction: 4 Sta/hr $35.36/sta. x 7.9 sta = $277.58
Slope Rounding: $0.40/lf x 785.00 lf = $314.00
Embankment Placement & Compaction 306.a - Common: $1.18/cy x 340.00 cy = $401.20
Embankment Placement & Compaction 306.a - Rock: $1.11/cy x 340.00 cy = $377.40
Blading without ditch: $15.59/station x 7.85 stations = $122.38
Subtotal: $4,226.16

Section 500 Renovation:
Blading w/o Ditches: $568.71/mi x 0.15 mi = $85.31
Compaction: $424.32/mi x 0.15 mi = $63.65
Construct Turnaround/Landing
Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
Subtotal: $601.31

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
									201 LCY

Rock Volume = 201.00 LCY
Purchase Price / Royalty: $20.00/LCY x 201.00 LCY = $4,020.00
Processing: $1.22/LCY x 201.00 LCY = $245.22
T11 & T27 Testing: $0.10/LCY x 201.00 LCY = $20.10
Basic Rock Haul cost: $0.85/LCY x 201.00 LCY = $170.85
Rock Haul +15% grades: $2.56/LCY-mi x 201.00 LCY x 6.00 mi= $3,087.36
Rock Haul -15% grades: $1.28/LCY-mi x 201.00 LCY x 8.00 mi= $2,058.24
Rock Haul St& Co Roads: $0.57/LCY-mi x 201.00 LCY x 15.00 mi= $1,718.55
Basic Water Haul cost: $0.83/LCY x 201.00 LCY = $166.83
Water Haul +15% grades: $0.36/LCY-mi x 201.00 LCY x 6.00 mi= $434.16
Water Haul -15% grades: $0.18/LCY-mi x 201.00 LCY x 8.00 mi= $289.44
Water Haul St&Co Roads: $0.10/LCY-mi x 201.00 LCY x 15.00 mi= $301.50

Road Number: 33-5-03.06 B(N) Truckin Spur Continued

Commercial Quarry Name: Local Source 4"-minu

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
									439 LCY

Rock Volume = 439.00 LCY
Purchase Price / Royalty: $18.00/LCY x 439.00 LCY = $7,902.00
Processing: $1.22/LCY x 439.00 LCY = $535.58
T11 & T27 Testing: $0.10/LCY x 439.00 LCY = $43.90
Basic Rock Haul cost: $0.85/LCY x 439.00 LCY = $373.15
Rock Haul +15% grades: $2.56/LCY-mi x 439.00 LCY x 6.00 mi= $6,743.04
Rock Haul -15% grades: $1.28/LCY-mi x 439.00 LCY x 8.00 mi= $4,495.36
Rock Haul St& Co Roads: $0.57/LCY-mi x 439.00 LCY x 15.00 mi= $3,753.45
Basic Water Haul cost: $0.83/LCY x 439.00 LCY = $364.37
Water Haul +15% grades: $0.36/LCY-mi x 439.00 LCY x 6.00 mi= $948.24
Water Haul -15% grades: $0.18/LCY-mi x 439.00 LCY x 8.00 mi= $632.16
Water Haul St&Co Roads: $0.10/LCY-mi x 439.00 LCY x 15.00 mi= $658.50

Subtotal: $38,962.00

Section 1800 Soil Stabilization:
Dry Method with Mulch: $824.75/acre x 0.40 acres = $329.90
Includes Small Quantity Factor of 1.51
+ Mulch Cost: $320.00/acre x 0.40 acres = $128.00

Subtotal: $457.90

Mobilization:
Construction - 3.38% of total Costs = $942.19
Surfacing - 3.62% by rock volume = $352.99

Subtotal: $1,295.18

Total: $49,487.16

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ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-03.07(New) Road Name: Tennessee Switch Sp
Road Construction: 0.28 mi 16 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 1.70 acres	$8,382.31
300 Excavation: Standard cy	$23,626.25
400 Drainage:	$7,200.48
Culvert: 66.00 lf	
DownSpout: 40.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$834.20
Blading 0.28 mi	
700-1200 Surfacing:	$84,495.35
Quarry Name: Local Source 1-1/2" 488.00 LCY	
Quarry Name: Local Source 4"-minu 1,047.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.90 acres	$1,030.27
Includes Small Quantity Factor of 1.51	
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $2,454.97 Surf. $846.61	$3,301.58
Quarry Development:	$0.00
Total:	$128,870.44

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-03.07(NEW) Road Name: Tennessee Switch Sp

Section 200 Clearing and Grubbing:
Clearing - Heavy (Clearing): Adjustment Factor (2.54)
31-45% (Avg Side Slopes): Adjustment Factor (0.2)
Pile and Burn (Slash): Adjustment Factor (1.28)
greater than 40' (Avg Clearing Widths): Adjustment Factor (0)
Total Adjustment Factor:2.54 + 0.2 + 1.28 + 0 = 4.02
Base Cost/Acre: $1,226.56 x Adjustment Factor: 4.02 x Total Acres: 1.7 = $8,382.31
Subtotal: $8,382.31

Section 300 Excavation:
Excavation - Common: $2.69/cy x 3,702.00 cy = $9,958.38
Excavation - Rippable: $5.35/cy x 1,234.00 cy = $6,601.90
Subgrade Compaction: 4 Sta/hr $35.36/sta. x 14.6 sta = $516.26
Slope Rounding: $0.40/lf x 1,460.00 lf = $584.00
Embankment Placement & Compaction 306.a - Common: $1.18/cy x 3,702.00 cy = $4,368.36
Embankment Placement & Compaction 306.a - Rock: $1.11/cy x 1,234.00 cy = $1,369.74
Blading without ditch: $15.59/station x 14.60 stations = $227.61
Subtotal: $23,626.25

Section 400 Drainage:
Aluminized STA 10+67 24 inch 16 ga 30 lf x $64.28/lf = $1,928.40
Aluminized STA 4+98 24 inch 16 ga 36 lf x $64.28/lf = $2,314.08
Full Round STA 10+67 24 inch 20 lf x $34.20/lf = $684.00
Full Round STA 4+98 24 inch 20 lf x $34.20/lf = $684.00
Cost Adjustment for Aluminized
Additional funds for CMP per LF 106 LF x $15.00/LF = $1,590.00
Subtotal: $7,200.48

Section 500 Renovation:
Blading: $939.38/mi x 0.28 mi = $263.03
Compaction: $424.32/mi x 0.28 mi = $118.81
Construct Turnaround/Landing
Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
Subtotal: $834.20

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
									488 LCY

Rock Volume = 488.00 LCY
Purchase Price / Royalty: $20.00/LCY x 488.00 LCY = $9,760.00
Processing: $1.22/LCY x 488.00 LCY = $595.36
T11 & T27 Testing: $0.10/LCY x 488.00 LCY = $48.80
Basic Rock Haul cost: $0.85/LCY x 488.00 LCY = $414.80
Rock Haul +15% grades: $2.56/LCY-mi x 488.00 LCY x 4.00 mi= $4,997.12
Rock Haul -15% grades: $1.28/LCY-mi x 488.00 LCY x 8.00 mi= $4,997.12
Rock Haul St& Co Roads: $0.57/LCY-mi x 488.00 LCY x 15.00 mi= $4,172.40
Basic Water Haul cost: $0.83/LCY x 488.00 LCY = $405.04
Water Haul +15% grades: $0.36/LCY-mi x 488.00 LCY x 4.00 mi= $702.72
Water Haul -15% grades: $0.18/LCY-mi x 488.00 LCY x 8.00 mi= $702.72
Water Haul St&Co Roads: $0.10/LCY-mi x 488.00 LCY x 15.00 mi= $732.00

Road Number: 33-5-03.07(NEW) Tennessee Switch Sp Continued

Commercial Quarry Name: Local Source 4"-minu

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
									1047 LCY

Rock Volume = 1,047.00 LCY
Purchase Price / Royalty: $18.00/LCY x 1,047.00 LCY = $18,846.00
Processing: $1.22/LCY x 1,047.00 LCY = $1,277.34
T11 & T27 Testing: $0.10/LCY x 1,047.00 LCY = $104.70
Basic Rock Haul cost: $0.85/LCY x 1,047.00 LCY = $889.95
Rock Haul +15% grades: $2.56/LCY-mi x 1,047.00 LCY x 4.00 mi= $10,721.28
Rock Haul -15% grades: $1.28/LCY-mi x 1,047.00 LCY x 8.00 mi= $10,721.28
Rock Haul St& Co Roads: $0.57/LCY-mi x 1,047.00 LCY x 15.00 mi= $8,951.85
Basic Water Haul cost: $0.83/LCY x 1,047.00 LCY = $869.01
Water Haul +15% grades: $0.36/LCY-mi x 1,047.00 LCY x 4.00 mi= $1,507.68
Water Haul -15% grades: $0.18/LCY-mi x 1,047.00 LCY x 8.00 mi= $1,507.68
Water Haul St&Co Roads: $0.10/LCY-mi x 1,047.00 LCY x 15.00 mi= $1,570.50

Subtotal: $84,495.35

Section 1800 Soil Stabilization:
Dry Method with Mulch: $824.75/acre x 0.90 acres = $742.27
Includes Small Quantity Factor of 1.51
+ Mulch Cost: $320.00/acre x 0.90 acres = $288.00

Subtotal: $1,030.27

Mobilization:
Construction - 8.81% of total Costs = $2,454.97
Surfacing - 8.69% by rock volume = $846.61

Subtotal: $3,301.58

Total: $128,870.44

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ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-04.00 Road Name: Buckhorn Mountain Sp
Road Renovation: 0.36 mi 14 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.90 acres	$4,444.52
300 Excavation:	$0.00
400 Drainage:	$3,393.67
Culvert: 40.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$632.33
Blading 0.36 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.36 acres	$1,594.65
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$311.03
Mobilization: Const. $202.86 Surf. $0.00	$202.86
Quarry Development:	$0.00
Total:	$10,579.06

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-04.00 Road Name: Buckhorn Mountain Sp

Section 200 Clearing and Grubbing:
Clearing - Medium (Clearing): Adjustment Factor (1.67)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:1.67 + 0 + 1.28 + 0.25 = 3.20
Base Cost/Acre: $1,226.56 x Adjustment Factor: 3.20 x Total Acres: 0.9 = $3,532.49
Grub Overgrown Road
Tractor: D7 with rippers 3.6 hr x $253.34/hr = $912.02
Subtotal: $4,444.52

Section 400 Drainage:
Aluminized MP 0.20 24 inch 16 ga 40 lf x $64.28/lf = $2,571.20
Splash Pads MP 0.20 1 ea x $222.47/ea = $222.47
Cost Adjustment for Aluminized
Additional funds for CMP per LF 40 LF x $15.00/LF = $600.00
Subtotal: $3,393.67

Section 500 Renovation:
Scarification: $1137.42/mi x 0.09 mi = $102.37
Blading w/o Ditches: $568.71/mi x 0.36 mi = $204.74
Compaction: $424.32/mi x 0.36 mi = $152.76
Water for Compaction
Water Truck 3000 Gal 1.5 hr x $114.98/hr = $172.47
Subtotal: $632.33

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.36 acres = $276.04
Heavy Brushing
Brush Cutter 7.2 hr x $183.14/hr = $1,318.61
Subtotal: $1,594.65

Section 8000 Miscellaneous:
Remove Existing Barricade
Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
Tractor: D5 with winch 1 hr x $141.33/hr = $141.33
Subtotal: $311.03

Mobilization:
Construction - 0.73% of total Costs = $202.86
Subtotal: $202.86

Total: $10,579.06

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-04.01 A Road Name: Levens Gulch Spur #1
Road Renovation: 0.64 mi 16 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.25 acres	$1,074.33
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$1,683.06
Blading 0.64 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.64 acres	$2,834.93
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $109.33 Surf. $0.00	$109.33
Quarry Development:	$0.00
Total:	$5,701.66

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-04.01 A Road Name: Levens Gulch Spur #1

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.25 = $754.33
Roadside Management Units
Stump Grinding/Removal 0.64 Mi x $500.00/Mi = $320.00

Subtotal: $1,074.33

Section 500 Renovation:
Blading: $939.38/mi x 0.64 mi = $601.20
Scarification: $1137.42/mi x 0.16 mi = $181.99
Compaction: $424.32/mi x 0.64 mi = $271.56
Clean Culverts: $514.62/mi x 0.64 mi = $329.36
Water for Compaction
Water Truck 3000 Gal 2.6 hr x $114.98/hr = $298.95

Subtotal: $1,683.06

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.64 acres = $490.74
Heavy Brushing
Brush Cutter 12.8 hr x $183.14/hr = $2,344.19

Subtotal: $2,834.93

Mobilization:
Construction - 0.39% of total Costs = $109.33

Subtotal: $109.33

Total: $5,701.66

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-04.01 B Road Name: Levens Gulch Spur #1
Road Renovation: 0.64 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.25 acres	$1,074.33
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$1,116.47
Blading 0.64 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.64 acres	$2,834.93
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $98.26 Surf. $0.00	$98.26
Quarry Development:	$0.00
Total:	$5,124.00

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-04.01 B Road Name: Levens Gulch Spur #1

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.25 = $754.33
Roadside Management Units
Stump Grinding/Removal 0.64 Mi x $500.00/Mi = $320.00

Subtotal: $1,074.33

Section 500 Renovation:
Scarification: $1137.42/mi x 0.16 mi = $181.99
Blading w/o Ditches: $568.71/mi x 0.64 mi = $363.97
Compaction: $424.32/mi x 0.64 mi = $271.56
Water for Compaction
Water Truck 3000 Gal 2.6 hr x $114.98/hr = $298.95

Subtotal: $1,116.47

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.64 acres = $490.74
Heavy Brushing
Brush Cutter 12.8 hr x $183.14/hr = $2,344.19

Subtotal: $2,834.93

Mobilization:
Construction - 0.35% of total Costs = $98.26

Subtotal: $98.26

Total: $5,124.00

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-04.02 Road Name:
Road Renovation: 0.51 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 1.30 acres	$6,394.52
300 Excavation:	$0.00
400 Drainage:	$16,968.35
Culvert: 200.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$884.27
Blading 0.51 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.51 acres	$2,259.09
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$2,261.28
Mobilization: Const. $562.43 Surf. $0.00	$562.43
Quarry Development:	$0.00
Total:	$29,329.94

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-04.02 Road Name:

Section 200 Clearing and Grubbing:
Clearing - Medium (Clearing): Adjustment Factor (1.67)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:1.67 + 0 + 1.28 + 0.25 = 3.20
Base Cost/Acre: $1,226.56 x Adjustment Factor: 3.20 x Total Acres: 1.3 = $5,102.49
Grub Overgrown Road
Tractor: D7 with rippers 5.1 hr x $253.34/hr = $1,292.03
Subtotal: $6,394.52

Section 400 Drainage:
Aluminized MP 0.11 24 inch 16 ga 40 lf x $64.28/lf = $2,571.20
Aluminized MP 0.16 24 inch 16 ga 40 lf x $64.28/lf = $2,571.20
Aluminized MP 0.23 24 inch 16 ga 40 lf x $64.28/lf = $2,571.20
Aluminized MP 0.30 24 inch 16 ga 40 lf x $64.28/lf = $2,571.20
Aluminized MP 0.43 24 inch 16 ga 40 lf x $64.28/lf = $2,571.20
Splash Pads ALL Sites 5 ea x $222.47/ea = $1,112.35
Cost Adjustment for Aluminized
Additional funds for CMP per LF 200 LF x $15.00/LF = $3,000.00
Subtotal: $16,968.35

Section 500 Renovation:
Comment: No culvert cleaning allotted - replacing all of them.
Scarification: $1137.42/mi x 0.13 mi = $147.86
Blading w/o Ditches: $568.71/mi x 0.51 mi = $290.04
Compaction: $424.32/mi x 0.51 mi = $216.40
Water for Compaction
Water Truck 3000 Gal 2 hr x $114.98/hr = $229.96
Subtotal: $884.27

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.51 acres = $391.06
Heavy Brushing
Brush Cutter 10.2 hr x $183.14/hr = $1,868.03
Subtotal: $2,259.09

Section 8000 Miscellaneous:
Repair Road Slump/Failure
Tractor: D5 with winch 8 hr x $141.33/hr = $1,130.64
Reconstruct Road Entrance
Tractor: D5 with winch 8 hr x $141.33/hr = $1,130.64
Subtotal: $2,261.28

Mobilization:
Construction - 2.02% of total Costs = $562.43
Subtotal: $562.43

Total: $29,329.94

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-04.03 Road Name: Tennessee Jed
Road Renovation: 0.48 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$15,956.01
Culvert: 224.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$1,521.49
Blading 0.48 mi	
700-1200 Surfacing:	$41,672.47
Quarry Name: Local Source 1-1/2" 623.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.48 acres	$1,987.22
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $1,195.28 Surf. $343.61	$1,538.89
Quarry Development:	$0.00
Total:	$62,676.08

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-04.03 Road Name: Tennessee Jed

Section 400 Drainage:

Aluminized MP 0.05		24 inch 16 ga 32 lf x $64.28/lf	= $2,056.96
Aluminized MP 0.16		24 inch 16 ga 32 lf x $64.28/lf	= $2,056.96
Aluminized MP 0.24		24 inch 16 ga 32 lf x $64.28/lf	= $2,056.96
Aluminized MP 0.28		24 inch 16 ga 32 lf x $64.28/lf	= $2,056.96
Aluminized MP 0.33		24 inch 16 ga 32 lf x $64.28/lf	= $2,056.96
Aluminized MP 0.38		24 inch 16 ga 32 lf x $64.28/lf	= $2,056.96
Aluminized MP 0.46		24 inch 16 ga 32 lf x $64.28/lf	= $2,056.96
Splash Pads	ALL Sites	7 ea x $222.47/ea	= $1,557.29

Subtotal: $15,956.01

Section 500 Renovation:

Comment: No culvert cleaning allotted - replacing all of them.

Scarification: $1137.42/mi x 0.12 mi = $136.49

Blading w/o Ditches: $568.71/mi x 0.48 mi = $272.98

Compaction: $424.32/mi x 0.48 mi = $203.67

Water for Compaction

Water Truck 3000 Gal 2 hr x $114.98/hr = $229.96

Heavy grading/waterbar removal

Tractor: D5 with winch 4.8 hr x $141.33/hr = $678.38

Subtotal: $1,521.49

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
0.48mi	14ft	14.5ft	4in	5%	0				

Rock Volume = 623.00 LCY

Purchase Price / Royalty: $20.00/LCY x 623.00 LCY = $12,460.00

Processing: $1.22/LCY x 623.00 LCY = $760.06

T11 & T27 Testing: $0.10/LCY x 623.00 LCY = $62.30

Basic Rock Haul cost: $0.85/LCY x 623.00 LCY = $529.55

Rock Haul +15% grades: $2.56/LCY-mi x 623.00 LCY x 7.00 mi= $11,164.16

Rock Haul St& Co Roads: $0.57/LCY-mi x 623.00 LCY x 35.00 mi= $12,428.85

Basic Water Haul cost: $0.83/LCY x 623.00 LCY = $517.09

Water Haul +15% grades: $0.36/LCY-mi x 623.00 LCY x 7.00 mi= $1,569.96

Water Haul St&Co Roads: $0.10/LCY-mi x 623.00 LCY x 35.00 mi= $2,180.50

Subtotal: $41,672.47

Section 2100 Roadside Brushing:

Mechanical Brushing

Brushing width Left: 4ft. Right: 4ft.

RoadSide Brushing Light: $287.54/acre x 0.29 acres = $83.39

RoadSide Brushing Heavy: $766.78/acre x 0.19 acres = $145.69

Heavy Brushing

Brush Cutter 9.6 hr x $183.14/hr = $1,758.14

Subtotal: $1,987.22

Mobilization:

Construction - 4.29% of total Costs = $1,195.28

Surfacing - 3.53% by rock volume = $343.61

Subtotal: $1,538.89

Total: $62,676.08

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-05.00 Road Name: Jeanette Road
Road Renovation: 0.05 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$72.65
Blading 0.05 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$311.03
Mobilization: Const. $7.50 Surf. $0.00	$7.50
Quarry Development:	$0.00
Total:	$391.18

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-05.00 Road Name: Jeanette Road

Section 500 Renovation:
  Blading w/o Ditches: $568.71/mi x 0.05 mi = $28.44
  Compaction: $424.32/mi x 0.05 mi = $21.22
  Water for Compaction
   Water Truck 3000 Gal 0.2 hr x $114.98/hr = $23.00

Subtotal: $72.65

Section 700-1200 Surfacing:
Surfacing:
Section 8000 Miscellaneous:
  Remove Existing Barricade
   Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
   Tractor: D5 with winch 1 hr x $141.33/hr = $141.33

Subtotal: $311.03

Mobilization:
  Construction - 0.03% of total Costs = $7.50

Subtotal: $7.50

Total: $391.18

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-05.01 Road Name: Y Spur
Road Renovation: 0.6 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$1,042.38
Blading 0.60 mi	
700-1200 Surfacing:	$58,402.19
Quarry Name: Local Source 1-1/2" 803.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.60 acres	$460.07
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$749.80
Mobilization: Const. $1,185.84 Surf. $442.89	$1,628.73
Quarry Development:	$0.00
Total:	$62,283.17

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-05.01 Road Name: Y Spur

Section 500 Renovation:
  Scarification: $1137.42/mi x 0.15 mi = $170.61
  Blading w/o Ditches: $568.71/mi x 0.60 mi = $341.23
  Compaction: $424.32/mi x 0.60 mi = $254.59
  Water for Compaction
   Water Truck 3000 Gal 2.4 hr x $114.98/hr = $275.95

Subtotal: $1,042.38

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
0.60mi	14ft	14.5ft	4in	5%	2	10ft	50ft	25ft	

  Rock Volume = 803.00 LCY
  Purchase Price / Royalty: $20.00/LCY x 803.00 LCY = $16,060.00
  Processing: $1.22/LCY x 803.00 LCY = $979.66
  T11 & T27 Testing: $0.10/LCY x 803.00 LCY = $80.30
  Basic Rock Haul cost: $0.85/LCY x 803.00 LCY = $682.55
  Rock Haul +15% grades: $2.56/LCY-mi x 803.00 LCY x 9.00 mi= $18,501.12
  Rock Haul St& Co Roads: $0.57/LCY-mi x 803.00 LCY x 35.00 mi= $16,019.85
  Basic Water Haul cost: $0.83/LCY x 803.00 LCY = $666.49
  Water Haul +15% grades: $0.36/LCY-mi x 803.00 LCY x 9.00 mi= $2,601.72
  Water Haul St&Co Roads: $0.10/LCY-mi x 803.00 LCY x 35.00 mi= $2,810.50

Subtotal: $58,402.19

Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Heavy: $766.78/acre x 0.60 acres = $460.07

Subtotal: $460.07

Section 8000 Miscellaneous:
  Reconstruct Water Dips
   Motor Grader 14M 4 EA x $187.45/EA = $749.80

Subtotal: $749.80

Mobilization:
  Construction - 4.26% of total Costs = $1,185.84
  Surfacing - 4.55% by rock volume = $442.89

Subtotal: $1,628.73

Total: $62,283.17

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-09.02 Road Name: Levens Gulch Spur #2
Road Renovation: 0.3 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.10 acres	$451.73
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$669.89
Blading 0.30 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.30 acres	$1,328.87
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $47.91 Surf. $0.00	$47.91
Quarry Development:	$0.00
Total:	$2,498.41

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-09.02 Road Name: Levens Gulch Spur #2

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.1 = $301.73
Roadside Management Units
Stump Grinding/Removal 0.30 Mi x $500.00/Mi = $150.00

Subtotal: $451.73

Section 500 Renovation:
Scarification: $1137.42/mi x 0.07 mi = $79.62
Blading w/o Ditches: $568.71/mi x 0.30 mi = $170.61
Compaction: $424.32/mi x 0.30 mi = $127.30
Clean Culverts: $514.62/mi x 0.30 mi = $154.39
Water for Compaction
Water Truck 3000 Gal 1.2 hr x $114.98/hr = $137.98

Subtotal: $669.89

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.30 acres = $230.03
Heavy Brushing
Brush Cutter 6 hr x $183.14/hr = $1,098.84

Subtotal: $1,328.87

Mobilization:
Construction - 0.17% of total Costs = $47.91

Subtotal: $47.91

Total: $2,498.41

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.00 A-K Road Name: Wolf Creek Road
Road Renovation: 6.75 mi 16 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 1.10 acres	$4,854.07
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$14,111.08
Blading 6.75 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):6.75 acres	$3,230.05
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$704.10
Mobilization: Const. $447.70 Surf. $0.00	$447.70
Quarry Development:	$0.00
Total:	$23,347.00

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.00 A-K Road Name: Wolf Creek Road

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 1.1 = $3,319.07
Roadside Management Units
Stump Grinding/Removal 3.07 Mi x $500.00/Mi = $1,535.00

Subtotal: $4,854.07

Section 500 Renovation:
Blading: $939.38/mi x 2.69 mi = $2,526.93
Scarification: $1137.42/mi x 1.69 mi = $1,922.24
Blading w/o Ditches: $568.71/mi x 4.06 mi = $2,308.96
Compaction: $424.32/mi x 6.75 mi = $2,864.16
Clean Culverts: $514.62/mi x 2.69 mi = $1,384.33
Water for Compaction
Water Truck 3000 Gal 27 hr x $114.98/hr = $3,104.46

Subtotal: $14,111.08

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
Comment: Seg A-H: Lite touch-up allowance for sight distance.
Brushing width Left: 4ft. Right: 4ft.
RoadSide Brushing Light: $287.54/acre x 4.06 acres = $1,167.41
RoadSide Brushing Heavy: $766.78/acre x 2.69 acres = $2,062.64

Subtotal: $3,230.05

Section 8000 Miscellaneous:
Supply/Install BMPs at HPOCs
Crew Cab or 3/4 Ton Pickup 5 EA x $83.28/EA = $416.40
General Laborer 5 EA x $57.54/EA = $287.70

Subtotal: $704.10

Mobilization:
Construction - 1.61% of total Costs = $447.70

Subtotal: $447.70

Total: $23,347.00

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.01 A-B Road Name: Tennessee Gulch
Road Renovation: 1.59 mi 16 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.10 acres	$426.73
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$4,177.37
Blading 1.59 mi	
700-1200 Surfacing:	$124,165.68
Quarry Name: Local Source 1-1/2" 2,136.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):1.59 acres	$1,219.18
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $2,541.39 Surf. $1,178.09	$3,719.48
Quarry Development:	$0.00
Total:	$133,708.44

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.01 A-B Road Name: Tennessee Gulch

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.1 = $301.73
Roadside Management Units
Stump Grinding/Removal 0.25 Mi x $500.00/Mi = $125.00

Subtotal: $426.73

Section 500 Renovation:
Blading: $939.38/mi x 1.59 mi = $1,493.61
Scarification: $1137.42/mi x 0.40 mi = $454.97
Compaction: $424.32/mi x 1.59 mi = $674.67
Clean Culverts: $514.62/mi x 1.59 mi = $818.25
Water for Compaction
Water Truck 3000 Gal 6.4 hr x $114.98/hr = $735.87

Subtotal: $4,177.37

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
1.59mi	14ft	14.5ft	4in	5%	6	10ft	50ft	25ft	

Rock Volume = 2,136.00 LCY
Purchase Price / Royalty: $20.00/LCY x 2,136.00 LCY = $42,720.00
Processing: $1.22/LCY x 2,136.00 LCY = $2,605.92
T11 & T27 Testing: $0.10/LCY x 2,136.00 LCY = $213.60
Basic Rock Haul cost: $0.85/LCY x 2,136.00 LCY = $1,815.60
Rock Haul +15% grades: $2.56/LCY-mi x 2,136.00 LCY x 4.00 mi= $21,872.64
Rock Haul St& Co Roads: $0.57/LCY-mi x 2,136.00 LCY x 35.00 mi= $42,613.20
Basic Water Haul cost: $0.83/LCY x 2,136.00 LCY = $1,772.88
Water Haul +15% grades: $0.36/LCY-mi x 2,136.00 LCY x 4.00 mi= $3,075.84
Water Haul St&Co Roads: $0.10/LCY-mi x 2,136.00 LCY x 35.00 mi= $7,476.00

Subtotal:$124,165.68

Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 1.59 acres = $1,219.18

Subtotal: $1,219.18

Mobilization:
Construction - 9.12% of total Costs = $2,541.39
Surfacing - 12.09% by rock volume = $1,178.09

Subtotal: $3,719.48

Total: $133,708.44

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.02 Road Name: Bummer Gulch
Road Renovation: 0.17 mi 15 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.10 acres	$386.73
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$445.30
Blading 0.17 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.17 acres	$130.35
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $18.82 Surf. $0.00	$18.82
Quarry Development:	$0.00
Total:	$981.20

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.02 Road Name: Bummer Gulch

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.1 = $301.73
Roadside Management Units
Stump Grinding/Removal 0.17 Mi x $500.00/Mi = $85.00

Subtotal: $386.73

Section 500 Renovation:
Blading: $939.38/mi x 0.17 mi = $159.69
Scarification: $1137.42/mi x 0.04 mi = $45.50
Compaction: $424.32/mi x 0.17 mi = $72.13
Clean Culverts: $514.62/mi x 0.17 mi = $87.49
Water for Compaction
Water Truck 3000 Gal 0.7 hr x $114.98/hr = $80.49

Subtotal: $445.30

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.17 acres = $130.35

Subtotal: $130.35

Mobilization:
Construction - 0.07% of total Costs = $18.82

Subtotal: $18.82

Total: $981.20

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.03 A-B Road Name: Wolf Creek Spur
Road Renovation: 3.72 mi 15 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 1.20 acres	$5,250.81
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$10,281.44
Blading 3.72 mi	
Slide Removal 6.00 cy	
700-1200 Surfacing:	$305,127.90
Quarry Name: Local Source 1-1/2" 4,998.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):3.72 acres	$2,852.42
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $6,324.93 Surf. $2,756.60	$9,081.52
Quarry Development:	$0.00
Total:	$332,594.09

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.03 A-B Road Name: Wolf Creek Spur

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 1.2 = $3,620.81
Roadside Management Units
Stump Grinding/Removal 3.26 Mi x $500.00/Mi = $1,630.00

Subtotal: $5,250.81

Section 500 Renovation:
Slide Removal 6.00 cy
Grader: $187.45/hr x 1.00 hr = $187.45
Backhoe: $111.88/hr x 3.00 hr = $335.64
Blading: $939.38/mi x 3.72 mi = $3,494.49
Scarification: $1137.42/mi x 0.93 mi = $1,057.80
Compaction: $424.32/mi x 3.72 mi = $1,578.47
Clean Culverts: $514.62/mi x 3.72 mi = $1,914.39
Water for Compaction
Water Truck 3000 Gal 14.9 hr x $114.98/hr = $1,713.20

Subtotal: $10,281.44

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
3.72mi	14ft	14.5ft	4in	5%	14	10ft	50ft	25ft	

Rock Volume = 4,998.00 LCY
Purchase Price / Royalty: $20.00/LCY x 4,998.00 LCY = $99,960.00
Processing: $1.22/LCY x 4,998.00 LCY = $6,097.56
T11 & T27 Testing: $0.10/LCY x 4,998.00 LCY = $499.80
Basic Rock Haul cost: $0.85/LCY x 4,998.00 LCY = $4,248.30
Rock Haul +15% grades: $2.56/LCY-mi x 4,998.00 LCY x 5.00 mi= $63,974.40
Rock Haul St& Co Roads: $0.57/LCY-mi x 4,998.00 LCY x 35.00 mi= $99,710.10
Basic Water Haul cost: $0.83/LCY x 4,998.00 LCY = $4,148.34
Water Haul +15% grades: $0.36/LCY-mi x 4,998.00 LCY x 5.00 mi= $8,996.40
Water Haul St&Co Roads: $0.10/LCY-mi x 4,998.00 LCY x 35.00 mi= $17,493.00

Subtotal:$305,127.90

Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 3.72 acres = $2,852.42

Subtotal: $2,852.42

Mobilization:
Construction - 22.71% of total Costs = $6,324.93
Surfacing - 28.29% by rock volume = $2,756.60

Subtotal: $9,081.52

Total: $332,594.09

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.04 A-B Road Name: Tennessee Ridge Road
Road Renovation: 1.6 mi 16 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.50 acres	$2,153.67
300 Excavation:	$0.00
400 Drainage:	$3,393.67
Culvert: 40.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$4,196.15
Blading 1.60 mi	
700-1200 Surfacing:	$131,806.95
Quarry Name: Local Source 1-1/2" 2,159.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):1.60 acres	$1,226.85
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $2,791.41 Surf. $1,190.77	$3,982.18
Quarry Development:	$0.00
Total:	$146,759.47

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.04 A-B Road Name: Tennessee Ridge Road

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.5 = $1,508.67
Roadside Management Units
Stump Grinding/Removal 1.29 Mi x $500.00/Mi = $645.00

Subtotal: $2,153.67

Section 400 Drainage:
Aluminized MP 0.54 New Install 24 inch 16 ga 40 lf x $64.28/lf = $2,571.20
Splash Pads MP 0.54 1 ea x $222.47/ea = $222.47
Cost Adjustment for Aluminized
Additional funds for CMP per LF 40 LF x $15.00/LF = $600.00

Subtotal: $3,393.67

Section 500 Renovation:
Blading: $939.38/mi x 1.60 mi = $1,503.01
Scarification: $1137.42/mi x 0.40 mi = $454.97
Compaction: $424.32/mi x 1.60 mi = $678.91
Clean Culverts: $514.62/mi x 1.60 mi = $823.39
Water for Compaction
Water Truck 3000 Gal 6.4 hr x $114.98/hr = $735.87

Subtotal: $4,196.15

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
1.60mi	14ft	14.5ft	4in	5%	6	10ft	50ft	25ft	

Rock Volume = 2,149.00 LCY
Purchase Price / Royalty: $20.00/LCY x 2,149.00 LCY = $42,980.00
Processing: $1.22/LCY x 2,149.00 LCY = $2,621.78
T11 & T27 Testing: $0.10/LCY x 2,149.00 LCY = $214.90
Basic Rock Haul cost: $0.85/LCY x 2,149.00 LCY = $1,826.65
Rock Haul +15% grades: $2.56/LCY-mi x 2,149.00 LCY x 5.00 mi= $27,507.20
Rock Haul St& Co Roads: $0.57/LCY-mi x 2,149.00 LCY x 35.00 mi= $42,872.55
Basic Water Haul cost: $0.83/LCY x 2,149.00 LCY = $1,783.67
Water Haul +15% grades: $0.36/LCY-mi x 2,149.00 LCY x 5.00 mi= $3,868.20
Water Haul St&Co Roads: $0.10/LCY-mi x 2,149.00 LCY x 35.00 mi= $7,521.50

Commercial Quarry Name: Local Source 1-1/2"
Comment: CMP cap prior to full road rocking

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
									10 LCY

Rock Volume = 10.00 LCY
Purchase Price / Royalty: $20.00/LCY x 10.00 LCY = $200.00
Processing: $1.22/LCY x 10.00 LCY = $12.20
T11 & T27 Testing: $0.10/LCY x 10.00 LCY = $1.00
Basic Rock Haul cost: $0.85/LCY x 10.00 LCY = $8.50
Rock Haul +15% grades: $2.56/LCY-mi x 10.00 LCY x 5.00 mi= $128.00
Rock Haul St& Co Roads: $0.57/LCY-mi x 10.00 LCY x 35.00 mi= $199.50
Basic Water Haul cost: $0.83/LCY x 10.00 LCY = $8.30
Water Haul +15% grades: $0.36/LCY-mi x 10.00 LCY x 5.00 mi= $18.00
Water Haul St&Co Roads: $0.10/LCY-mi x 10.00 LCY x 35.00 mi= $35.00

Subtotal:$131,806.95

Road Number: 33-5-10.04 A-B Tennessee Ridge Road Continued

Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Heavy: $766.78/acre x 1.60 acres = $1,226.85

Subtotal: $1,226.85

Mobilization:
  Construction - 10.02% of total Costs = $2,791.41
  Surfacing - 12.22% by rock volume = $1,190.77

Subtotal: $3,982.18

Total: $146,759.47

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ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.06 Road Name: Wolf Pup Road
Road Renovation: 0.82 mi 14 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.10 acres	$711.73
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$2,147.14
Blading 0.82 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.82 acres	$628.76
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$422.46
Mobilization: Const. $76.45 Surf. $0.00	$76.45
Quarry Development:	$0.00
Total:	$3,986.54

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.06 Road Name: Wolf Pup Road

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.1 = $301.73
Roadside Management Units
Stump Grinding/Removal 0.82 Mi x $500.00/Mi = $410.00

Subtotal: $711.73

Section 500 Renovation:
Blading: $939.38/mi x 0.82 mi = $770.29
Scarification: $1137.42/mi x 0.20 mi = $227.48
Compaction: $424.32/mi x 0.82 mi = $347.94
Clean Culverts: $514.62/mi x 0.82 mi = $421.99
Water for Compaction
Water Truck 3000 Gal 3.3 hr x $114.98/hr = $379.43

Subtotal: $2,147.14

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 0.82 acres = $628.76

Subtotal: $628.76

Section 8000 Miscellaneous:
Supply/Install BMPs at HPOCs
Crew Cab or 3/4 Ton Pickup 3 EA x $83.28/EA = $249.84
General Laborer 3 EA x $57.54/EA = $172.62

Subtotal: $422.46

Mobilization:
Construction - 0.27% of total Costs = $76.45

Subtotal: $76.45

Total: $3,986.54

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.08 Road Name:
Road Renovation: 0.22 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$492.04
Blading 0.22 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.22 acres	$168.69
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $12.92 Surf. $0.00	$12.92
Quarry Development:	$0.00
Total:	$673.65

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.08 Road Name:

Section 500 Renovation:
  Scarification: $1137.42/mi x 0.05 mi = $56.87
  Blading w/o Ditches: $568.71/mi x 0.22 mi = $125.12
  Compaction: $424.32/mi x 0.22 mi = $93.35
  Clean Culverts: $514.62/mi x 0.22 mi = $113.22
  Water for Compaction
   Water Truck 3000 Gal 0.9 hr x $114.98/hr = $103.48

Subtotal: $492.04

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Heavy: $766.78/acre x 0.22 acres = $168.69

Subtotal: $168.69

Mobilization:
  Construction - 0.05% of total Costs = $12.92

Subtotal: $12.92

Total: $673.65

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-10.09(New) Road Name: Poison Oak Way
Road Construction: 0.07 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.40 acres	$1,972.31
300 Excavation: Standard cy	$3,045.35
Haul < 500 ft: 275.00 sta-yds	
Haul > 500 ft: 275.00 yd-mi	
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$521.87
Blading 0.07 mi	
700-1200 Surfacing:	$16,209.39
Quarry Name: Local Source 1-1/2" 98.00 LCY	
Quarry Name: Local Source 4"-minu 213.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.20 acres	$228.95
Includes Small Quantity Factor of 1.51	
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $429.68 Surf. $171.53	$601.21
Quarry Development:	$0.00
Total:	$22,579.08

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-10.09(NEW) Road Name: Poison Oak Way

Section 200 Clearing and Grubbing:
   Clearing - Heavy (Clearing): Adjustment Factor (2.54)
   16-30% (Avg Side Slopes): Adjustment Factor (0.1)
   Pile and Burn (Slash): Adjustment Factor (1.28)
   20-40' (Avg Clearing Widths): Adjustment Factor (0.1)
   Total Adjustment Factor:2.54 + 0.1 + 1.28 + 0.1 = 4.02
   Base Cost/Acre: $1,226.56 x Adjustment Factor: 4.02 x Total Acres: 0.4 = $1,972.31
                                                                Subtotal: $1,972.31

Section 300 Excavation:
 Comment: Get borrow material from Bumkins Quarry on 33-5-10.2 Road.
  Excavation - Common: $2.69/cy x 424.00 cy = $1,140.56
  Subgrade Compaction: 4 Sta/hr $35.36/sta. x 3.7 sta = $129.06
  Slope Rounding: $0.40/lf x 365.00 lf = $146.00
  Embankment Placement & Compaction 306.a - Common: $1.18/cy x 424.00 cy = $500.32
  Embankment Placement & Compaction 306.a - Rock: $1.11/cy x 275.00 cy = $305.25
  End Hauling - 100 to 500 ft: $0.21/sta-yd x 275.00 sta-yd = $57.75
  End Hauling > 500 ft and 10 mph: $2.58/yd-mi x 275.00 yd-mi = $709.50
  Blading without ditch: $15.59/station x 3.65 stations = $56.90
                                                                Subtotal: $3,045.35

Section 500 Renovation:
  Blading w/o Ditches: $568.71/mi x 0.07 mi = $39.81
  Compaction: $424.32/mi x 0.07 mi = $29.70
  Construct Turnaround/Landing
   Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
   Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
                                                                Subtotal: $521.87

Section 700-1200 Surfacing:

Commercial   Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
									98 LCY

  Rock Volume = 98.00 LCY
  Purchase Price / Royalty: $20.00/LCY x 98.00 LCY = $1,960.00
  Processing: $1.22/LCY x 98.00 LCY = $119.56
  T11 & T27 Testing: $0.10/LCY x 98.00 LCY = $9.80
  Basic Rock Haul cost: $0.85/LCY x 98.00 LCY = $83.30
  Rock Haul +15% grades: $2.56/LCY-mi x 98.00 LCY x 3.00 mi= $752.64
  Rock Haul -15% grades: $1.28/LCY-mi x 98.00 LCY x 8.00 mi= $1,003.52
  Rock Haul St& Co Roads: $0.57/LCY-mi x 98.00 LCY x 15.00 mi= $837.90
  Basic Water Haul cost: $0.83/LCY x 98.00 LCY = $81.34
  Water Haul +15% grades: $0.36/LCY-mi x 98.00 LCY x 3.00 mi= $105.84
  Water Haul -15% grades: $0.18/LCY-mi x 98.00 LCY x 8.00 mi= $141.12
  Water Haul St&Co Roads: $0.10/LCY-mi x 98.00 LCY x 15.00 mi= $147.00

Road Number: 33-5-10.09(NEW) Poison Oak Way Continued

Commercial Quarry Name: Local Source 4"-minu

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
									213 LCY

Rock Volume = 213.00 LCY
Purchase Price / Royalty: $18.00/LCY x 213.00 LCY = $3,834.00
Processing: $1.22/LCY x 213.00 LCY = $259.86
T11 & T27 Testing: $0.10/LCY x 213.00 LCY = $21.30
Basic Rock Haul cost: $0.85/LCY x 213.00 LCY = $181.05
Rock Haul +15% grades: $2.56/LCY-mi x 213.00 LCY x 3.00 mi= $1,635.84
Rock Haul -15% grades: $1.28/LCY-mi x 213.00 LCY x 8.00 mi= $2,181.12
Rock Haul St& Co Roads: $0.57/LCY-mi x 213.00 LCY x 15.00 mi= $1,821.15
Basic Water Haul cost: $0.83/LCY x 213.00 LCY = $176.79
Water Haul +15% grades: $0.36/LCY-mi x 213.00 LCY x 3.00 mi= $230.04
Water Haul -15% grades: $0.18/LCY-mi x 213.00 LCY x 8.00 mi= $306.72
Water Haul St&Co Roads: $0.10/LCY-mi x 213.00 LCY x 15.00 mi= $319.50

Subtotal: $16,209.39

Section 1800 Soil Stabilization:
Dry Method with Mulch: $824.75/acre x 0.20 acres = $164.95
Includes Small Quantity Factor of 1.51
+ Mulch Cost: $320.00/acre x 0.20 acres = $64.00

Subtotal: $228.95

Mobilization:
Construction - 1.54% of total Costs = $429.68
Surfacing - 1.76% by rock volume = $171.53

Subtotal: $601.21

Total: $22,579.08

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ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-13.05 Road Name:
Road Renovation: 0.17 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$873.34
Blading 0.17 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.17 acres	$753.03
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $31.80 Surf. $0.00	$31.80
Quarry Development:	$0.00
Total:	$1,658.17

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-13.05 Road Name:

Section 500 Renovation:
  Scarification: $1137.42/mi x 0.17 mi = $193.36
  Blading w/o Ditches: $568.71/mi x 0.17 mi = $96.68
  Compaction: $424.32/mi x 0.17 mi = $72.13
  Heavy Maintenance
   Tractor: D7 with rippers 1.7 hr x $253.34/hr = $430.68
  Water for Compaction
   Water Truck 3000 Gal 0.7 hr x $114.98/hr = $80.49

Subtotal: $873.34

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Heavy: $766.78/acre x 0.17 acres = $130.35
  Heavy Brushing
   Brush Cutter 3.4 hr x $183.14/hr = $622.68

Subtotal: $753.03

Mobilization:
  Construction - 0.11% of total Costs = $31.80

Subtotal: $31.80

Total: $1,658.17

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-21.00 A-C Road Name: Coyote Creek Road
Road Renovation: 2.8 mi 16 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$4,864.45
Blading 2.80 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):2.80 acres	$805.11
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$563.28
Mobilization: Const. $121.86 Surf. $0.00	$121.86
Quarry Development:	$0.00
Total:	$6,354.70

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-21.00 A-C Road Name: Coyote Creek Road

Section 500 Renovation:
  Scarification: $1137.42/mi x 0.70 mi = $796.19
  Blading w/o Ditches: $568.71/mi x 2.80 mi = $1,592.39
  Compaction: $424.32/mi x 2.80 mi = $1,188.10
  Water for Compaction
   Water Truck 3000 Gal 11.2 hr x $114.98/hr = $1,287.78

Subtotal: $4,864.45

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
 Comment: Lite touch-up allowance for sight distance.
  Brushing width Left: 4ft. Right: 4ft.
  RoadSide Brushing Light: $287.54/acre x 2.80 acres = $805.11

Subtotal: $805.11

Section 8000 Miscellaneous:
  Supply/Install BMPs at HPOC
   Crew Cab or 3/4 Ton Pickup 4 EA x $83.28/EA = $333.12
   General Laborer 4 EA x $57.54/EA = $230.16

Subtotal: $563.28

Mobilization:
  Construction - 0.44% of total Costs = $121.86

Subtotal: $121.86

Total: $6,354.70

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-22.00 Road Name: Coyote Creek
Road Renovation: 1.74 mi 15 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.50 acres	$2,258.67
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$4,562.23
Blading 1.74 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):1.74 acres	$1,334.20
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $159.44 Surf. $0.00	$159.44
Quarry Development:	$0.00
Total:	$8,314.53

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-22.00 Road Name: Coyote Creek

Section 200 Clearing and Grubbing:
   Clearing - Light (Clearing): Adjustment Factor (0.93)
   1-15% (Avg Side Slopes): Adjustment Factor (0)
   Pile and Burn (Slash): Adjustment Factor (1.28)
   less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
   Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
   Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.5 = $1,508.67
  Roadside Management Units
   Stump Grinding/Removal 1.50 Mi x $500.00/Mi = $750.00
Subtotal: $2,258.67

Section 500 Renovation:
  Blading: $939.38/mi x 1.74 mi = $1,634.52
  Scarification: $1137.42/mi x 0.43 mi = $489.09
  Compaction: $424.32/mi x 1.74 mi = $738.32
  Clean Culverts: $514.62/mi x 1.74 mi = $895.44
  Water for Compaction
   Water Truck 3000 Gal 7 hr x $114.98/hr = $804.86
Subtotal: $4,562.23

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Heavy: $766.78/acre x 1.74 acres = $1,334.20
Subtotal: $1,334.20

Mobilization:
  Construction - 0.57% of total Costs = $159.44
Subtotal: $159.44

Total: $8,314.53

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-22.01 Road Name: Coyote Creek
Road Renovation: 1.2 mi 14 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.40 acres	$1,806.94
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$3,147.11
Blading 1.20 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):1.20 acres	$920.14
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$281.64
Mobilization: Const. $120.35 Surf. $0.00	$120.35
Quarry Development:	$0.00
Total:	$6,276.18

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-22.01 Road Name: Coyote Creek

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.4 = $1,206.94
Roadside Management Units
Stump Grinding/Removal 1.20 Mi x $500.00/Mi = $600.00

Subtotal: $1,806.94

Section 500 Renovation:
Blading: $939.38/mi x 1.20 mi = $1,127.26
Scarification: $1137.42/mi x 0.30 mi = $341.23
Compaction: $424.32/mi x 1.20 mi = $509.18
Clean Culverts: $514.62/mi x 1.20 mi = $617.54
Water for Compaction
Water Truck 3000 Gal 4.8 hr x $114.98/hr = $551.90

Subtotal: $3,147.11

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
RoadSide Brushing Heavy: $766.78/acre x 1.20 acres = $920.14

Subtotal: $920.14

Section 8000 Miscellaneous:
Supply/Install BMPs at HPOC
Crew Cab or 3/4 Ton Pickup 2 EA x $83.28/EA = $166.56
General Laborer 2 EA x $57.54/EA = $115.08

Subtotal: $281.64

Mobilization:
Construction - 0.43% of total Costs = $120.35

Subtotal: $120.35

Total: $6,276.18

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-22.03 Road Name: Post King Road
Road Renovation: 0.35 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.20 acres	$778.47
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$599.53
Blading 0.35 mi	
700-1200 Surfacing:	$26,373.60
Quarry Name: Local Source 1-1/2" 432.00 LCY	
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.35 acres	$100.64
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $544.53 Surf. $238.27	$782.80
Quarry Development:	$0.00
Total:	$28,635.03

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-22.03 Road Name: Post King Road

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.2 = $603.47
Roadside Management Units
Stump Grinding/Removal 0.35 Mi x $500.00/Mi = $175.00

Subtotal: $778.47

Section 500 Renovation:
Scarification: $1137.42/mi x 0.08 mi = $90.99
Blading w/o Ditches: $568.71/mi x 0.35 mi = $199.05
Compaction: $424.32/mi x 0.35 mi = $148.51
Water for Compaction
Water Truck 3000 Gal 1.4 hr x $114.98/hr = $160.97

Subtotal: $599.53

Section 700-1200 Surfacing:

Commercial Quarry Name: Local Source 1-1/2"

Length	TopW	BotW	Depth	CWid	#TOs	Width	F.W.L	Taper	Other
0.35mi	14ft	14.5ft	4in	0%	0				

Rock Volume = 432.00 LCY
Purchase Price / Royalty: $20.00/LCY x 432.00 LCY = $8,640.00
Processing: $1.22/LCY x 432.00 LCY = $527.04
T11 & T27 Testing: $0.10/LCY x 432.00 LCY = $43.20
Basic Rock Haul cost: $0.85/LCY x 432.00 LCY = $367.20
Rock Haul +15% grades: $2.56/LCY-mi x 432.00 LCY x 5.00 mi= $5,529.60
Rock Haul St& Co Roads: $0.57/LCY-mi x 432.00 LCY x 35.00 mi= $8,618.40
Basic Water Haul cost: $0.83/LCY x 432.00 LCY = $358.56
Water Haul +15% grades: $0.36/LCY-mi x 432.00 LCY x 5.00 mi= $777.60
Water Haul St&Co Roads: $0.10/LCY-mi x 432.00 LCY x 35.00 mi= $1,512.00

Subtotal: $26,373.60

Section 2100 Roadside Brushing:
Mechanical Brushing
Comment: Lite touch-up allowance for sight distance.
Brushing width Left: 4ft. Right: 4ft.
RoadSide Brushing Light: $287.54/acre x 0.35 acres = $100.64

Subtotal: $100.64

Mobilization:
Construction - 1.96% of total Costs = $544.53
Surfacing - 2.45% by rock volume = $238.27

Subtotal: $782.80

Total: $28,635.03

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-22.04 Road Name: Short Coyote
Road Renovation: 0.37 mi 16 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$642.26
Blading 0.37 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.37 acres	$177.32
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$749.80
Mobilization: Const. $30.68 Surf. $0.00	$30.68
Quarry Development:	$0.00
Total:	$1,600.06

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-22.04 Road Name: Short Coyote

Section 500 Renovation:
  Scarification: $1137.42/mi x 0.09 mi = $102.37
  Blading w/o Ditches: $568.71/mi x 0.37 mi = $210.42
  Compaction: $424.32/mi x 0.37 mi = $157.00
  Water for Compaction
   Water Truck 3000 Gal 1.5 hr x $114.98/hr = $172.47

Subtotal: $642.26

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Medium: $479.24/acre x 0.37 acres = $177.32

Subtotal: $177.32

Section 8000 Miscellaneous:
  Reconstruct Water Dips
   Motor Grader 14M 4 EA x $187.45/EA = $749.80

Subtotal: $749.80

Mobilization:
  Construction - 0.11% of total Costs = $30.68

Subtotal: $30.68

Total: $1,600.06

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-23.04 Road Name: Bum King Spur
Road Renovation: 0.06 mi 15 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$169.94
Blading 0.06 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.06 acres	$46.01
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $4.22 Surf. $0.00	$4.22
Quarry Development:	$0.00
Total:	$220.17

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-23.04 Road Name: Bum King Spur

Section 500 Renovation:
  Blading: $939.38/mi x 0.06 mi = $56.36
  Scarification: $1137.42/mi x 0.02 mi = $22.75
  Compaction: $424.32/mi x 0.06 mi = $25.46
  Clean Culverts: $514.62/mi x 0.06 mi = $30.88
  Water for Compaction
   Water Truck 3000 Gal 0.3 hr x $114.98/hr = $34.49

Subtotal: $169.94

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
  RoadSide Brushing Heavy: $766.78/acre x 0.06 acres = $46.01

Subtotal: $46.01

Mobilization:
  Construction - 0.02% of total Costs = $4.22

Subtotal: $4.22

Total: $220.17

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: 33-5-26.02 A Road Name: Post Mountain Road
Road Renovation: 1.7 mi 14 ft Subgrade 3 ft ditch

200 Clearing and Grubbing: 0.60 acres	$2,605.40
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$2,959.11
Blading 1.70 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):1.70 acres	$488.82
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $118.35 Surf. $0.00	$118.35
Quarry Development:	$0.00
Total:	$6,171.67

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: 33-5-26.02 A Road Name: Post Mountain Road

Section 200 Clearing and Grubbing:
Clearing - Light (Clearing): Adjustment Factor (0.93)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
less than 20' (Avg Clearing Widths): Adjustment Factor (0.25)
Total Adjustment Factor:0.93 + 0 + 1.28 + 0.25 = 2.46
Base Cost/Acre: $1,226.56 x Adjustment Factor: 2.46 x Total Acres: 0.6 = $1,810.40
Roadside Management Units
Stump Grinding/Removal 1.59 Mi x $500.00/Mi = $795.00

Subtotal: $2,605.40

Section 500 Renovation:
Scarification: $1137.42/mi x 0.43 mi = $489.09
Blading w/o Ditches: $568.71/mi x 1.70 mi = $966.81
Compaction: $424.32/mi x 1.70 mi = $721.34
Water for Compaction
Water Truck 3000 Gal 6.8 hr x $114.98/hr = $781.86

Subtotal: $2,959.11

Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
Comment: Lite touch-up allowance for sight distance.
Brushing width Left: 4ft. Right: 4ft.
RoadSide Brushing Light: $287.54/acre x 1.70 acres = $488.82

Subtotal: $488.82

Mobilization:
Construction - 0.42% of total Costs = $118.35

Subtotal: $118.35

Total: $6,171.67

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: Jeep Road Road Name: Jeep Road
Road Renovation: 0.12 mi 14 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.00 acres	$0.00
300 Excavation:	$0.00
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$0.00
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (Mechanical):0.48 acres	$368.05
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $7.20 Surf. $0.00	$7.20
Quarry Development:	$0.00
Total:	$375.25

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: Jeep Road Road Name: Jeep Road

Section 500 Renovation:
 Comment: Caution: Buried High Voltage Cable! Do NOT Grade!!
Section 700-1200 Surfacing:
Surfacing:
Section 2100 Roadside Brushing:
Mechanical Brushing
 Comment: Extra costs allotted for carful operations near buried cable
  RoadSide Brushing Heavy: $766.78/acre x 0.48 acres = $368.05

Subtotal:	$368.05

Mobilization:
  Construction - 0.03% of total Costs = $7.20

Subtotal:	$7.20
Total:	$375.25

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: TR 03-04P Road Name:
Temporary Road: 0.06 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.50 acres	$2,404.06
300 Excavation: Standard cy	$981.49
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$59.58
Blading 0.06 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $67.35 Surf. $0.00	$67.35
Quarry Development:	$0.00
Total:	$3,512.48

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: TR 03-04P Road Name:

Section 200 Clearing and Grubbing:
   Clearing - Heavy (Clearing): Adjustment Factor (2.54)
   1-15% (Avg Side Slopes): Adjustment Factor (0)
   Pile and Burn (Slash): Adjustment Factor (1.28)
   20-40' (Avg Clearing Widths): Adjustment Factor (0.1)
   Total Adjustment Factor:2.54 + 0 + 1.28 + 0.1 = 3.92
   Base Cost/Acre: $1,226.56 x Adjustment Factor: 3.92 x Total Acres: 0.5 = $2,404.06
                                                                Subtotal: $2,404.06

Section 300 Excavation:
  Excavation - Common: $2.69/cy x 177.00 cy = $476.13
  Subgrade Compaction: 4 Sta/hr $35.36/sta. x 3.3 sta = $115.27
  Slope Rounding: $0.40/lf x 326.00 lf = $130.40
  Embankment Placement & Compaction 306.a - Common: $1.18/cy x 177.00 cy = $208.86
  Blading without ditch: $15.59/station x 3.26 stations = $50.82
                                                                Subtotal: $981.49

Section 500 Renovation:
  Blading w/o Ditches: $568.71/mi x 0.06 mi = $34.12
  Compaction: $424.32/mi x 0.06 mi = $25.46
                                                                Subtotal: $59.58

Section 700-1200 Surfacing:
Surfacing:
Mobilization:
  Construction - 0.24% of total Costs = $67.35
                                                                Subtotal: $67.35

                                                                Total: $3,512.48

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: TR 03-06 Road Name:
Temporary Road: 0.18 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.90 acres	$4,548.08
300 Excavation: Standard cy	$9,176.81
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$641.04
Blading 0.19 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $280.87 Surf. $0.00	$280.87
Quarry Development:	$0.00
Total:	$14,646.79

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: TR 03-06 Road Name:

Section 200 Clearing and Grubbing:
   Clearing - Heavy (Clearing): Adjustment Factor (2.54)
   31-45% (Avg Side Slopes): Adjustment Factor (0.2)
   Pile and Burn (Slash): Adjustment Factor (1.28)
   20-40' (Avg Clearing Widths): Adjustment Factor (0.1)
   Total Adjustment Factor:2.54 + 0.2 + 1.28 + 0.1 = 4.12
   Base Cost/Acre: $1,226.56 x Adjustment Factor: 4.12 x Total Acres: 0.9 = $4,548.08
Subtotal: $4,548.08

Section 300 Excavation:
  Excavation - Common: $2.69/cy x 1,379.00 cy = $3,709.51
  Excavation - Rippable: $5.35/cy x 459.00 cy = $2,455.65
  Subgrade Compaction: 4 Sta/hr $35.36/sta. x 9.6 sta = $340.16
  Slope Rounding: $0.40/lf x 962.00 lf = $384.80
  Embankment Placement & Compaction 306.a - Common: $1.18/cy x 1,379.00 cy = $1,627.22
  Embankment Placement & Compaction 306.a - Rock: $1.11/cy x 459.00 cy = $509.49
  Blading without ditch: $15.59/station x 9.62 stations = $149.98
Subtotal: $9,176.81

Section 500 Renovation:
  Blading w/o Ditches: $568.71/mi x 0.19 mi = $108.05
  Compaction: $424.32/mi x 0.19 mi = $80.62
  Construct Turnaround/Landing
   Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
   Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
Subtotal: $641.04

Section 700-1200 Surfacing:
Surfacing:
Mobilization:
  Construction - 1.01% of total Costs = $280.87
Subtotal: $280.87

Total: $14,646.79

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: TR 04-04 Road Name:
Temporary Road: 0.04 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.20 acres	$961.62
300 Excavation: Standard cy	$627.40
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$492.08
Blading 0.04 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $40.69 Surf. $0.00	$40.69
Quarry Development:	$0.00
Total:	$2,121.79

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: TR 04-04 Road Name:

Section 200 Clearing and Grubbing:
Clearing - Heavy (Clearing): Adjustment Factor (2.54)
1-15% (Avg Side Slopes): Adjustment Factor (0)
Pile and Burn (Slash): Adjustment Factor (1.28)
20-40' (Avg Clearing Widths): Adjustment Factor (0.1)
Total Adjustment Factor:2.54 + 0 + 1.28 + 0.1 = 3.92
Base Cost/Acre: $1,226.56 x Adjustment Factor: 3.92 x Total Acres: 0.2 = $961.62

Subtotal: $961.62

Section 300 Excavation:
Excavation - Common: $2.69/cy x 113.00 cy = $303.97
Subgrade Compaction: 4 Sta/hr $35.36/sta. x 2.1 sta = $73.90
Slope Rounding: $0.40/lf x 209.00 lf = $83.60
Embankment Placement & Compaction 306.a - Common: $1.18/cy x 113.00 cy = $133.34
Blading without ditch: $15.59/station x 2.09 stations = $32.58

Subtotal: $627.40

Section 500 Renovation:
Blading w/o Ditches: $568.71/mi x 0.04 mi = $22.75
Compaction: $424.32/mi x 0.04 mi = $16.97
Construct Turnaround/Landing
Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70

Subtotal: $492.08

Section 700-1200 Surfacing:
Surfacing:
Mobilization:
Construction - 0.15% of total Costs = $40.69

Subtotal: $40.69

Total: $2,121.79

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: TR 05-04 Road Name:
Temporary Road: 0.25 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 1.20 acres	$5,916.93
300 Excavation: Standard cy	$15,445.80
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$700.62
Blading 0.25 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $431.36 Surf. $0.00	$431.36
Quarry Development:	$0.00
Total:	$22,494.70

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: TR 05-04 Road Name:

Section 200 Clearing and Grubbing:
   Clearing - Heavy (Clearing): Adjustment Factor (2.54)
   31-45% (Avg Side Slopes): Adjustment Factor (0.2)
   Pile and Burn (Slash): Adjustment Factor (1.28)
   greater than 40' (Avg Clearing Widths): Adjustment Factor (0)
   Total Adjustment Factor:2.54 + 0.2 + 1.28 + 0 = 4.02
   Base Cost/Acre: $1,226.56 x Adjustment Factor: 4.02 x Total Acres: 1.2 = $5,916.93
Subtotal: $5,916.93

Section 300 Excavation:
  Excavation - Common: $2.69/cy x 2,145.00 cy = $5,770.05
  Excavation - Rippable: $5.35/cy x 920.00 cy = $4,922.00
  Subgrade Compaction: 4 Sta/hr $35.36/sta. x 13.2 sta = $467.11
  Slope Rounding: $0.40/lf x 1,321.00 lf = $528.40
  Embankment Placement & Compaction 306.a - Common: $1.18/cy x 2,145.00 cy = $2,531.10
  Embankment Placement & Compaction 306.a - Rock: $1.11/cy x 920.00 cy = $1,021.20
  Blading without ditch: $15.59/station x 13.21 stations = $205.94
Subtotal: $15,445.80

Section 500 Renovation:
  Blading w/o Ditches: $568.71/mi x 0.25 mi = $142.18
  Compaction: $424.32/mi x 0.25 mi = $106.08
  Construct Turnaround/Landing
   Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
   Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
Subtotal: $700.62

Section 700-1200 Surfacing:
Surfacing:
Mobilization:
  Construction - 1.55% of total Costs = $431.36
Subtotal: $431.36

Total: $22,494.70

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: TR 10-04 Road Name:
Temporary Road: 0.05 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.40 acres	$1,972.31
300 Excavation: Standard cy	$962.68
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$502.01
Blading 0.05 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $67.20 Surf. $0.00	$67.20
Quarry Development:	$0.00
Total:	$3,504.19

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: TR 10-04 Road Name:

Section 200 Clearing and Grubbing:
Clearing - Heavy (Clearing): Adjustment Factor (2.54)
16-30% (Avg Side Slopes): Adjustment Factor (0.1)
Pile and Burn (Slash): Adjustment Factor (1.28)
20-40' (Avg Clearing Widths): Adjustment Factor (0.1)
Total Adjustment Factor:2.54 + 0.1 + 1.28 + 0.1 = 4.02
Base Cost/Acre: $1,226.56 x Adjustment Factor: 4.02 x Total Acres: 0.4 = $1,972.31

Subtotal: $1,972.31

Section 300 Excavation:
Excavation - Common: $2.69/cy x 190.00 cy = $511.10
Subgrade Compaction: 4 Sta/hr $35.36/sta. x 2.5 sta = $88.40
Slope Rounding: $0.40/lf x 250.00 lf = $100.00
Embankment Placement & Compaction 306.a - Common: $1.18/cy x 190.00 cy = $224.20
Blading without ditch: $15.59/station x 2.50 stations = $38.98

Subtotal: $962.68

Section 500 Renovation:
Blading w/o Ditches: $568.71/mi x 0.05 mi = $28.44
Compaction: $424.32/mi x 0.05 mi = $21.22
Construct Turnaround/Landing
Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70

Subtotal: $502.01

Section 700-1200 Surfacing:
Surfacing:
Mobilization:
Construction - 0.24% of total Costs = $67.20

Subtotal: $67.20

Total: $3,504.19

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: TR 22-01 Road Name:
Temporary Road: 0.11 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 0.60 acres	$2,244.60
300 Excavation: Standard cy	$2,152.25
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$561.59
Blading 0.11 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $96.94 Surf. $0.00	$96.94
Quarry Development:	$0.00
Total:	$5,055.39

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: TR 22-01 Road Name:

Section 200 Clearing and Grubbing:
   Clearing - Medium (Clearing): Adjustment Factor (1.67)
   1-15% (Avg Side Slopes): Adjustment Factor (0)
   Pile and Burn (Slash): Adjustment Factor (1.28)
   20-40' (Avg Clearing Widths): Adjustment Factor (0.1)
   Total Adjustment Factor:1.67 + 0 + 1.28 + 0.1 = 3.05
   Base Cost/Acre: $1,226.56 x Adjustment Factor: 3.05 x Total Acres: 0.6 = $2,244.60
Subtotal: $2,244.60

Section 300 Excavation:
  Excavation - Common: $2.69/cy x 425.00 cy = $1,143.25
  Subgrade Compaction: 4 Sta/hr $35.36/sta. x 5.6 sta = $197.31
  Slope Rounding: $0.40/lf x 558.00 lf = $223.20
  Embankment Placement & Compaction 306.a - Common: $1.18/cy x 425.00 cy = $501.50
  Blading without ditch: $15.59/station x 5.58 stations = $86.99
Subtotal: $2,152.25

Section 500 Renovation:
  Blading w/o Ditches: $568.71/mi x 0.11 mi = $62.56
  Compaction: $424.32/mi x 0.11 mi = $46.68
  Construct Turnaround/Landing
   Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
   Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
Subtotal: $561.59

Section 700-1200 Surfacing:
Surfacing:
Mobilization:
  Construction - 0.35% of total Costs = $96.94
Subtotal: $96.94

Total: $5,055.39

ROAD CONSTRUCTION SUMMARY

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026
Road Number: TR 22-07 Road Name:
Temporary Road: 0.24 mi 15 ft Subgrade 0 ft ditch

200 Clearing and Grubbing: 1.70 acres	$8,382.31
300 Excavation: Standard cy	$20,708.42
400 Drainage:	$0.00
Culvert: 0.00 lf	
DownSpout: 0.00 lf	
PolyPipe: 0.00 lf	
500 Renovation:	$690.69
Blading 0.24 mi	
700-1200 Surfacing:	$0.00
1300 Geotextiles:	$0.00
1400 Slope Protection:	$0.00
1800 Soil Stabilization: 0.00 acres	$0.00
1900 Cattleguards:	$0.00
2100 RoadSide Brushing (NONE):0.00 acres	$0.00
2300 Engineering: 0.00 sta.	$0.00
2400 Minor Concrete:	$0.00
2500 Gabions:	$0.00
8000 Miscellaneous:	$0.00
Mobilization: Const. $582.25 Surf. $0.00	$582.25
Quarry Development:	$0.00
Total:	$30,363.67

Notes:
Quantities shown are estimates only and not pay items.
Surfacing Quantities shown are loose cubic yards.

Road Construction Worksheet

Road Number: TR 22-07 Road Name:

Section 200 Clearing and Grubbing:
   Clearing - Heavy (Clearing): Adjustment Factor (2.54)
   31-45% (Avg Side Slopes): Adjustment Factor (0.2)
   Pile and Burn (Slash): Adjustment Factor (1.28)
   greater than 40' (Avg Clearing Widths): Adjustment Factor (0)
   Total Adjustment Factor:2.54 + 0.2 + 1.28 + 0 = 4.02
   Base Cost/Acre: $1,226.56 x Adjustment Factor: 4.02 x Total Acres: 1.7 = $8,382.31
                                                                Subtotal: $8,382.31

Section 300 Excavation:
  Excavation - Common: $2.69/cy x 2,691.00 cy = $7,238.79
  Excavation - Rippable: $5.35/cy x 1,153.00 cy = $6,168.55
  Subgrade Compaction: 4 Sta/hr $35.36/sta. x 12.5 sta = $442.71
  Slope Rounding: $0.40/lf x 1,252.00 lf = $500.80
  Embankment Placement & Compaction 306.a - Common: $1.18/cy x 2,691.00 cy = $3,175.38
  Embankment Placement & Compaction 306.a - Rock: $1.11/cy x 2,691.00 cy = $2,987.01
  Blading without ditch: $15.59/station x 12.52 stations = $195.19
                                                                Subtotal: $20,708.42

Section 500 Renovation:
  Blading w/o Ditches: $568.71/mi x 0.24 mi = $136.49
  Compaction: $424.32/mi x 0.24 mi = $101.84
  Construct Turnaround/Landing
   Tractor: D5 with winch 2 hr x $141.33/hr = $282.66
   Excavator - Large (3 CY) 1 hr x $169.70/hr = $169.70
                                                                Subtotal: $690.69

Section 700-1200 Surfacing:
Surfacing:
Mobilization:
  Construction - 2.09% of total Costs = $582.25
                                                                Subtotal: $582.25

                                                                Total: $30,363.67

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Mobilization Costs - Construction and Surfacing

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026

Average Mobilization distance = 50 miles Factor = 1.00

Mobilization: Construction

Fire Equipment:	4 ea x	(1.00 x $98.00/ea +	25 mi x $5.43/mi)=	$935.00
Graders-all:	4 ea x	(1.00 x $558.00/ea +	25 mi x $18.75/mi)=	$4,107.00
Rollers & Comp:	4 ea x	(1.00 x $558.00/ea +	25 mi x $28.29/mi)=	$5,061.00
Excavators (Lg):	4 ea x	(1.00 x $1208.00/ea +	25 mi x $33.94/mi)=	$8,226.00
RTBackhoes 24/30:	4 ea x	(1.00 x $415.00/ea +	25 mi x $7.36/mi)=	$2,396.00
Water Truck:	4 ea x	(1.00 x $138.00/ea +	25 mi x $5.75/mi)=	$1,127.00
Equipment Washing:	24 ea x	($250.00) /ea =		$6,000.00

Subtotal: $27,852.00

Mobilization: Surfacing

Graders-all:	2ea x	(1.00 x $558.00/ea +	25 mi x $18.75/mi)=	$2,053.50
Rollers & Comp:	2ea x	(1.00 x $558.00/ea +	25 mi x $28.29/mi)=	$1,116.00
Dump Truck<=15cy:	6ea x	(1.00 x $130.00/ea +	25 mi x $5.44/mi)=	$1,596.00
Water Truck:	2ea x	(1.00 x $138.00/ea +	25 mi x $5.75/mi)=	$563.50
Equipment Washing:	12 ea x	($250.00) /ea =		$3,000.00

Subtotal: $9,743.50

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Summary of Construction Quantities

T.S. Contract Name: Peters Folly TS Sale Date: 09/2026

Road Number	Const	Improv	Renov	Decomm	Temp
32-5-22.00 D3-E			151.01		
33-5-03.01			36.96		
33-5-03.02 A-C			86.59		
33-5-03.03			31.68		
33-5-03.06 A			8.98		
33-5-03.06 B(New)			7.85		
33-5-03.07(New)			14.6		
33-5-04.00			19.01		
33-5-04.01 A			33.79		
33-5-04.01 B			33.79		
33-5-04.02			26.93		
33-5-04.03			25.34		
33-5-05.00			2.64		
33-5-05.01			31.68		
33-5-09.02			15.84		
33-5-10.00 A-K			356.4		
33-5-10.01 A-B			83.95		
33-5-10.02			8.98		
33-5-10.03 A-B			196.42		
33-5-10.04 A-B			84.48		
33-5-10.06			43.3		
33-5-10.08			11.62		
33-5-10.09(New)			3.65		
33-5-13.05			8.98		
33-5-21.00 A-C			147.84		
33-5-22.00			91.87		
33-5-22.01			63.36		
33-5-22.03			18.48		
33-5-22.04			19.54		
33-5-23.04			3.17		
33-5-26.02 A			89.76		
Jeep Road			6.34		
TR 03-04P					3.26
TR 03-06					9.62
TR 04-04					2.09
TR 05-04					13.21
TR 10-04					2.5
TR 22-01					5.58
TR 22-07					12.52
Total Sta:	26.10		1,738.73		48.78

Continuation of Construction Quantities

200 Clearing and Grubbing	Clearing acres
32-5-22.00 D3-E	0.8
33-5-03.01	0.3
33-5-03.02 A-C	0.5
33-5-03.03	0.2
33-5-03.06 A	0.0
33-5-03.06 B(N)	0.8
33-5-03.07(NEW)	1.7
33-5-04.00	0.9
33-5-04.01 A	0.3
33-5-04.01 B	0.3
33-5-04.02	1.3
33-5-04.03	0.0
33-5-05.00	0.0
33-5-05.01	0.0
33-5-09.02	0.1
33-5-10.00 A-K	1.1
33-5-10.01 A-B	0.1
33-5-10.02	0.1
33-5-10.03 A-B	1.2
33-5-10.04 A-B	0.5
33-5-10.06	0.1
33-5-10.08	0.0
33-5-10.09(NEW)	0.4
33-5-13.05	0.0
33-5-21.00 A-C	0.0
33-5-22.00	0.5
33-5-22.01	0.4
33-5-22.03	0.2
33-5-22.04	0.0
33-5-23.04	0.0
33-5-26.02 A	0.6
Jeep Road	0.0
TR 03-04P	0.5
TR 03-06	0.9
TR 04-04	0.2
TR 05-04	1.2
TR 10-04	0.4
TR 22-01	0.6
TR 22-07	1.7
Totals:	17.80

Continuation of Construction Quantities

Grub Overgrown Road 33-5-04.00
Tractor: D7 with rippers . . . . . 3.6 hr
Grub Overgrown Road 33-5-04.02
Tractor: D7 with rippers . . . . . 5.1 hr
Roadside Management Units 33-5-03.01
Stump Grinding/Removal . . . . . 0.70 Mi
Roadside Management Units 33-5-22.03
Stump Grinding/Removal . . . . . 0.35 Mi
Roadside Management Units 33-5-22.00
Stump Grinding/Removal . . . . . 1.50 Mi
Roadside Management Units 33-5-22.01
Stump Grinding/Removal . . . . . 1.20 Mi
Roadside Management Units 33-5-10.00 A-K
Stump Grinding/Removal . . . . . 3.07 Mi
Roadside Management Units 33-5-10.02
Stump Grinding/Removal . . . . . 0.17 Mi
Roadside Management Units 33-5-10.06
Stump Grinding/Removal . . . . . 0.82 Mi
Roadside Management Units 33-5-10.01 A-B
Stump Grinding/Removal . . . . . 0.25 Mi
Roadside Management Units 33-5-26.02 A
Stump Grinding/Removal . . . . . 1.59 Mi
Roadside Management Units 33-5-03.02 A-C
Stump Grinding/Removal . . . . . 1.36 Mi
Roadside Management Units 33-5-03.03
Stump Grinding/Removal . . . . . 0.60 Mi
Roadside Management Units 33-5-10.03 A-B
Stump Grinding/Removal . . . . . 3.26 Mi
Roadside Management Units 32-5-22.00 D3-E
Stump Grinding/Removal . . . . . 1.99 Mi
Roadside Management Units 33-5-04.01 A
Stump Grinding/Removal . . . . . 0.64 Mi
Roadside Management Units 33-5-04.01 B
Stump Grinding/Removal . . . . . 0.64 Mi
Roadside Management Units 33-5-09.02
Stump Grinding/Removal . . . . . 0.30 Mi
Roadside Management Units 33-5-10.04 A-B
Stump Grinding/Removal . . . . . 1.29 Mi

300 Excavation	Excav LCY.s	Haul sta-yds	Haul yd-mi
33-5-03.06 B(N)	680	0	0
33-5-03.07(NEW)	4,936	0	0
33-5-10.09(NEW)	424	275	275
TR 03-04P	177	0	0
TR 03-06	1,838	0	0
TR 04-04	113	0	0
TR 05-04	3,065	0	0
TR 10-04	190	0	0
TR 22-01	425	0	0
TR 22-07	3,844	0	0
Totals:	15,692	275	275

400 Drainage

Road Number	CMP Culvert	Polypipes	Downspouts
33-5-03.07(NEW)			
	66 lf	0 lf	40 lf
33-5-04.00	40 lf	0 lf	0 lf
33-5-04.02	200 lf	0 lf	0 lf
33-5-04.03	224 lf	0 lf	0 lf
33-5-10.04 A-B	40 lf	0 lf	0 lf
Total Drainage:	570 lf		40 lf

Culvert Qty	Aluminized	Galvanized	Poly Pipe
12 inch	0 lf	0 lf	
18 inch	0 lf	0 lf	0 lf
24 inch	570 lf	0 lf	0 lf
30 inch	0 lf	0 lf	0 lf
36 inch	0 lf	0 lf	0 lf
42 inch	0 lf	0 lf	
48 inch	0 lf	0 lf	

Downspout Qty	Half Round	Full (poly)	Full (galv)
18 inch	0 lf	0 lf	0 lf
21 inch	0 lf		
24 inch	0 lf	0 lf	40 lf
30 inch			0 lf

Cost Adjustment for Aluminized 33-5-03.07(New)
Additional funds for CMP per LF . . . . . 106 LF
Cost Adjustment for Aluminized 33-5-04.02
Additional funds for CMP per LF . . . . . 200 LF
Cost Adjustment for Aluminized 33-5-04.00
Additional funds for CMP per LF . . . . . 40 LF
Cost Adjustment for Aluminized 33-5-10.04 A-B
Additional funds for CMP per LF . . . . . 40 LF

Continuation of Construction Quantities

500 Renovation	Blade Miles	Slide cy
32-5-22.00 D3-E	2.86	0
33-5-03.01	0.70	0
33-5-03.02 A-C	1.64	0
33-5-03.03	0.60	0
33-5-03.06 A	0.17	0
33-5-03.06 B(N)	0.15	0
33-5-03.07(NEW)	0.28	0
33-5-04.00	0.36	0
33-5-04.01 A	0.64	0
33-5-04.01 B	0.64	0
33-5-04.02	0.51	0
33-5-04.03	0.48	0
33-5-05.00	0.05	0
33-5-05.01	0.60	0
33-5-09.02	0.30	0
33-5-10.00 A-K	6.75	0
33-5-10.01 A-B	1.59	0
33-5-10.02	0.17	0
33-5-10.03 A-B	3.72	6
33-5-10.04 A-B	1.60	0
33-5-10.06	0.82	0
33-5-10.08	0.22	0
33-5-10.09(NEW)	0.07	0
33-5-13.05	0.17	0
33-5-21.00 A-C	2.80	0
33-5-22.00	1.74	0
33-5-22.01	1.20	0
33-5-22.03	0.35	0
33-5-22.04	0.37	0
33-5-23.04	0.06	0
33-5-26.02 A	1.70	0
TR 03-04P	0.06	0
TR 03-06	0.19	0
TR 04-04	0.04	0
TR 05-04	0.25	0
TR 10-04	0.05	0
TR 22-01	0.11	0
TR 22-07	0.24	0
Totals:	34.25	6

Continuation of Construction Quantities

Construct Turnaround/Landing 33-5-03.07(NEW)
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing TR 05-04
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing 33-5-10.09(NEW)
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing 33-5-03.06 B(N)
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing TR 22-07
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing TR 22-01
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing TR 10-04
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing TR 03-06
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Construct Turnaround/Landing TR 04-04
Tractor: D5 with winch . . . . . 2 hr
Excavator - Large (3 CY) . . . . . 1 hr
Heavy grading/waterbar removal 33-5-04.03
Tractor: D5 with winch . . . . . 4.8 hr
Heavy Maintenance 33-5-13.05
Tractor: D7 with rippers . . . . . 1.7 hr
Water for Compaction 33-5-22.04
Water Truck 3000 Gal . . . . . 1.5 hr
Water for Compaction 33-5-10.01 A-B
Water Truck 3000 Gal . . . . . 6.4 hr
Water for Compaction 33-5-10.08
Water Truck 3000 Gal . . . . . 0.9 hr
Water for Compaction 33-5-10.06
Water Truck 3000 Gal . . . . . 3.3 hr
Water for Compaction 33-5-10.02
Water Truck 3000 Gal . . . . . 0.7 hr
Water for Compaction 33-5-23.04
Water Truck 3000 Gal . . . . . 0.3 hr
Water for Compaction 33-5-10.00 A-K
Water Truck 3000 Gal . . . . . 27 hr
Water for Compaction 33-5-10.04 A-B
Water Truck 3000 Gal . . . . . 6.4 hr
Water for Compaction 33-5-22.00
Water Truck 3000 Gal . . . . . 7 hr
Water for Compaction 33-5-13.05
Water Truck 3000 Gal . . . . . 0.7 hr
Water for Compaction 33-5-22.03
Water Truck 3000 Gal . . . . . 1.4 hr
Water for Compaction 33-5-26.02 A
Water Truck 3000 Gal . . . . . 6.8 hr
Water for Compaction 33-5-22.01
Water Truck 3000 Gal . . . . . 4.8 hr
Water for Compaction 33-5-03.02 A-C
Water Truck 3000 Gal . . . . . 6.6 hr

Continuation of Construction Quantities

Water for Compaction 33-5-04.03
Water Truck 3000 Gal . . . . . 2 hr
Water for Compaction 33-5-03.06 A
Water Truck 3000 Gal . . . . . 0.7 hr
Water for Compaction 33-5-21.00 A-C
Water Truck 3000 Gal . . . . . 11.2 hr
Water for Compaction 33-5-03.03
Water Truck 3000 Gal . . . . . 2.4 hr
Water for Compaction 33-5-10.03 A-B
Water Truck 3000 Gal . . . . . 14.9 hr
Water for Compaction 32-5-22.00 D3-E
Water Truck 3000 Gal . . . . . 11.5 hr
Water for Compaction 33-5-05.01
Water Truck 3000 Gal . . . . . 2.4 hr
Water for Compaction 33-5-05.00
Water Truck 3000 Gal . . . . . 0.2 hr
Water for Compaction 33-5-04.01 A
Water Truck 3000 Gal . . . . . 2.6 hr
Water for Compaction 33-5-04.01 B
Water Truck 3000 Gal . . . . . 2.6 hr
Water for Compaction 33-5-09.02
Water Truck 3000 Gal . . . . . 1.2 hr
Water for Compaction 33-5-04.00
Water Truck 3000 Gal . . . . . 1.5 hr
Water for Compaction 33-5-04.02
Water Truck 3000 Gal . . . . . 2 hr
Water for Compaction 33-5-03.01
Water Truck 3000 Gal . . . . . 2.8 hr

Surfacing (Loose Cubic Yards)
Note: Due to slight rounding differences between total LCY vs. subtotaled LCY,
Totals shown here may not be exactly as shown in the road summaries and worksheets.

Quarry Name: Local Source 1-1/2"

Commercial	Roadway	Turnouts	Other	
33-5-22.03	432	0	0	432
33-5-10.01 A-B	2,062	74	0	2,136
33-5-10.04 A-B	2,076	74	0	2,150
33-5-10.04 A-B	0	0	10	10
33-5-03.02 A-C	2,127	74	0	2,201
33-5-04.03	623	0	0	623
33-5-03.06 A	210	12	0	222
33-5-03.01	908	25	0	933
33-5-10.03 A-B	4,826	172	0	4,998
32-5-22.00 D3-E	649	25	0	674
33-5-05.01	778	25	0	803
33-5-10.09(NEW)	0	0	98	98
33-5-03.07(NEW)	0	0	488	488
33-5-03.06 B(N)	0	0	201	201
Totals:	14,691	481	797	15,969

Quarry Name: Local Source 4"-minu

Commercial	Roadway	Turnouts	Other	
33-5-10.09(NEW)	0	0	213	213
33-5-03.07(NEW)	0	0	1,047	1,047
33-5-03.06 B(N)	0	0	439	439
Totals:	0	0	1,699	1,699

Continuation of Construction Quantities

1800 Soil stabilization - acres	Dry W/O Mulch	Dry/with Mulch	Hydro Mulch
33-5-03.06 B(N)	0.0	0.0	0.0
33-5-03.07(NEW)	0.0	0.0	0.0
33-5-10.09(NEW)	0.0	0.0	0.0
Totals:	0.00	1.50	0.00

Small Quantity Factor of 1.51 used

2100 RoadSide Brushing	acres
32-5-22.00 D3-E - Mechanical Brushing	2.9
33-5-03.01 - Mechanical Brushing	0.7
33-5-03.02 A-C - Mechanical Brushing	1.6
33-5-03.03 - Mechanical Brushing	0.6
33-5-03.06 A - Mechanical Brushing	0.2
33-5-04.00 - Mechanical Brushing	0.4
33-5-04.01 A - Mechanical Brushing	0.6
33-5-04.01 B - Mechanical Brushing	0.6
33-5-04.02 - Mechanical Brushing	0.5
33-5-04.03 - Mechanical Brushing	0.5
33-5-05.01 - Mechanical Brushing	0.6
33-5-09.02 - Mechanical Brushing	0.3
33-5-10.00 A-K - Mechanical Brushing	6.8
33-5-10.01 A-B - Mechanical Brushing	1.6
33-5-10.02 - Mechanical Brushing	0.2
33-5-10.03 A-B - Mechanical Brushing	3.7
33-5-10.04 A-B - Mechanical Brushing	1.6
33-5-10.06 - Mechanical Brushing	0.8
33-5-10.08 - Mechanical Brushing	0.2
33-5-13.05 - Mechanical Brushing	0.2
33-5-21.00 A-C - Mechanical Brushing	2.8
33-5-22.00 - Mechanical Brushing	1.7
33-5-22.01 - Mechanical Brushing	1.2
33-5-22.03 - Mechanical Brushing	0.4
33-5-22.04 - Mechanical Brushing	0.4
33-5-23.04 - Mechanical Brushing	0.1
33-5-26.02 A - Mechanical Brushing	1.7
Jeep Road - Mechanical Brushing	0.5
Totals:	33.24

Heavy Brushing 33-5-04.02
Brush Cutter . . . . . 10.2 hr

Heavy Brushing 33-5-04.00
Brush Cutter . . . . . 7.2 hr

Heavy Brushing 33-5-09.02
Brush Cutter . . . . . 6 hr

Heavy Brushing 33-5-04.01 B
Brush Cutter . . . . . 12.8 hr

Heavy Brushing 33-5-04.01 A
Brush Cutter . . . . . 12.8 hr

Heavy Brushing 33-5-04.03
Brush Cutter . . . . . 9.6 hr

Heavy Brushing 33-5-13.05
Brush Cutter . . . . . 3.4 hr

Continuation of Construction Quantities

8000 Miscellaneous

Reconstruct Road Entrance 33-5-04.02
- Tractor: D5 with winch . . . . . 8 hr

Reconstruct Water Dips 33-5-05.01
- Motor Grader 14M . . . . . 4 EA

Reconstruct Water Dips 32-5-22.00 D3-E
- Motor Grader 14M . . . . . 7 EA

Reconstruct Water Dips 33-5-22.04
- Motor Grader 14M . . . . . 4 EA

Remove Existing Barricade 33-5-04.00
- Excavator - Large (3 CY) . . . . . 1 hr
- Tractor: D5 with winch . . . . . 1 hr

Remove Existing Barricade 33-5-05.00
- Excavator - Large (3 CY) . . . . . 1 hr
- Tractor: D5 with winch . . . . . 1 hr

Remove Existing Barricade 33-5-03.02 A-C
- Excavator - Large (3 CY) . . . . . 1 hr
- Tractor: D5 with winch . . . . . 1 hr

Repair Road Slump/Failure 33-5-04.02
- Tractor: D5 with winch . . . . . 8 hr

Supply/Install BMPs at HPOC 33-5-03.01
- Crew Cab or 3/4 Ton Pickup . . . . . 1 EA
- General Laborer . . . . . 1 EA

Supply/Install BMPs at HPOC 33-5-22.01
- Crew Cab or 3/4 Ton Pickup . . . . . 2 EA
- General Laborer . . . . . 2 EA

Supply/Install BMPs at HPOC 33-5-21.00 A-C
- Crew Cab or 3/4 Ton Pickup . . . . . 4 EA
- General Laborer . . . . . 4 EA

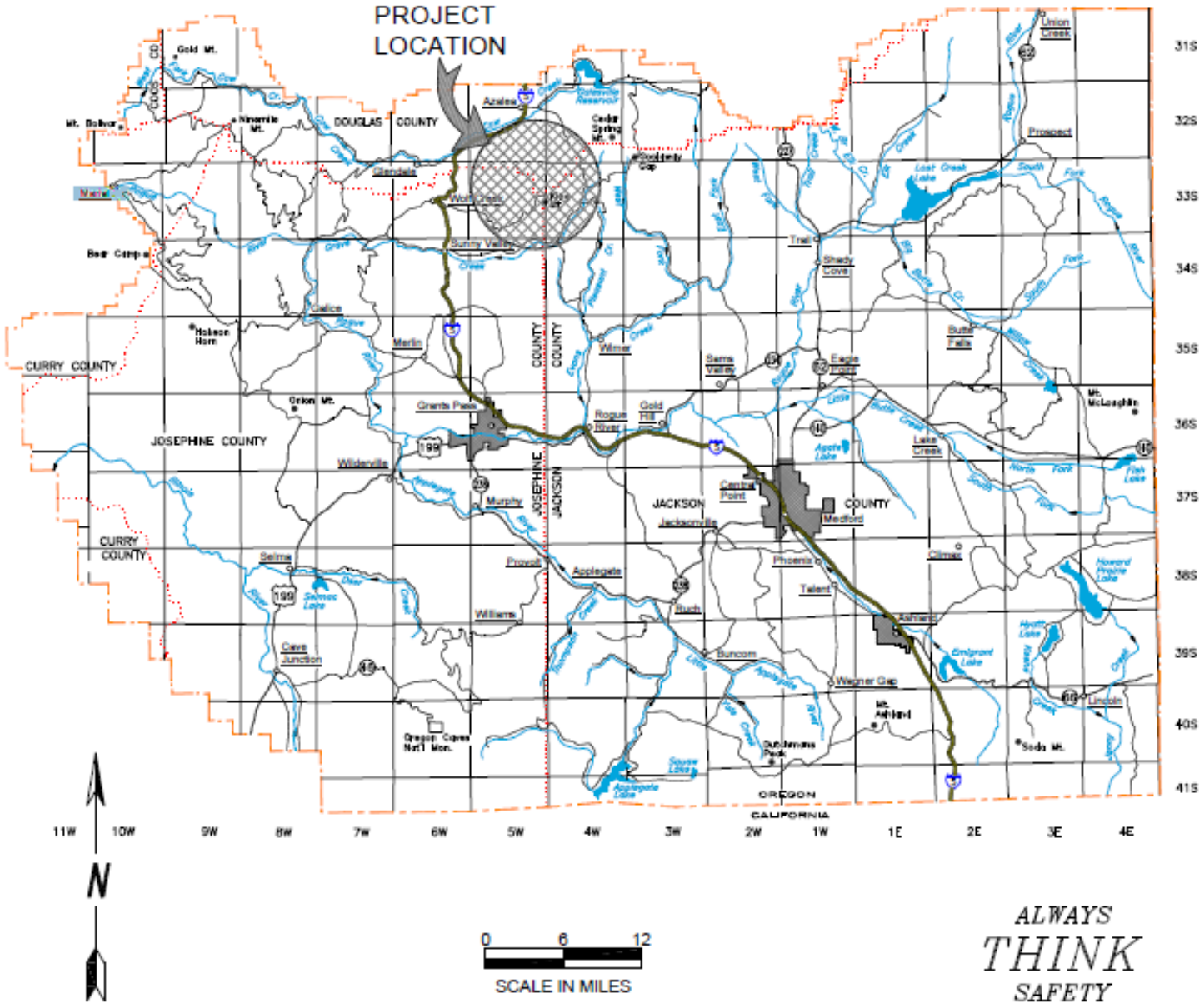
Supply/Install BMPs at HPOCs 33-5-10.06
- Crew Cab or 3/4 Ton Pickup . . . . . 3 EA
- General Laborer . . . . . 3 EA

Supply/Install BMPs at HPOCs 33-5-10.00 A-K
- Crew Cab or 3/4 Ton Pickup . . . . . 5 EA
- General Laborer . . . . . 5 EA

EXHIBIT C1

PETER'S FOLLY TIMBER SALE
TRACT NO. ORM070-TS-2026.0010

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT


PROJECT LOCATION
DOUGLAS COUNTY
JOSEPHINE COUNTY
CURRY COUNTY
JACKSON COUNTY
Grants Pass
Medford
Central Point
Jacksonville
Ashland
Talent
Phoenix
Merlin
Wilderville
Murphy
Selma
Cave Junction
Williams
Applegate
Provolt
Ruch
Buncom
Wagner Gap
Prospect
Union Creek
Eagle Point
Butte Falls
Lake Creek
Howard Prairie Lake
Emigrant Lake
Hyatt Lake
Agate Lake
Fish Lake
Lincoln
Gilmore
Shady Cove
Trail
Sunny Valley
Wolf Creek
Rogue River
Gold Hill
Sams Valley
Winter
Merlin
Galice
Bear Camp
Glendale
Azalea
Cedar Springs Mt.
Mt. Bolivar
Gold Mt.
Ninemile Mt.
Nolans Horn
Onion Mt.
Mt. McLoughlin
Soda Mt.
Mt. Ashland
Dutchmans Peak
Oregon Caves Nat'l Mon.
Siskiyou Mts.
Applegate Lake
Selmac Lake
Lost Creek Lake
Little Butte Creek
South Fork Rogue River
Rogue River
Applegate River
Illinois River
Williams Creek
Grave Creek
Sucker Creek
Jumpoff Joe Creek
Little Applegate River
Bear Creek
Evans Creek
Elk Creek
Foots Creek
Jacksonville Reservoir
Cedar Springs Reservoir
Union Creek
Prospect
Lost Creek Lake
Shady Cove
Trail
Butte Falls
Eagle Point
Sams Valley
Winter
Merlin
Galice
Bear Camp
Glendale
Azalea
Cedar Springs Mt.
Mt. Bolivar
Gold Mt.
Ninemile Mt.
Nolans Horn
Onion Mt.
Mt. McLoughlin
Soda Mt.
Mt. Ashland
Dutchmans Peak
Oregon Caves Nat'l Mon.
Siskiyou Mts.
Applegate Lake
Selmac Lake
Howard Prairie Lake
Emigrant Lake
Hyatt Lake
Agate Lake
Fish Lake
Lincoln
Gilmore
Shady Cove
Trail
Sunny Valley
Wolf Creek
Rogue River
Gold Hill

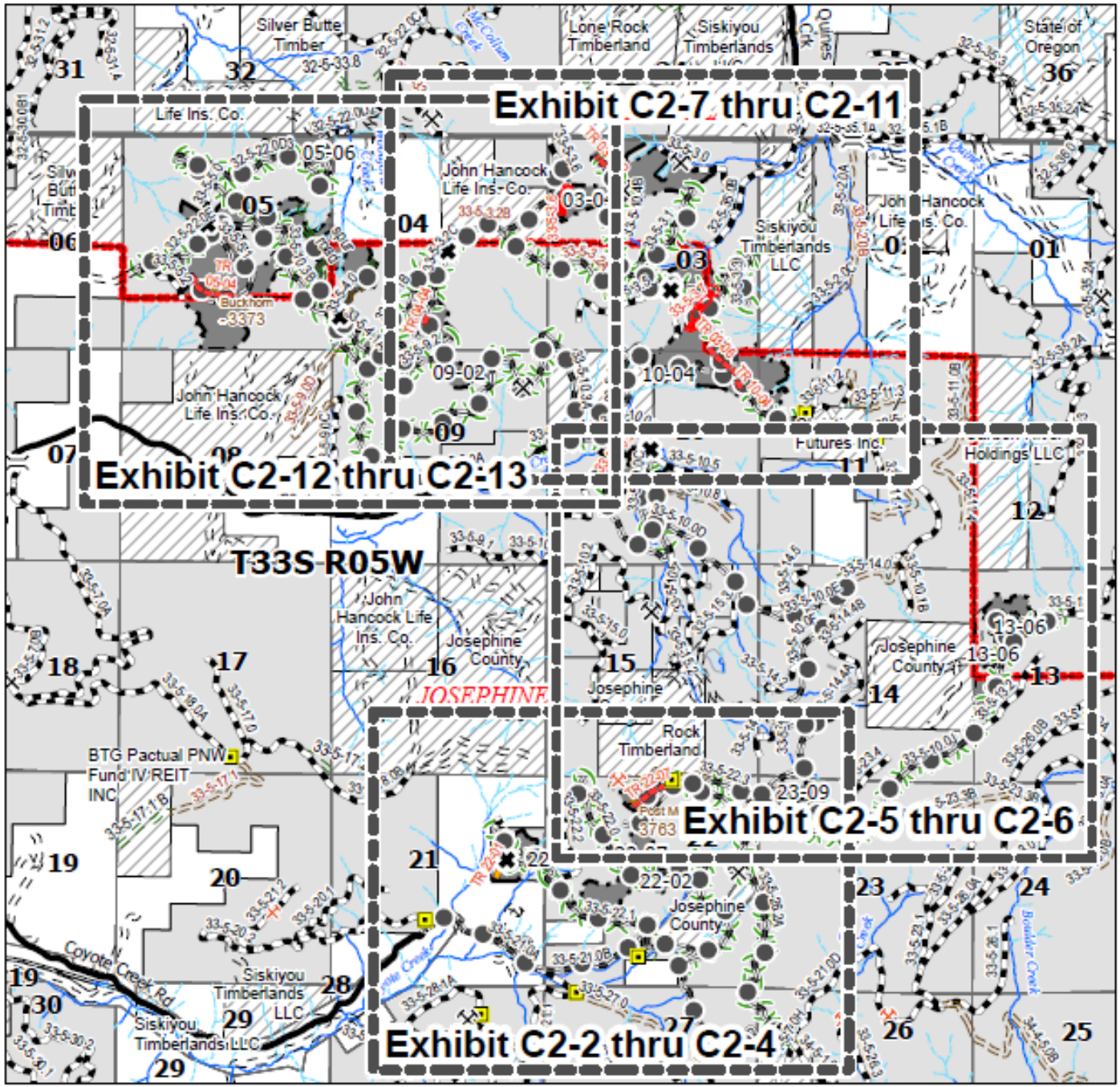


Exhibit C2-1

Legend

- Peters Folly TS Units
- Peters Folly Roadside Units
- Counties

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction
- GP Gates
- Existing Barricades

N W E S

0.0 0.5 1.0 1.5 2.0

Miles

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE ROAD RENOVATION MAP OVERALL SALE AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 1 OF 13

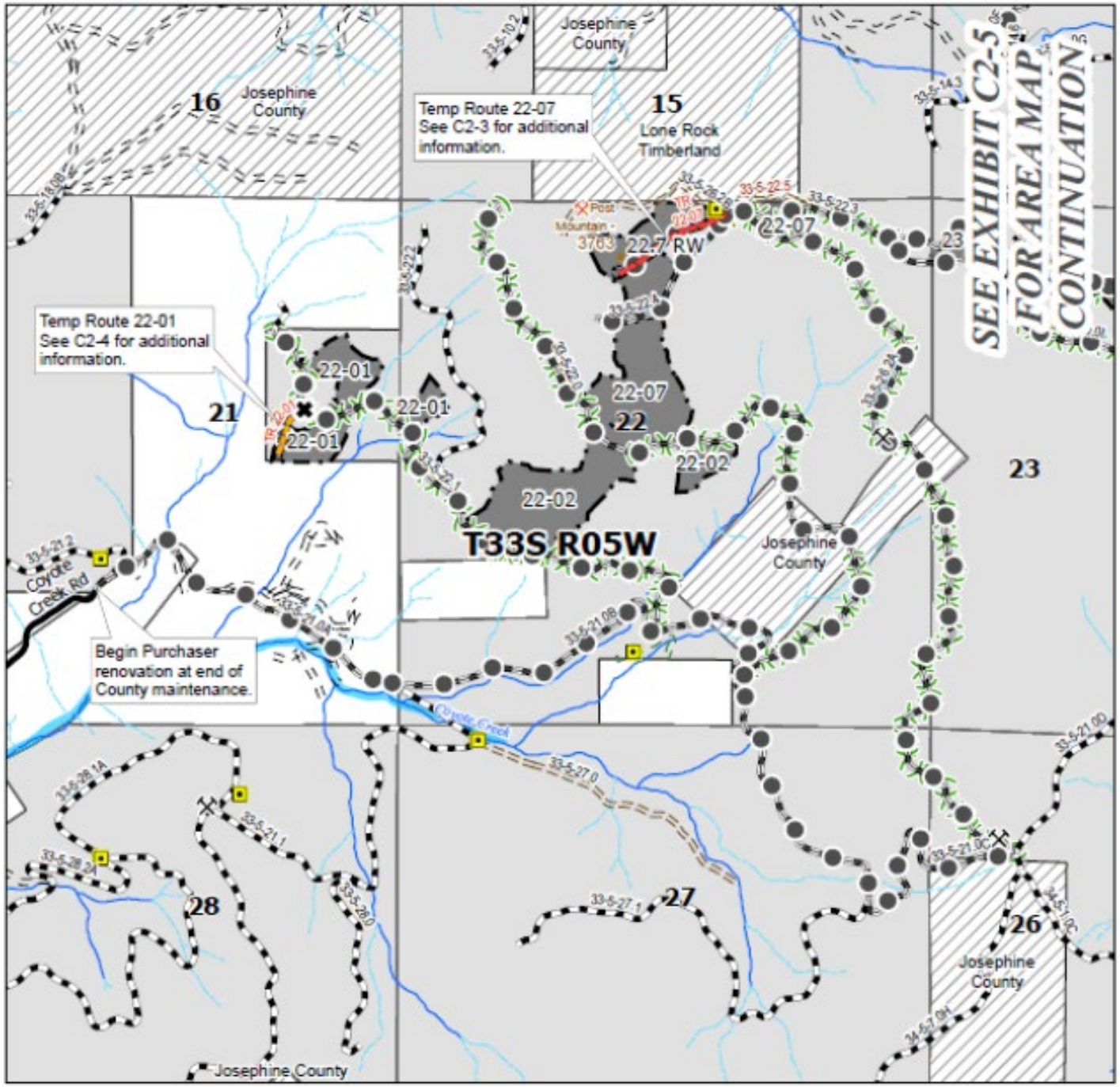


Exhibit C2-2

Legend

- Peters Folly TS Units
- Peters Folly Roadside Units
- Counties

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction
- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

N W E S

0 1,000 2,000 3,000 4,000 5,000

Feet

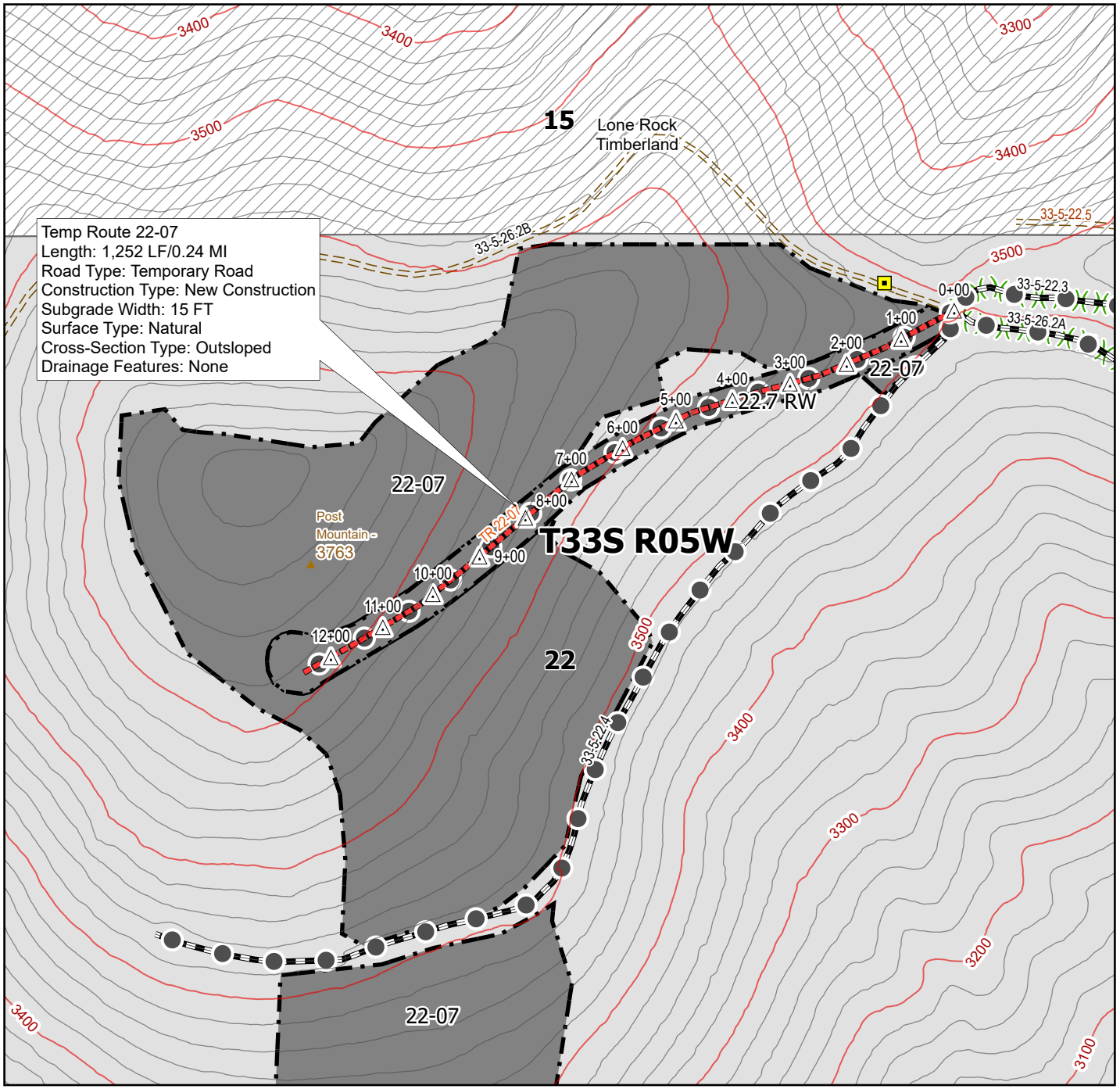
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE ROAD RENOVATION MAP COYOTE CREEK AREA

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DATE: JULY 2025	SHEET: 2 OF 13

Exhibit C2-3



Legend

- Peters Folly TS Units
- Peters Folly Roadside Units

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility
- Purchaser

Roads - Construction Type
- Perm Construction
- Temp Construction
- Temp Reconstruction

- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

N W E S

0 100 200 300 400 500
Feet

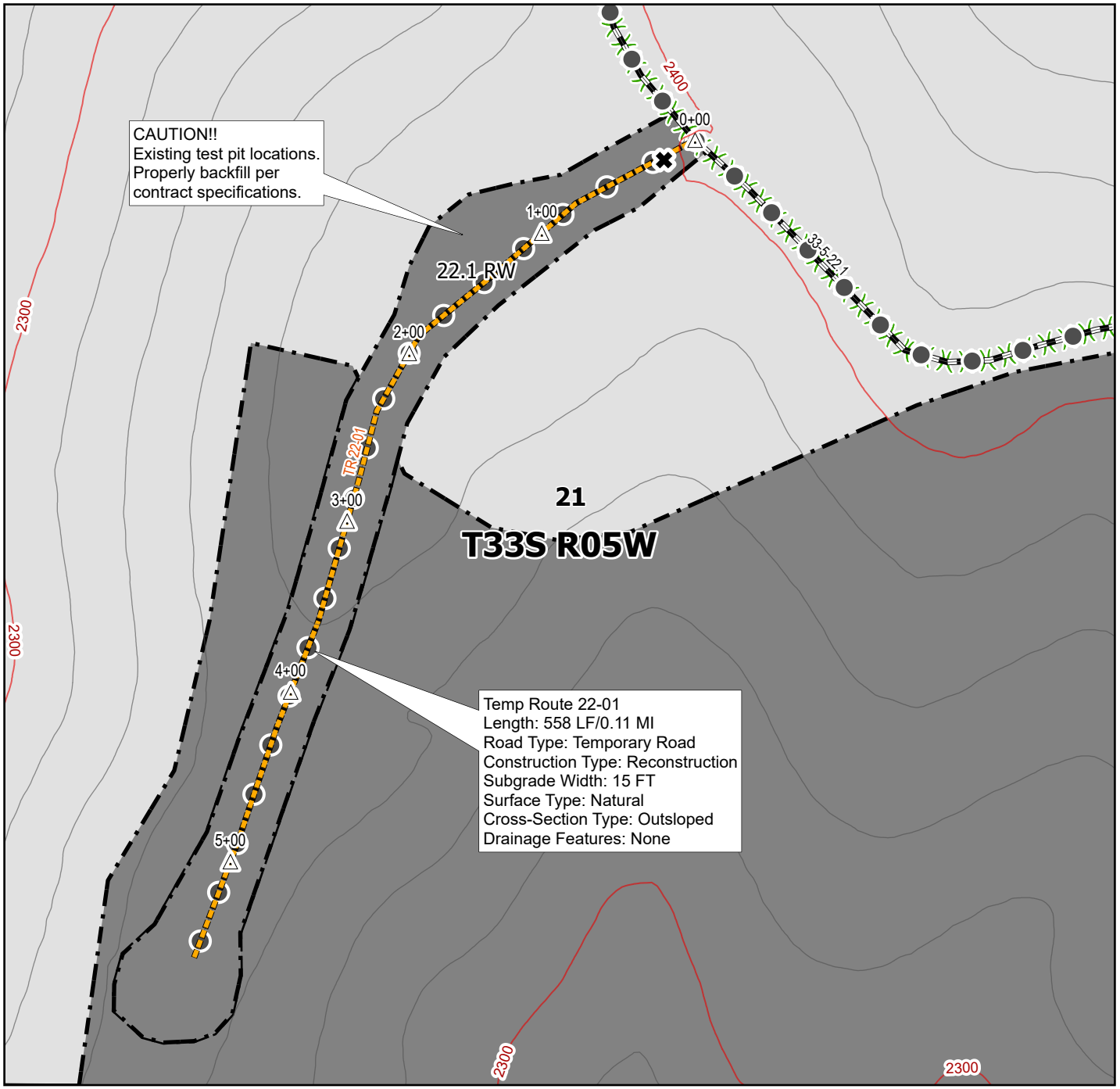
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

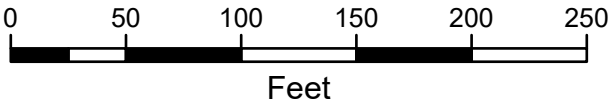
PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
COYOTE CREEK AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 3 OF 13

Exhibit C2-4







Legend

- Peters Folly TS Units
- Peters Folly Roadside Units

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction

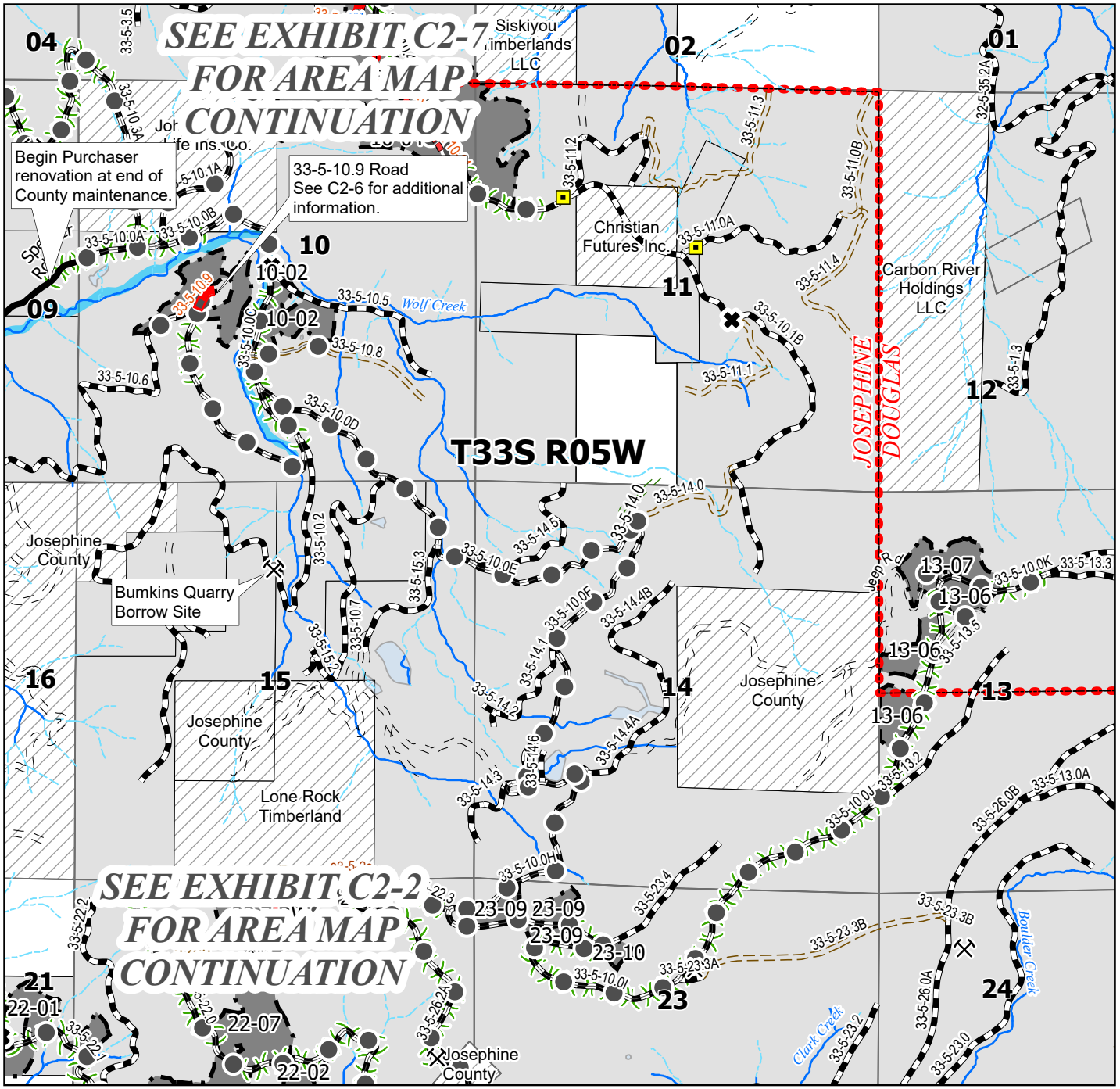
- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
COYOTE CREEK AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 4 OF 13



N
W E
S

0 1,000 2,000 3,000 4,000 5,000
Feet

Exhibit C2-5

Legend

- Peters Folly TS Units
- Peters Folly Roadside Units
- Counties

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction

- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

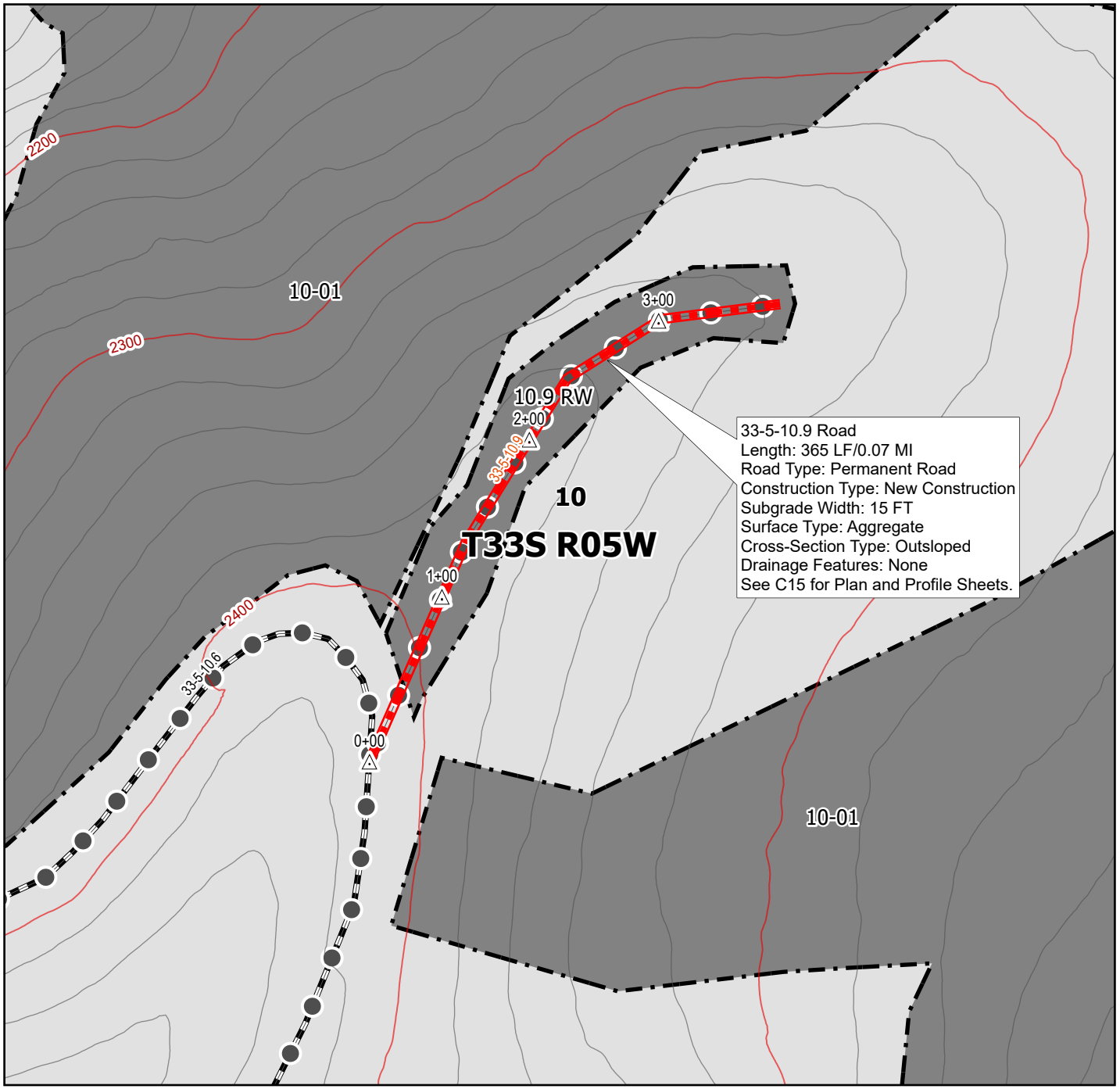
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/KING MTN AREA

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DATE: JULY 2025	SHEET: 5 OF 13

Exhibit C2-6



Legend

- Peters Folly TS Units
- Peters Folly Roadside Units

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility
- Purchaser

Roads - Construction Type
- Perm Construction
- Temp Construction
- Temp Reconstruction

- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

N W E S

0 50 100 150 200 250
Feet

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/KING MTN AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 6 OF 13

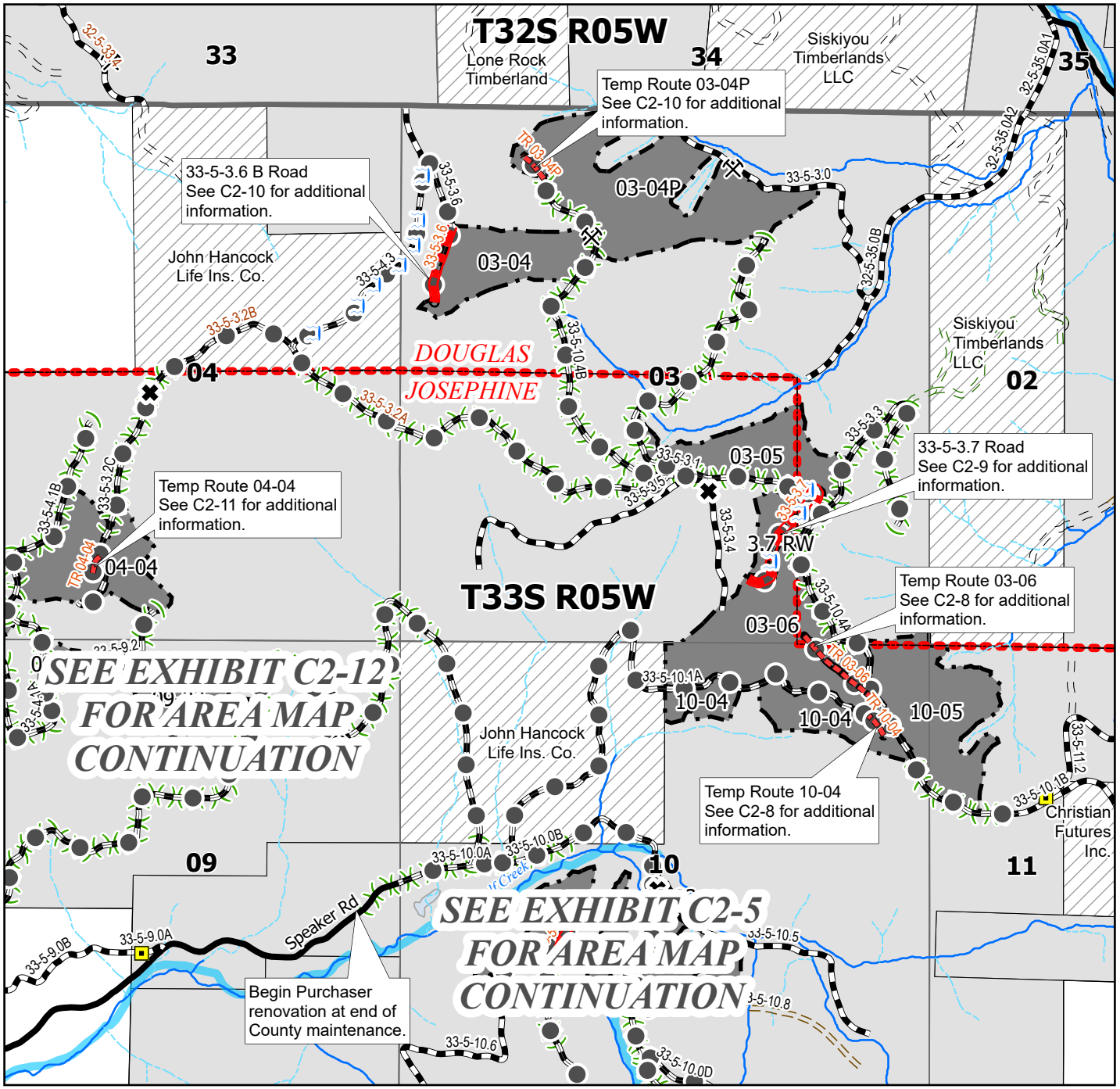


Exhibit C2-7

Legend

- Peters Folly TS Units
- Peters Folly Roadside Units
- Counties

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction
- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

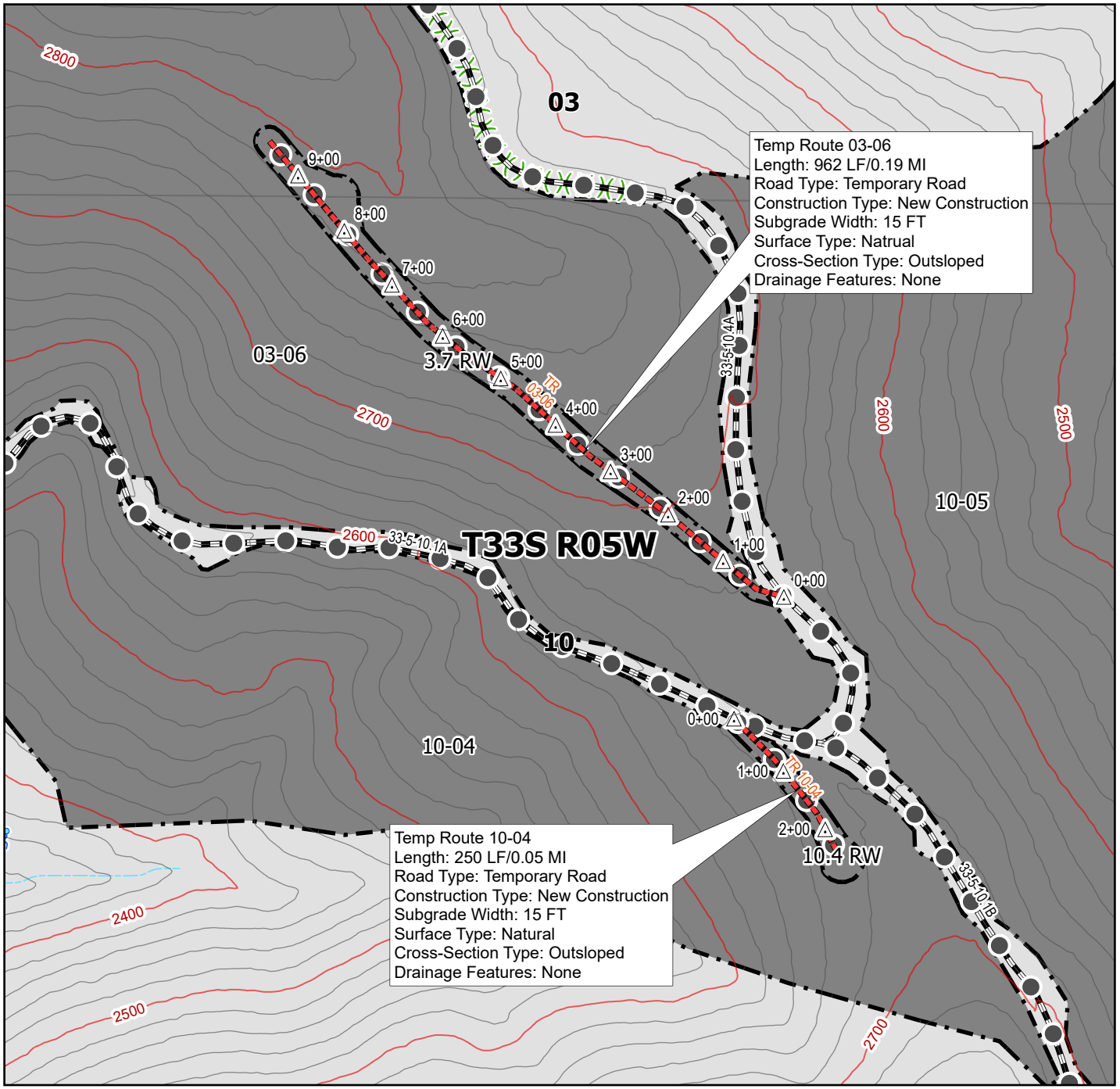
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 7 OF 13

Exhibit C2-8



Legend

- Peters Folly TS Units
- Peters Folly Roadside Units

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility
- Purchaser

Roads - Construction Type
- Perm Construction
- Temp Construction
- Temp Reconstruction

- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

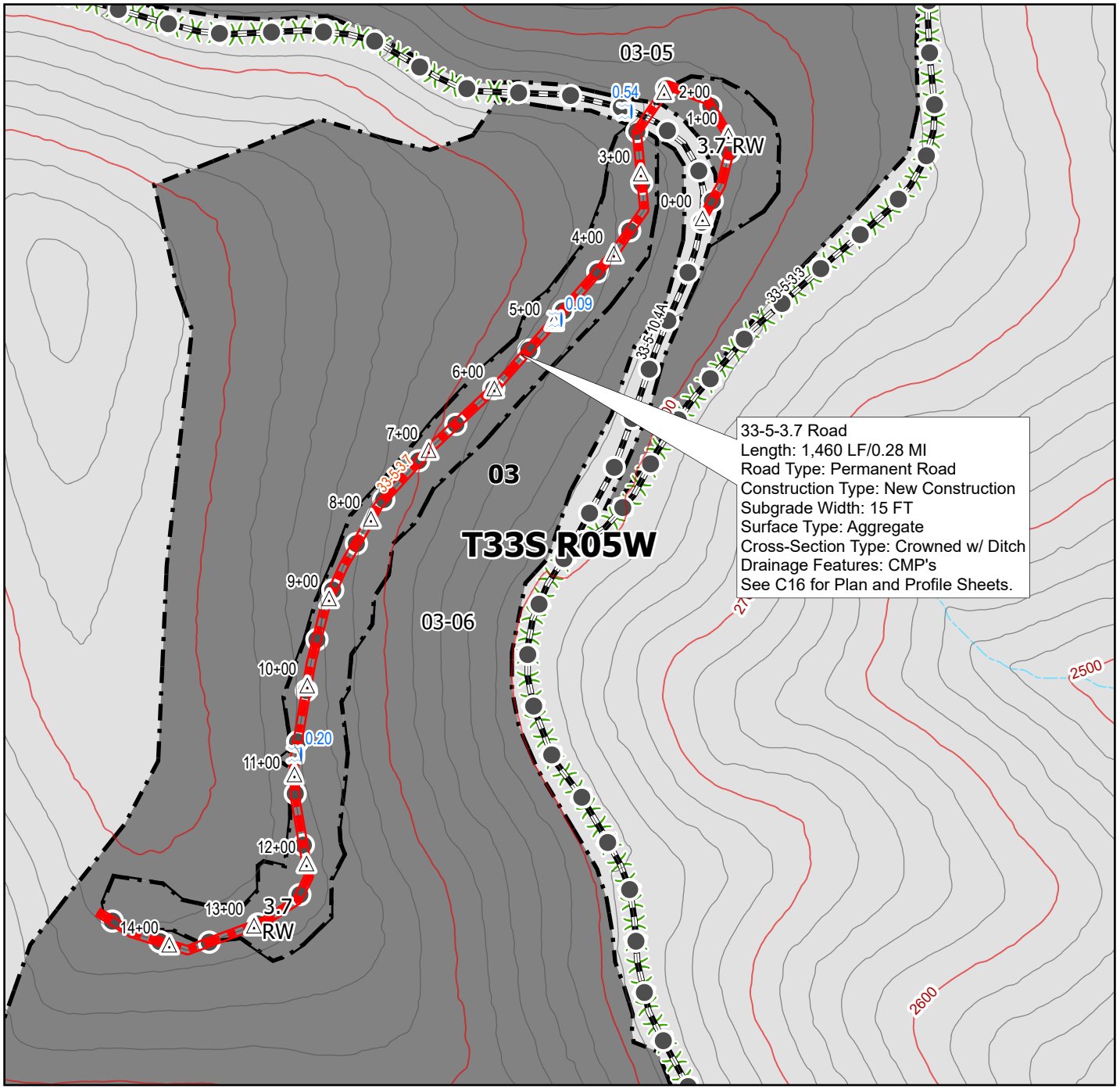
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

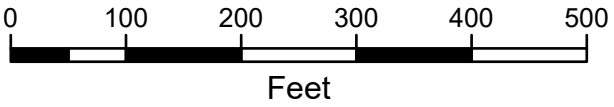
PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 8 OF 13

Exhibit C2-9







Legend

- Peters Folly TS Units
- Peters Folly Roadside Units

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction

- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

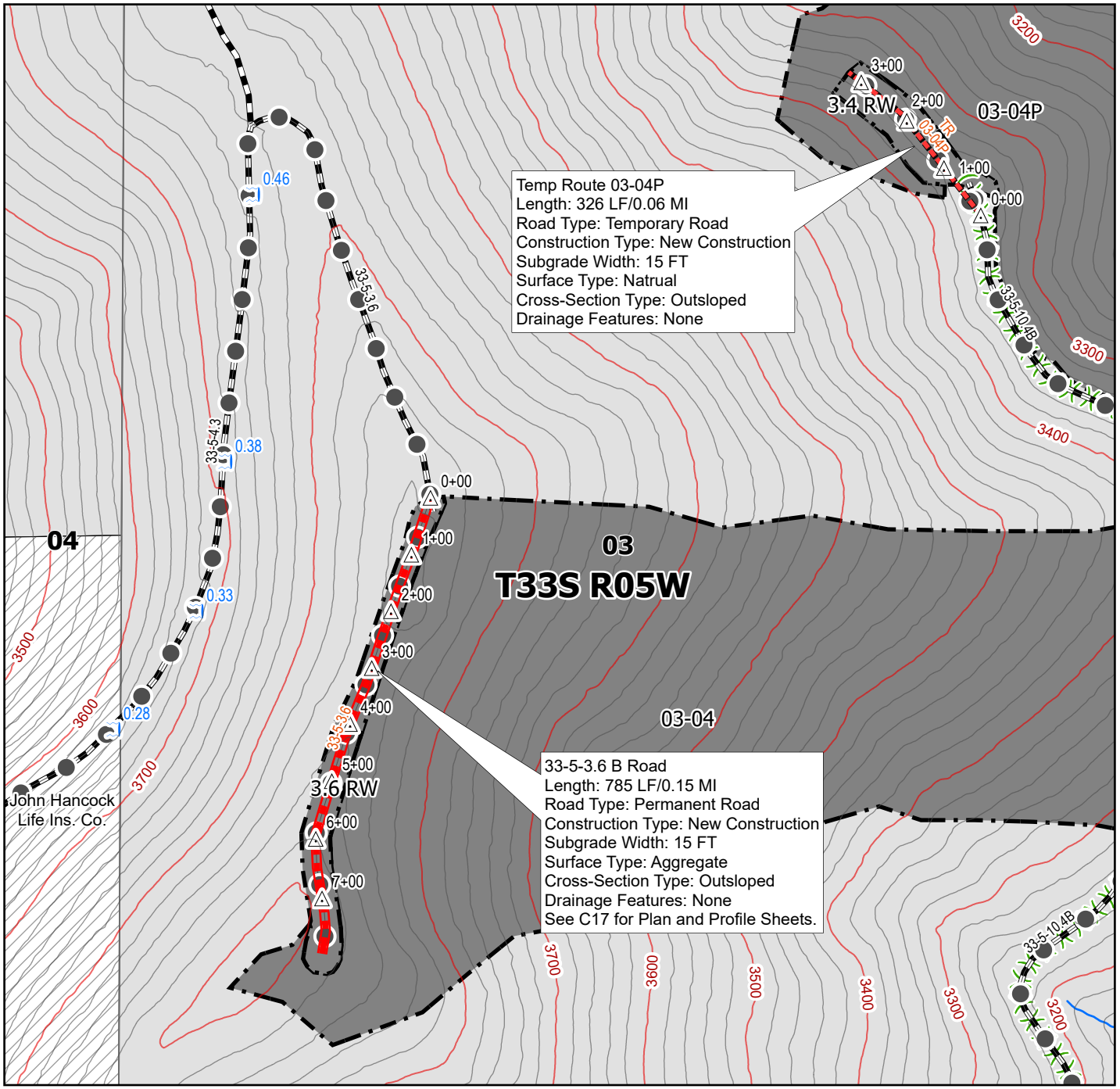
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 9 OF 13

Exhibit C2-10



Legend

- Peters Folly TS Units
- Peters Folly Roadside Units

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility
- Purchaser

Roads - Construction Type
- Perm Construction
- Temp Construction
- Temp Reconstruction
- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

N W E S

0 100 200 300 400 500
Feet

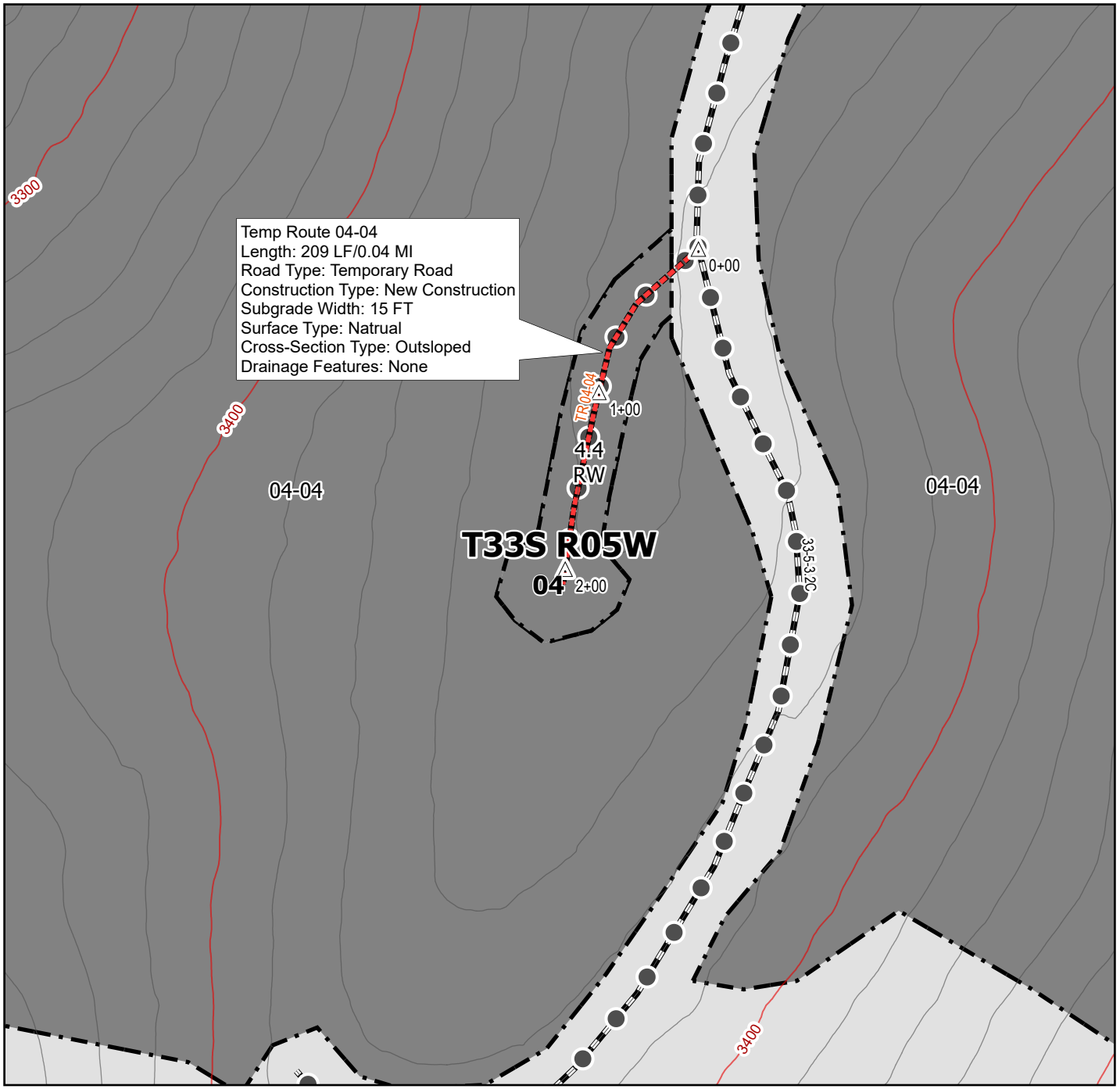
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 10 OF 13

Exhibit C2-11



Legend

- Peters Folly TS Units
- ( ) ( ) Peters Folly Roadside Units

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction
- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

N
W E
S

0 50 100 150 200 250
Feet

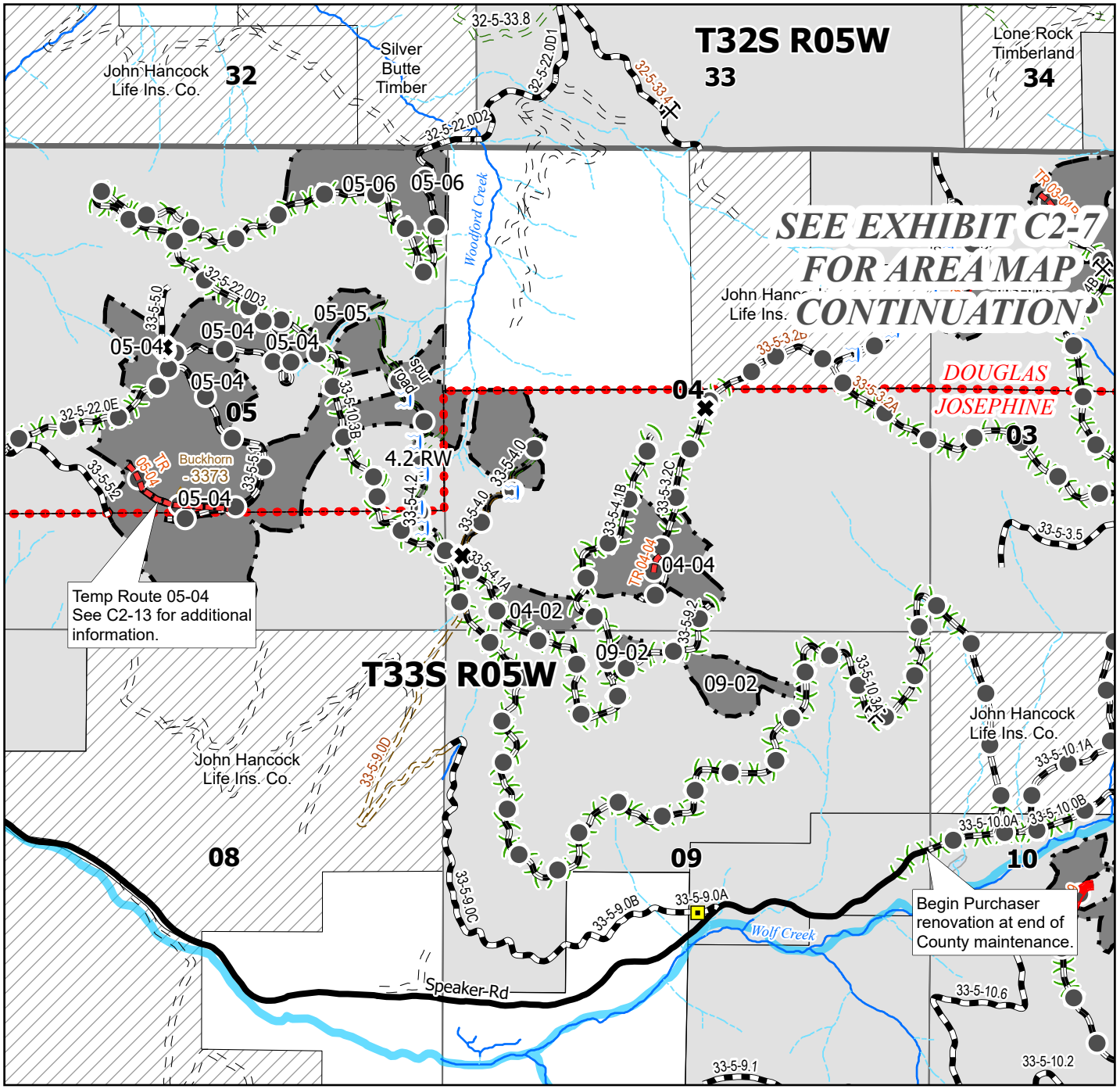
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 11 OF 13

Exhibit C2-12



Legend

- Peters Folly TS Units
- Peters Folly Roadside Units
- Counties

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction
- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

N W E S

0 1,000 2,000 3,000 4,000 5,000

Feet

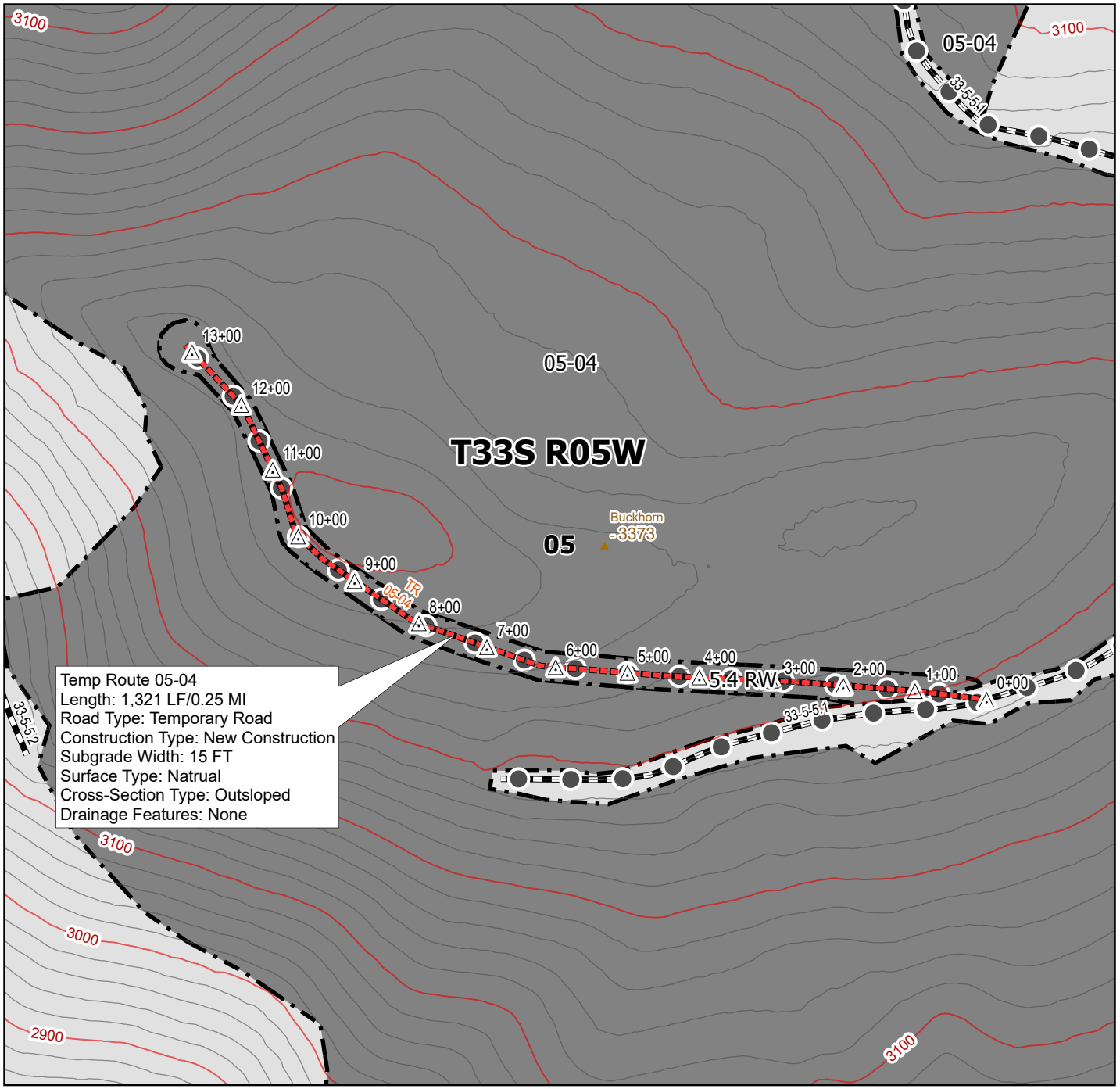
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

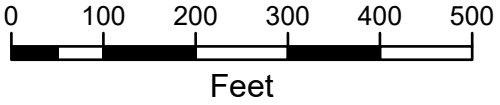
PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/MURPHY RD AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 12 OF 13

Exhibit C2-13







Legend

- Peters Folly TS Units
- Peters Folly Roadside Units

Land Ownership

- Bureau of Land Management
- Private Individual
- Industrial Land

Roads by Surface Type

- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Renovation Responsibility

- Purchaser

Roads - Construction Type

- Perm Construction
- Temp Construction
- Temp Reconstruction
- GP Gates
- Existing Barricades
- CMPs to be Replaced/Installed

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD RENOVATION MAP
WOLF CREEK/MURPHY RD AREA

DRAFTED BY: BLM	EXHIBIT C2
DATE: JULY 2025	SHEET: 13 OF 13

EXHIBIT C3-1

ROAD NUMBER	FROM	TO	LENGTH	CLEARING AND GRUBBING	EXCAVATION		DRAINAGE						RENOVATION				AGGREGATE		SLOPE PROTECTION	SOIL STABILIZATION	ROADSIDE BRUSHING	ROADSIDE MANAGEMENT UNITS	MISCELLANEOUS						
					COMMON	ROCK (INCLUDES RIPPABLE ROCK)	CORRUGATED METAL PIPE 18"	CORRUGATED METAL PIPE 24"	CORRUGATED METAL PIPE 30"	CORRUGATED METAL PIPE 36"	SPLASHPAD AT OUTLET	24" FULL ROUND DOWNSPOUT	SLIDE REMOVAL	BLADING, WATERING, & ROLLING	DITCH AND/OR CULVERT CLEANING	SCARIFICATION AND/OR HEAVY BLADING	BASE COURSE SCREENED ROCK (4"-minus)	SURF. COURSE CRUSHED ROCK (1-1/2"-minus)					INSTALL BMPs @ HYDRO POINTS OF CONCERN	RECONSTRUCT WATER DIPS	CULVERT REMOVAL	CONSTRUCT TURNAROUND	RECONSTRUCT TURNAROUND	REMOVE EXIST. BARRICADE	CONSTRUCT HELI-LANDING
SPECIFICATION NO. →				200	300		400						500				900	1200	1400	1800	2100	200	8000						
UNITS →	MP	MP	MILE	ACRE	CY	CY	LF	LF	LF	LF	CY	LF	CY	MILE	MILE	MILE	LCY	LCY	CY	ACRE	MILE	MILE	EA	EA	EA	EA	EA	EA	EA
COYOTE CREEK ROAD SYSTEM																													
33-5-21.0 A-C	0.00	2.80	2.80											2.80		0.70					2.80		4						
33-5-26.2 A	0.00	1.70	1.70	0.6										1.70		0.43					1.70	1.59							
33-5-22.3	0.00	0.35	0.35	0.2										0.35		0.08		432			0.35	0.35							
33-5-22.4	0.00	0.37	0.37											0.37		0.09					0.37			4					
33-5-22.0	0.00	1.74	1.74	0.5										1.74	1.74	0.43					1.74	1.50							
33-5-22.1	0.00	1.20	1.20	0.4										1.20	1.20	0.30					1.20	1.20	2						
WOLF CREEK / KING MTN ROAD SYSTEM																													
33-5-10.0 A-K	0.00	6.75	6.75	1.1										6.75	2.69	1.69					6.75	3.07	5						
JEEP ROAD	0.00	0.12	0.12																		0.12								
33-5-13.5	0.00	0.17	0.17											0.17		0.17					0.17								
33-5-23.4	0.00	0.06	0.06											0.06	0.06	0.02					0.06								
33-5-10.2	0.00	0.17	0.17	0.1										0.17	0.17	0.04					0.17	0.17							
33-5-10.6	0.00	0.82	0.82	0.1										0.82	0.82	0.20					0.82	0.13	3						
33-5-10.8	0.00	0.22	0.22											0.22	0.22	0.05					0.22								
SEE PAGE 3 FOR ROAD TOTALS →																													

RENOVATION NOTES

1. ROADS LISTED FOR SURFACE RESHAPING SHALL CONSIST OF BLADING, WATERING, & ROLLING PER CONTRACT SPECIFICATIONS & DRAWINGS.

2. DITCH/CULVERT CLEANING SHALL CONSIST OF DITCH BLADING AND RESHAPING, CLEARING DEBRIS, VEGETATION, SEDIMENT, ROCK AND ALL OTHER MATERIAL HINDERING THE FLOW OF RUNOFF PER CONTRACT SPECIFICATIONS & DRAWINGS.

*FOR INFORMATIONAL USE ONLY. QUANTITIES SHOWN ARE NOT PAY ITEMS.

AGGREGATE GRADATION REQUIREMENTS

ITEM 900

SIZE	GRADATION
4 inch	A
3 inch	B
2 inch	C
1 1/2 inch	D

ITEM 1000

SIZE	GRADATION
3 inch	A,C,F
2 inch	B,D,G,H

ITEM 1200

SIZE	GRADATION
1 1/2 inch	C,C-1
1 inch	D,D-1
3/4 inch	E,E-1

ALWAYS
THINK
SAFETY

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 4

EXHIBIT C3-2

ROAD NUMBER	FROM	TO	LENGTH	CLEARING AND GRUBBING	EXCAVATION		DRAINAGE						RENOVATION				AGGREGATE		SLOPE PROTECTION	SOIL STABILIZATION	ROADSIDE BRUSHING	ROADSIDE MANAGEMENT UNITS	MISCELLANEOUS						
					COMMON	ROCK (INCLUDES RIPPABLE ROCK)	CORRUGATED METAL PIPE 18"	CORRUGATED METAL PIPE 24"	CORRUGATED METAL PIPE 30"	CORRUGATED METAL PIPE 36"	SPLASHPAD AT OUTLET	24" FULL ROUND DOWNSPOUT	SLIDE REMOVAL	BLADING, WATERING, & ROLLING	DITCH AND/OR CULVERT CLEANING	SCARIFICATION AND/OR HEAVY BLADING	BASE COURSE SCREENED ROCK (4"-minus)	SURF. COURSE CRUSHED ROCK (1-1/2"-minus)					INSTALL BMPs @ HYDRO POINTS OF CONCERN	RECONSTRUCT WATER DIPS	CULVERT REMOVAL	CONSTRUCT TURNAROUND	RECONSTRUCT TURNAROUND	REMOVE EXIST. BARRICADE	CONSTRUCT HELI-LANDING
SPECIFICATION NO. →				200	300		400						500				900	1200	1400	1800	2100	200	8000						
UNITS →	MP/STA	MP/STA	MILE	ACRE	CY	CY	LF	LF	LF	LF	CY	LF	CY	MILE	MILE	MILE	LCY	LCY	CY	ACRE	MILE	MILE	EA	EA	EA	EA	EA	EA	EA
WOLF CREEK / LEVENS GULCH RD SYSTEM																													
33-5-10.1 A-B	0.00	1.59	1.59	0.1										1.59	1.59	0.40		2136			1.59	0.25							
33-5-10.4 A-B	0.00	1.60	1.60	0.5				40			2			1.60	1.60	0.40		2159			1.60	1.29							
33-5-3.2 A-C	0.00	1.64	1.64	0.5										1.64	1.64	0.41		2201			1.64	1.36						1	
33-5-4.3	0.00	0.48	0.48					224			14			0.48		0.12		623			0.48								
33-5-3.6 A	0.00	0.17	0.17											0.17		0.04		222			0.17								
33-5-3.1	0.00	0.70	0.70	0.3										0.70	0.70	0.18		933			0.70	0.70	1						
33-5-3.3	0.00	0.60	0.60	0.2										0.60		0.15					0.60	0.60							
WOLF CREEK / MURPHY RD SYSTEM																													
33-5-10.3 A-B	0.00	3.72	3.72	1.2									6	3.72	3.72	0.93		4998			3.72	3.26							
32-5-22.0 D3-E	3.76	6.62	2.86	0.8										2.86	2.86	0.71		673			2.86	1.99		7					
33-5-5.1	0.00	0.60	0.60											0.60		0.15		803			0.60			4					
33-5-5.0	0.00	0.05	0.05											0.05							0.05							1	
33-5-4.1 A-B	0.00	1.28	1.28	0.5										1.28	0.64	0.32					1.28	1.28							
33-5-9.2	0.00	0.30	0.30	0.1										0.30	0.30	0.07					0.30	0.30							

SEE PAGE 3 FOR ROAD TOTALS →

RENOVATION NOTES

1. ROADS LISTED FOR SURFACE RESHAPING SHALL CONSIST OF BLADING, WATERING, & ROLLING PER CONTRACT SPECIFICATIONS & DRAWINGS.

2. DITCH/CULVERT CLEANING SHALL CONSIST OF DITCH BLADING AND RESHAPING, CLEARING DEBRIS, VEGETATION, SEDIMENT, ROCK AND ALL OTHER MATERIAL HINDERING THE FLOW OF RUNOFF PER CONTRACT SPECIFICATIONS & DRAWINGS.

*FOR INFORMATIONAL USE ONLY. QUANTITIES SHOWN ARE NOT PAY ITEMS.

AGGREGATE GRADATION REQUIREMENTS

ITEM 900

SIZE	GRADATION
4 inch	A
3 inch	B
2 inch	C
1 1/2 inch	D

ITEM 1000

SIZE	GRADATION
3 inch	A,C,F
2 inch	B,D,G,H

ITEM 1200

SIZE	GRADATION
1 1/2 inch	C,C-1
1 inch	D,D-1
3/4 inch	E,E-1

ALWAYS
THINK
SAFETY

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 2 OF 4

EXHIBIT C3-3

ROAD NUMBER	FROM	TO	LENGTH	CLEARING AND GRUBBING	EXCAVATION		DRAINAGE						RENOVATION				AGGREGATE					MISCELLANEOUS						
							CORRUGATED METAL PIPE																					
					COMMON	ROCK (INCLUDES RIPPABLE ROCK)	18"	24"	30"	36"	SPLASHPAD AT OUTLET	24" FULL ROUND DOWNSPOUT	SLIDE REMOVAL	BLADING, WATERING, & ROLLING	DITCH AND/OR CULVERT CLEANING	SCARIFICATION AND/OR HEAVY BLADING	BASE COURSE SCREENED ROCK (4"-minus)	SURF. COURSE CRUSHED ROCK (1-1/2"-minus)	SLOPE PROTECTION	SOIL STABILIZATION	ROADSIDE BRUSHING	ROADSIDE MANAGEMENT UNITS	INSTALL BMPs @ HYDRO POINTS OF CONCERN	RECONSTRUCT WATER DIPS	REPAIR ROAD SLUMP/FAILURE	CONSTRUCT TURNAROUND	RECONSTRUCT ROAD ENTRANCE	REMOVE EXIST. BARRICADE	CONSTRUCT HEL-LANDING
SPECIFICATION NO. →				200	300		400						500				900	1200	1400	1800	2100	200	8000						
UNITS →	MP/STA	MP/STA	MILE	ACRE	CY	CY	LF	LF	LF	LF	CY	LF	CY	MILE	MILE	MILE	LCY	LCY	CY	ACRE	MILE	MILE	EA	EA	EA	EA	EA	EA	EA
WOLF CREEK / MURPHY RD SYSTEM (Continued)																													
33-5-4.0	0.00	0.36	0.36	0.9				40			2			0.36		0.09					0.36						1	
33-5-4.2	0.00	0.51	0.51	1.3				200			10			0.51		0.13					0.51				1		1		
EX ROAD TOTALS			32.93	9.4				504			28		6	32.81	19.95	8.30		15,180			32.93	19.04	15	15	1		1	3	

RENOVATION NOTES

1. ROADS LISTED FOR SURFACE RESHAPING SHALL CONSIST OF BLADING, WATERING, & ROLLING PER CONTRACT SPECIFICATIONS & DRAWINGS.

2. DITCH/CULVERT CLEANING SHALL CONSIST OF DITCH BLADING AND RESHAPING, CLEARING DEBRIS, VEGETATION, SEDIMENT, ROCK AND ALL OTHER MATERIAL HINDERING THE FLOW OF RUNOFF PER CONTRACT SPECIFICATIONS & DRAWINGS.

*FOR INFORMATIONAL USE ONLY. QUANTITIES SHOWN ARE NOT PAY ITEMS.

AGGREGATE GRADATION REQUIREMENTS

ITEM 900

SIZE	GRADATION
4 inch	A
3 inch	B
2 inch	C
1 1/2 inch	D

ITEM 1000

SIZE	GRADATION
3 inch	A,C,F
2 inch	B,D,G,H

ITEM 1200

SIZE	GRADATION
1 1/2 inch	C,C-1
1 inch	D,D-1
3/4 inch	E,E-1

ALWAYS THINK SAFETY

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 3 OF 4

EXHIBIT C3-4

PERM ROAD/ TEMP ROUTE NUMBER	FROM	TO	LENGTH	CLEARING & GRUBBING		EXCAVATION			DRAINAGE						CONSTRUCT/RECONSTRUCTION				AGGREGATE				MISCELLANEOUS		
									CORRUGATED METAL PIPE																
				TOTAL ACRES	CLEARING WIDTH (AVG)	COMMON	ROCK (INCLUDES RIPPABLE ROCK)	BORROW MATERIAL	18"	24"	30"	36"	24" HALF ROUND DOWNSPOUT	24" FULL ROUND DOWNSPOUT	CONSTRUCT WATER DIPS	CONSTRUCT TURNAROUND/ LANDING	HEAVY BLADING	BLADING, WATERING, & ROLLING	BASE COURSE SCREENED ROCK (4"-minus)	SURF. COURSE CRUSHED ROCK (1-1/2"-minus)	SLOPE PROTECTION	SOIL STABILIZATION	INSTALL BMP's @ HYDRO POINTS OF CONCERN	RECONSTRUCT EX. TURNAROUND	REMOVE EXIST. BERM/BARRICADE
SPECIFICATION NO. →				200		300			400						500				900	1200	1400	1800	8000		
UNITS →	STA	STA	MILE	ACRE	FEET	CY	CY	CY	LF	LF	LF	LF	LF	LF	EA	EA	MILE	MILE	CY	CY	CY	ACRE	EA	EA	EA
33-5-10.9 (N)	0+00	3+65	0.07	0.4	40	424		275								1		0.07	213	98		0.2			
33-5-3.7 (N)	0+00	14+60	0.28	1.7	60	3702	1234			66				40		1		0.28	1047	488		0.9			
33-5-3.6 B (N)	0+00	7+85	0.15	0.8	40	340	340									1		0.15	439	201		0.4			
TR 22-07 (N)	0+00	12+52	0.24	1.7	55	2691	1153									1		0.24							
TR 22-01 (R)	0+00	5+58	0.11	0.6	40	425										1		0.11							
TR 10-04 (N)	0+00	2+50	0.05	0.4	30	190										1		0.05							
TR 03-06 (N)	0+00	9+62	0.19	0.9	35	1379	459									1		0.19							
TR 03-04P (N)	0.00	3+26	0.06	0.5	40	177												0.06							
TR 04-04 (N)	0.00	2+09	0.04	0.2	40	113										1		0.04							
TR 05-04 (N)	0.00	13+21	0.25	1.2	45	2145	920									1		0.25							
(N) = NEW CONSTRUCTION																									
(R) = RECONSTRUCTION																									
CONSTRUCTION TOTALS			1.44	8.4		11,586	4,106	275		66				40		9		1.44	1,699	787		1.5			

CONSTRUCTION NOTES

1. ALL TEMP ROUTE SUBGRADE OR RUNNING SURFACE WIDTHS SHALL NOT EXCEED 15 FEET.

2. TURNOUTS ARE AUTHORIZED BUT SHALL BE CONSTRUCTED AT THE AUTHORIZED OFFICERS DISCRETION AND KEPT TO A MINIMUM QUANTITY TO AVOID UNNECESSARY DISTURBANCE.

3. STA's = 100 LINEAR FEET.

4. TURNAROUND AREAS SHALL NOT EXCEED 0.25 ACRES OR 60 FOOT RADIUS.

*FOR INFORMATIONAL USE ONLY. QUANTITIES SHOWN ARE NOT PAY ITEMS.

ALWAYS
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UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 4 OF 4

EXHIBIT C4-1

ROAD NUMBER	FROM (MP or STA)	TO (MP or STA)	LENGTH (MILES)	TYPICAL SECTION TYPE	ALIGNMENT	ROAD WIDTH [1-3]		GRADIENT		CLEARING WIDTH				SURFACING [4]								REMARKS
										BEYOND		EXISTING ROAD(S)		BASE COURSE				SURFACE COURSE				
					MAXIMUM DEGREE OF CURVE	SUBGRADE	DITCH	MAXIMUM FAVORABLE	MAXIMUM ADVERSE	TOP CUT	TOE FILL	L	R	MINIMUM WIDTH	COMPACTION DEPTH	TYPE [2]	GRADATION	MINIMUM WIDTH	COMPACTION DEPTH	TYPE [2]	GRADATION	
EXISTING ROAD SURFACING - COYOTE CREEK ROAD SYSTEM																						
33-5-22.3	0.00	0.35	0.35	4	-	15'	-	-	-									14'	4"	D	C-1	1 1/2"-minus
EXISTING ROAD SURFACING - WOLF CREEK / LEVENS GULCH RD SYSTEM																						
33-5-10.1 A-B	0.00	1.59	1.59	6	-	16'	3'	-	-									14'	4"	D	C-1	1 1/2"-minus
33-5-10.4 A-B	0.00	1.60	1.60	6	-	16'	3'	-	-									14'	4"	D	C-1	1 1/2"-minus
33-5-3.2 A-C	0.00	1.64	1.64	4	-	16'	-	-	-									14'	4"	D	C-1	1 1/2"-minus
33-5-4.3	0.00	0.48	0.48	2	-	16'	-	-	-									14'	4"	D	C-1	1 1/2"-minus
33-5-3.6	0.00	0.17	0.17	4	-	16'	-	-	-									14'	4"	D	C-1	1 1/2"-minus
33-5-3.1	0.00	0.70	0.70	4	-	16'	-	-	-									14'	4"	D	C-1	1 1/2"-minus
EXISTING ROAD SURFACING -WOLF CREEK / MURPHY RD SYSTEM																						
33-5-10.3 A-B	0.00	3.72	3.72	6	-	15'	3'											14'	4"	D	C-1	1 1/2"-minus
32-5-22.0 D3-E	5.70	6.20	0.50	4	-	16'	-											14'	4"	D	C-1	1 1/2"-minus
33-5-5.1	0.00	0.60	0.60	4	-	16'	-											14'	4"	D	C-1	1 1/2"-minus

NOTES

1. EXTRA SUB-GRADE WIDTHS
   TO EACH FILL SHOULDER, ADD 1 FOOT FOR FILLS OF 1-6 FEET AND 2 FEET FOR FILLS OVER 6 FEET. WIDEN THE INSIDE SHOULDER OF ALL CURVES AS FOLLOWS WHEN THE DEGREE OF CURVE EQUALS:
   - 7-21 ADD 1 FT.
   - 22-35 ADD 2 FT.
   - 36-48 ADD 3 FT.
   - 49-64 ADD 4 FT.
   - 65-96 ADD 5 FT.

MATERIALS	CUT SLOPE	FILL SLOPE
COMMON	1/2 : 1	1 1/2 : 1
SOFT ROCK & SHALE	1/2 : 1	1 1/2 : 1
SOLID ROCK	1/2 : 1	angle of repose

2. SURFACING TYPES
   - A. PIT RUN ROCK
   - B. GRID ROLLED ROCK MATERIAL
   - C. SCREENED ROCK MATERIAL
   - D. CRUSHED ROCK MATERIAL

3. TURNOUTS
   - A. WIDTH 10 FT. IN ADDITION TO SUB-GRADE WIDTH, OR AS SHOWN ON THE PLANS.
   - B. LOCATED APPROXIMATELY, AS SHOWN ON THE ROAD PLANS.
   - C. INVISIBLE AND NOT MORE THAN 750 FT. APART.

4. SURFACING
   TURNOUTS, CURVE WIDENING, AND ROAD APPROACH APRONS SHALL BE SURFACED.

5. CLEARING WIDTH
   SEE SUBSECTION 200

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
SPECIFICATION SHEET

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 3

EXHIBIT C4-2

ROAD NUMBER	FROM STA/MP	TO STA/MP	LENGTH (MILES)	TYPICAL STATION TYPE	ALIGNMENT	ROAD WIDTH [1-3]		GRADIENT		CLEARING WIDTH				SURFACING [4]								REMARKS
										BEYOND		EXISTING ROAD(S)		BASE COURSE				SURFACE COURSE				
					MAXIMUM DEGREE OF CURVE	SUBGRADE	DITCH	MAXIMUM FAVORABLE	MAXIMUM ADVERSE	TOP CUT	TOE FILL	L	R	MINIMUM WIDTH	COMPACTION DEPTH	TYPE [2]	GRADING	MINIMUM WIDTH	COMPACTION DEPTH	TYPE [2]	GRADING	
NEW PERM ROAD CONSTRUCTION																						
33-5-10.9 (N)	0+00	3+65	0.07	4	-	15'	-	-	16%	5'	5'			15'	8"	C	A	14'	4"	D	C-1	4" minus and 1 1/2"-minus
33-5-3.7 (N)	0.00	14+60	0.28	6	-	15'	3'	16%	-	5'	5'			15'	8"	C	A	14'	4"	D	C-1	4" minus and 1 1/2"-minus
33-5-3.6 B (N)	0+00	7+85	0.15	4	-	15'	-	14%	12%	5'	5'			15'	8"	C	A	14'	4"	D	C-1	4" minus and 1 1/2"-minus
TEMP ROUTE CONSTRUCTION																						
TR 22-07 (N)	0+00	12+52	0.24	3	-	15'	-	18%	-	5'	5'											
TR 22-01 (R)	0+00	5+58	0.11	3	-	15'	-	-	6%	5'	5'											
TR 10-04 (N)	0+00	2+50	0.05	3	-	15'	-	6%	-	5'	5'											
TR 03-06 (N)	0+00	9+62	0.19	3	-	15'	-	15%	-	5'	5'											
TR 03-04P (N)	0+00	3+26	0.06	3	-	15'	-	-	2%	5'	5'											
TR 04-04 (N)	0+00	2+09	0.04	3	-	15'	-	3%	7%	5'	5'											
TR 05-04 (N)	0+00	13+21	0.25	3	-	15'	-	12%	7%	5'	5'											
(N) = NEW CONSTRUCTION																						
(R) = RECONSTRUCTION																						

NOTES

1. EXTRA SUB-GRADE WIDTHS
   TO EACH FILL SHOULDER, ADD 1 FOOT FOR FILLS OF 1-6 FEET AND 2 FEET FOR FILLS OVER 6 FEET. WIDEN THE INSIDE SHOULDER OF ALL CURVES AS FOLLOWS WHEN THE DEGREE OF CURVE EQUALS:
   - 7-21 ADD 1 FT.
   - 22-35 ADD 2 FT.
   - 36-48 ADD 3 FT.
   - 49-64 ADD 4 FT.
   - 65-96 ADD 5 FT.

MATERIALS	CUT SLOPE	FILL SLOPE
COMMON	1/2 : 1	1 1/2 : 1
SOFT ROCK & SHALE	1/2 : 1	1 1/2 : 1
SOLID ROCK	1/2 : 1	angle of repose

2. SURFACING TYPES
   - A. PIT RUN ROCK
   - B. GRID ROLLED ROCK MATERIAL
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   - B. LOCATED APPROXIMATELY, AS SHOWN ON THE ROAD PLANS.
   - C. INVISIBLE AND NOT MORE THAN 750 FT. APART.

4. SURFACING
   TURNOUTS, CURVE WIDENING, AND ROAD APPROACH APRONS SHALL BE SURFACED.

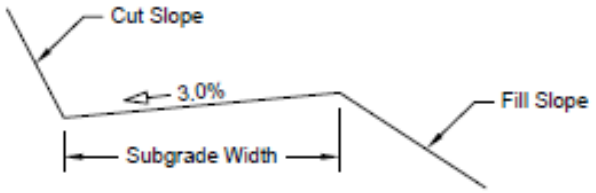
5. CLEARING WIDTH
   SEE SUBSECTION 200

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
SPECIFICATION SHEET

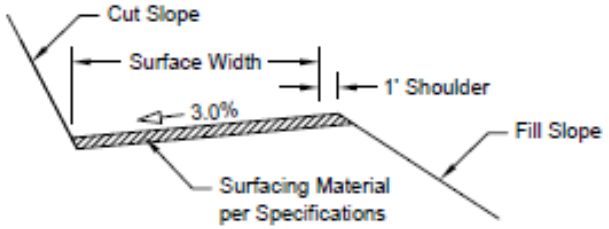
DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 2 OF 3

EXHIBIT C4-3



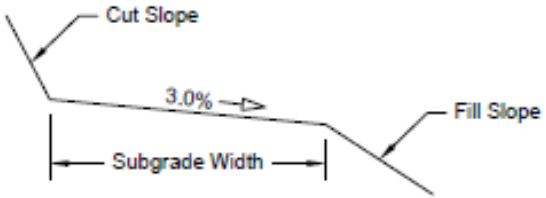
TYPICAL GRADING SECTION

TYPE 1



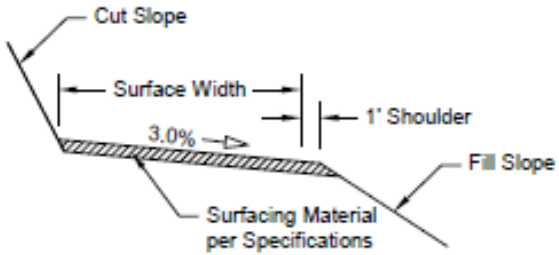
TYPICAL SURFACING SECTION

TYPE 2



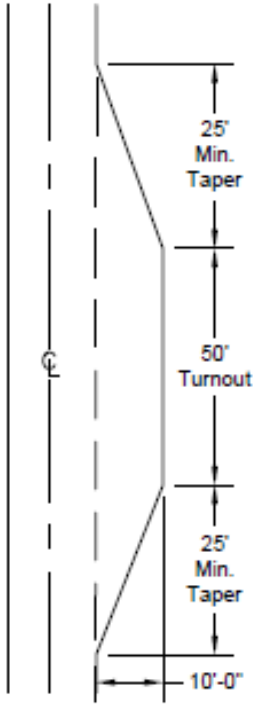
TYPICAL GRADING SECTION

TYPE 3



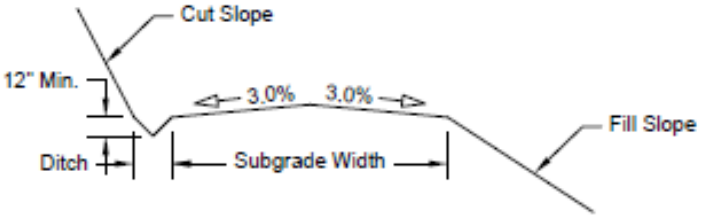
TYPICAL SURFACING SECTION

TYPE 4



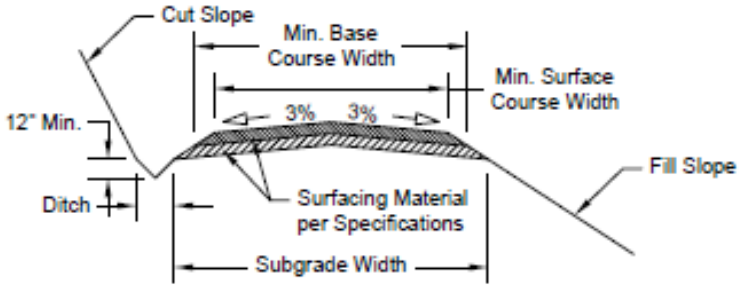
TYPICAL TURNOUT

PLAN VIEW



TYPICAL GRADING SECTION

TYPE 5



TYPICAL SURFACING SECTION

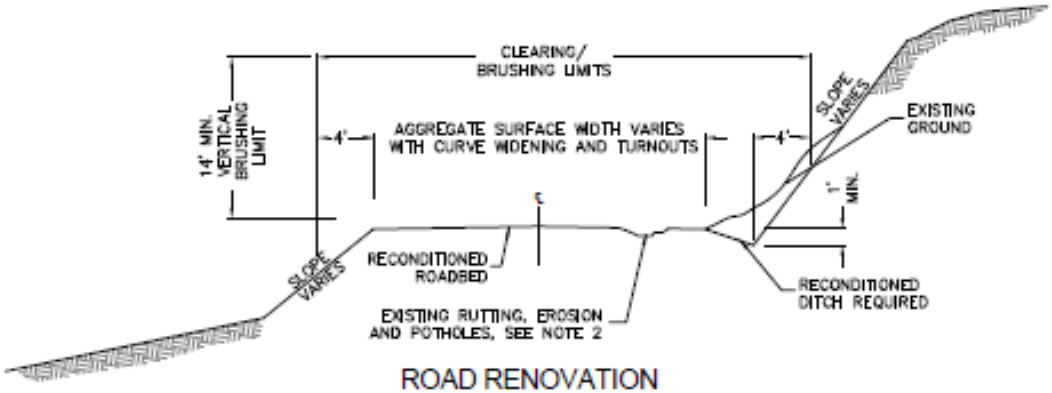
TYPE 6

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE SPECIFICATION SHEET

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 3 OF 3

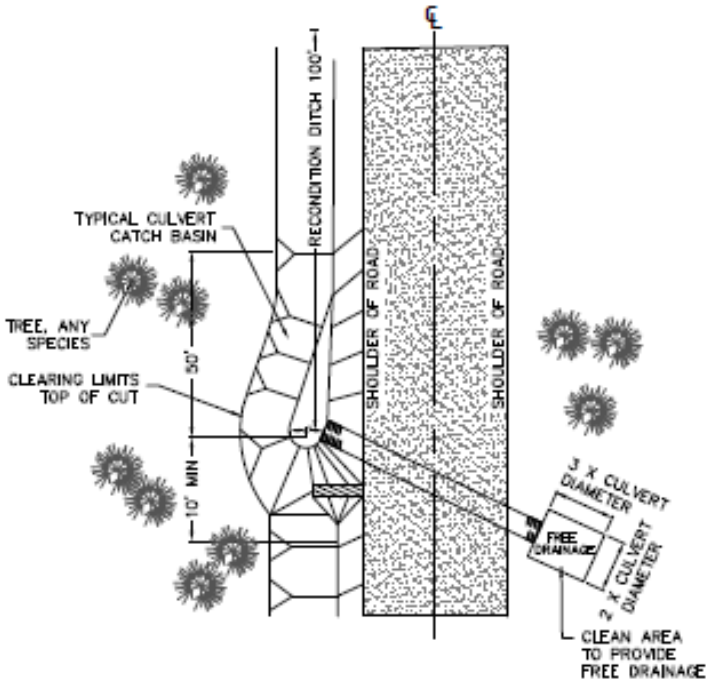
EXHIBIT C5



ROAD RENOVATION

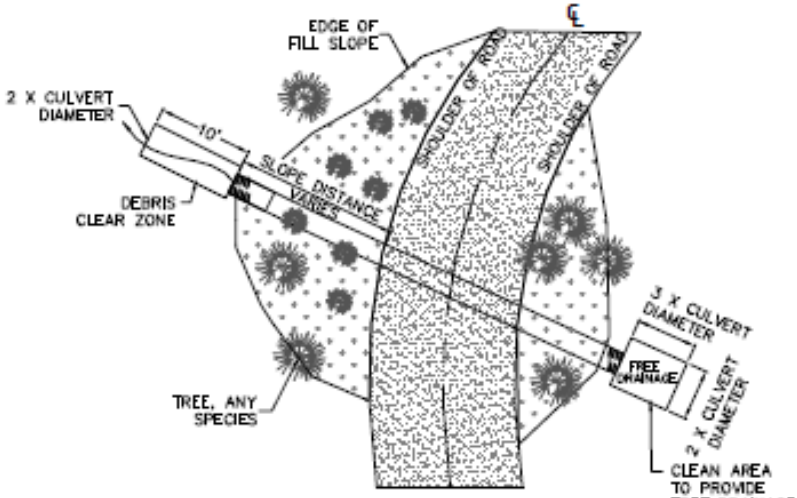
NOTES:

1. RECONDITION ROADS AS SHOWN AND IN ACCORDANCE WITH SECTION 500 OF THE SPECIFICATIONS. REQUIRED RECONDITIONING INCLUDES CURVE WIDENING AND TURNOUTS. DITCH RECONDITIONING INCLUDES CLEANING CULVERT INLETS AND OUTLETS.
2. WHERE RUTTING, EROSION AND POTHOLES EXIST, SCARIFY TO DEPTH OF RUT/EROSION/POTHOLE, BLADE, SHAPE AND COMPACT EXISTING AGGREGATE OR NATIVE SURFACE MATERIAL.
3. REMOVE AND DISPOSE OF SLIDE, DITCH, AND CATCH BASIN MATERIAL. DISPOSAL SITE LOCATIONS ARE LISTED IN THE EXHIBIT C ROAD RENOVATION WORKLIST. DISPOSAL/WASTE SITES SHALL BE APPROVED BY THE AUTHORIZED OFFICER PRIOR TO USE.
4. MATCH EXISTING TRAVEL WAY CROSS SLOPE. THE TRAVELED WAY SHALL BE SHAPED TO THE EXISTING CROSS SLOPE. EXISTING ROADS WHICH ARE CROWNED SHALL BE AT 3% FROM CENTERLINE ROAD, INSLOPED AS IS, OUTSLOPED AS IS.



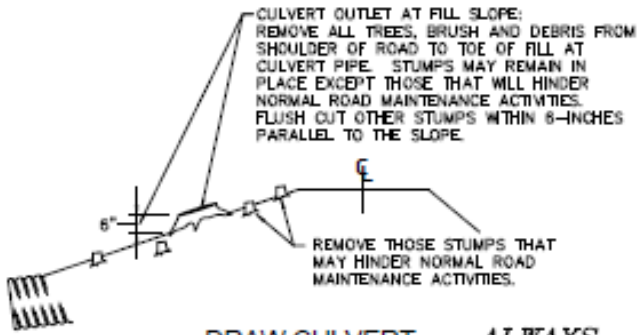
CROSS DRAIN CULVERT PLAN VIEW

CLEARING NOTES:
1. NO GRUBBING OR ROOT DISTURBANCE UNLESS NOTED
2. REMOVE VEGETATION BY CUTTING OR MOWING
3. RECONDITION CULVERT CATCH BASIN A MINIMUM OF 4' FROM CULVERT INLET



DRAW CULVERT PLAN VIEW

CLEARING NOTES:
1. NO GRUBBING OR ROOT DISTURBANCE UNLESS NOTED
2. REMOVE VEGETATION BY CUTTING OR MOWING
3. RECONDITION INLET CHANNEL. REMOVE ALL DEBRIS AND OBSTRUCTION A MINIMUM OF 2 X CULVERT DIAMETER & 10 FEET LONG



DRAW CULVERT PROFILE

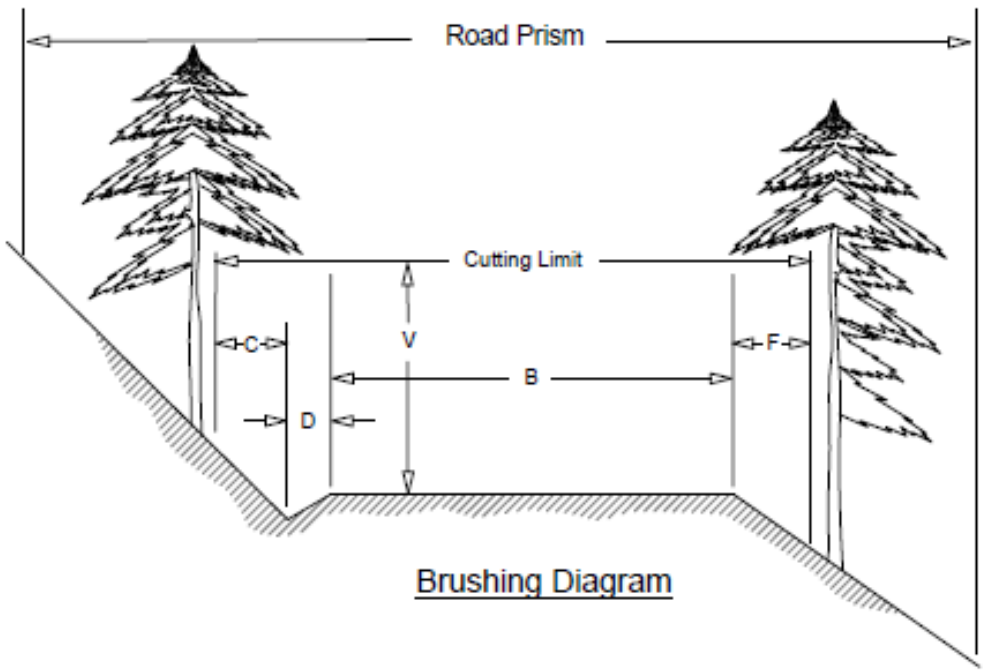
ALWAYS THINK SAFETY

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE TYPICAL ROAD RENOVATION

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

EXHIBIT C6



Brushing Diagram

Cutting Limit = C + D + B + F

B = Road Bed Subgrade (includes turnouts)
Cut all vegetation to maximum height of 1" flush with the running surface.

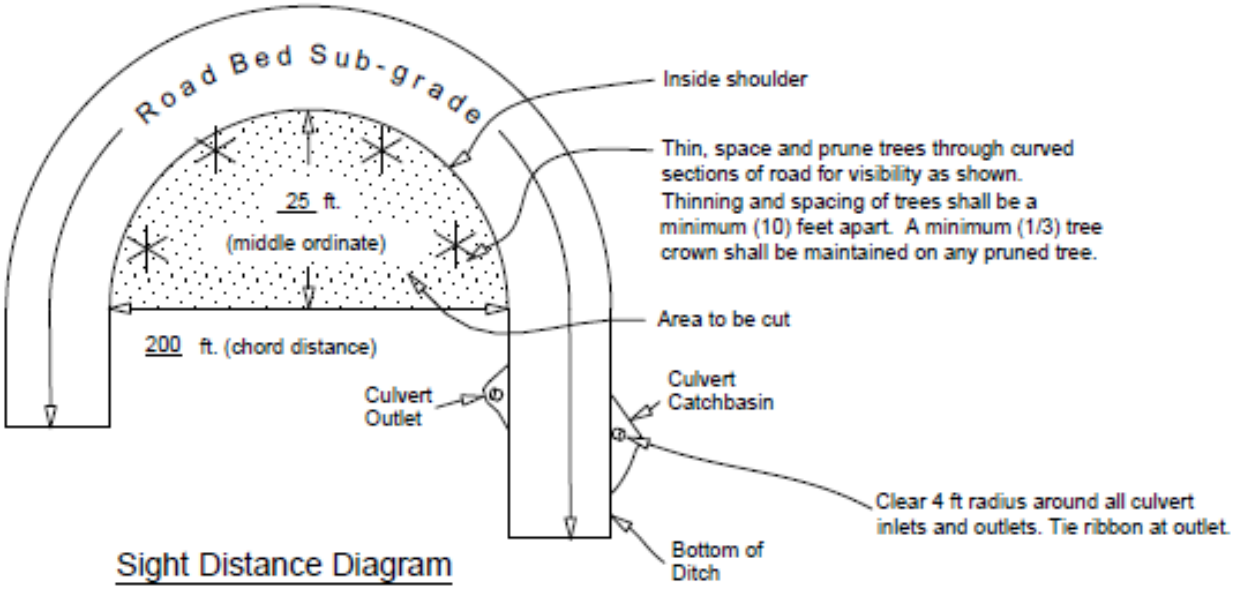
C = 4 ft - Distance to be brushed on cut slope beyond centerline of ditch. Cut all vegetation to maximum height of 4".

D = Centerline of ditch to inside shoulder. Cut all vegetation to maximum height of 1".

F = 4 ft - Distance to be brushed on fill slope beyond outside shoulder
Cut all vegetation to maximum height of 4".

V = 14 ft - Minimum vertical height cutting limit

Inside Corner



Sight Distance Diagram

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revised 08/2010

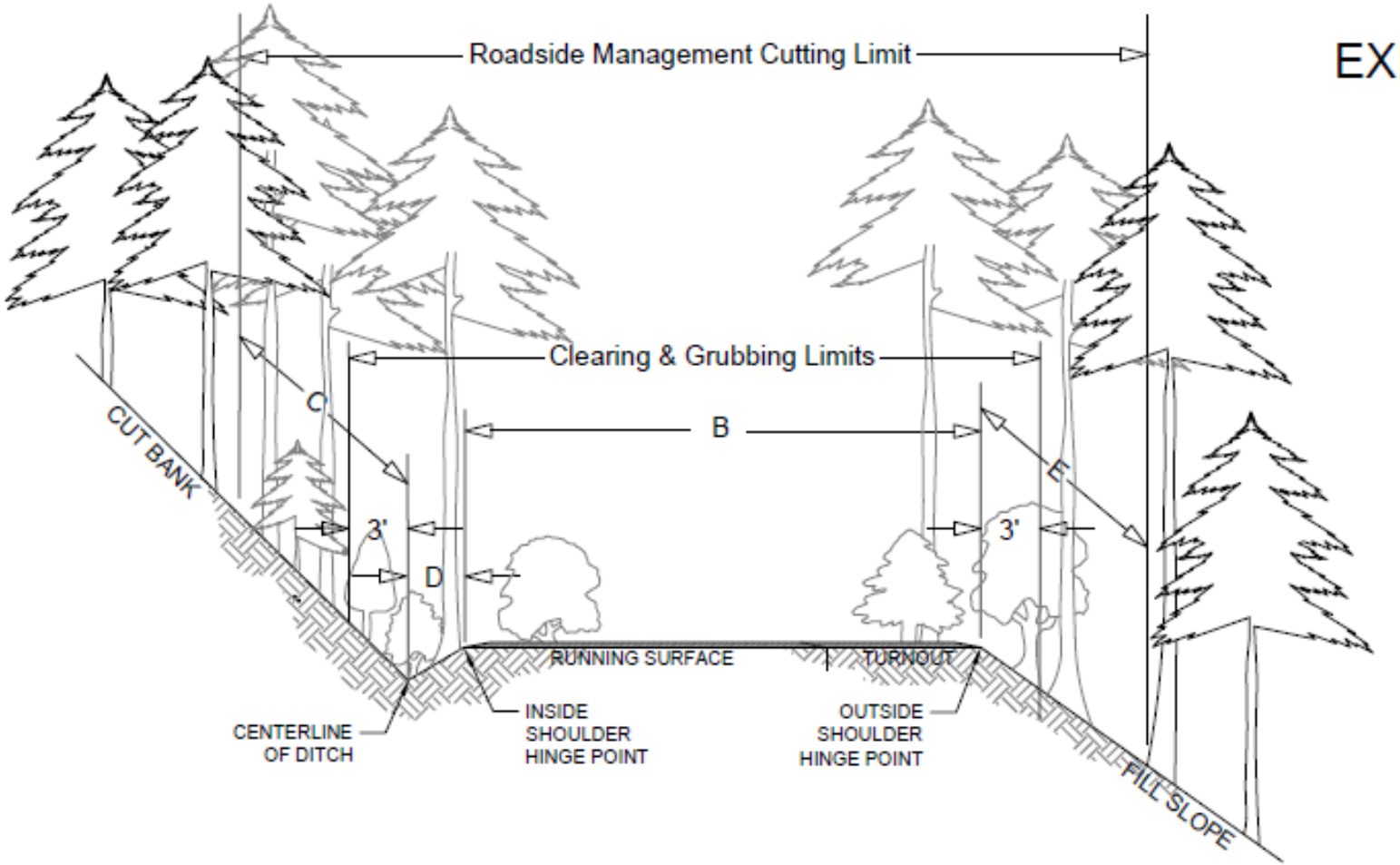
All distances shown are horizontal except for V

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
TYPICAL ROADSIDE
BRUSHING DETAIL

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

EXHIBIT C7



Roadside Management Unit Cutting Limits = C + D + B + E

C = 15 ft - Distance to remove all trees on cut slope beyond centerline of ditch. Variable slope distance as specified in timber sale specifications. Cut all trees. Remove all tree stumps from centerline of ditch to 3 ft slope distance up the cut bank (grind or pop stump bowl).

D = Centerline of ditch to inside shoulder hinge point. Cut all trees. Remove all tree stumps from inside shoulder hinge point to centerline of ditch (grind/pop).

B = Road Running Surface (includes turnouts). Cut all trees. Remove all tree stumps from road running surface and turnouts.

E = 15 ft - Distance to remove all trees on fill slope beyond outside shoulder hinge point. Variable slope distance as specified in timber sale specifications. Cut all trees. Remove all tree stumps from outside shoulder hinge point to 3 ft slope distance down the fill slope (grind or pop stump bowl).

NOTES:

1. All stumps shall be grubbed and disposed of at a waste disposal site or other approved locations. Stump holes shall be filled (if needed) with suitable material and compacted.
2. Any stumps along cut banks and fill slopes that will impede road maintenance equipment shall be removed (grind/pop).
3. Seed and mulch disturbed areas along cut banks and fill slopes in accordance with the Soil Stabilization Specifications (1800).

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SAFETY

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
ROADSIDE MANAGEMENT
UNIT DETAIL

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

EXHIBIT C8

CULVERT LOCATIONS										DOWNSPOUTS					
DESIGNED						AS BUILT				1/2 ROUND		FULL ROUND*			
ROAD NO.	STATION OR M.P.	SIZE	GAUGE	LENGTH	SKEW ANGLE	STATION OR M.P.	SIZE	GAUGE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SPLASH PADS NEEDED YES/NO	REMARKS
33-5-10.4 A-B	0.54	24"	16	40'	30°									YES	NEW INSTALLATION
33-5-4.3	0.05	24"	16	32'	30°									YES	
	0.16	24"	16	32'	30°									YES	
	0.24	24"	16	32'	30°									YES	
	0.28	24"	16	32'	30°									YES	
	0.33	24"	16	32'	30°									YES	
	0.38	24"	16	32'	30°									YES	
	0.46	24"	16	32'	30°									YES	
33-5-4.0	0.10	24"	16	40'	0°									YES	
33-5-4.2	0.11	24"	16	40'	0°									YES	
	0.16	24"	16	38'	0°									YES	
	0.23	24"	16	42'	0°									YES	NEW INSTALLATION
	0.30	24"	16	40'	0°									YES	
	0.43	24"	16	40'	0°									YES	
33-5-3.7(New)	4+98	24"	16	36'	30°							24"	20'	NO	NEW INSTALLATION
	10+67	24"	16	30'	30°							24"	20'	NO	NEW INSTALLATION

TOTAL 18" CMP:	TOTAL 24" 1/2 Round:
TOTAL 24" CMP: 570 LF	TOTAL 30" 1/2 Round:
TOTAL 30" CMP:	TOTAL 24" Full Round: 40 LF
TOTAL 36" CMP:	TOTAL 30" Full Round:
TOTAL 48" CMP:	TOTAL 36" Full Round:

NOTES:

A. Designed culvert lengths and locations are approximate. Actual lengths and locations will be measured in the field.

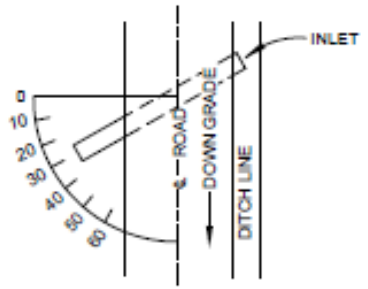
B. Summary of Quantities are shown on Exhibit C3

C. All downspout pipes are 16 gauge unless otherwise noted.

ELBOW TYPES:*

1. Turner Type

SKEW DETAIL



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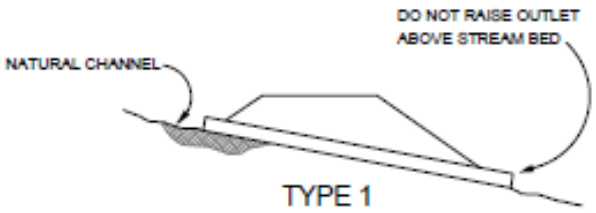
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
CULVERT LIST

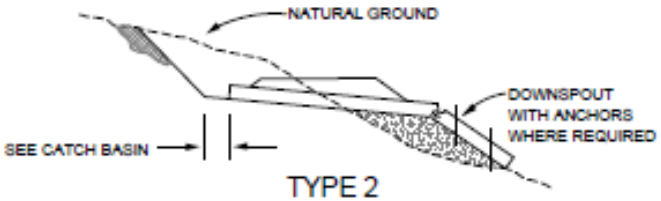
DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

EXHIBIT C9-1

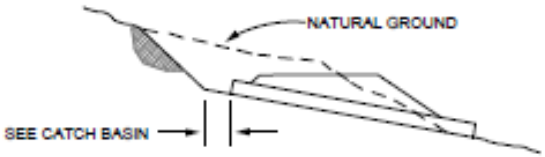
CULVERT INSTALLATION TYPES



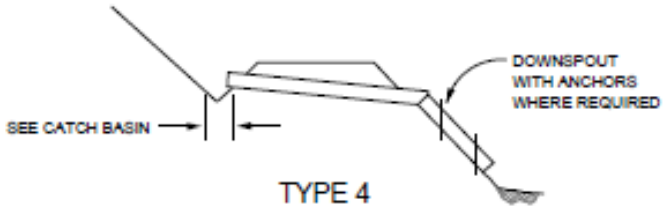
TYPE 1



TYPE 2

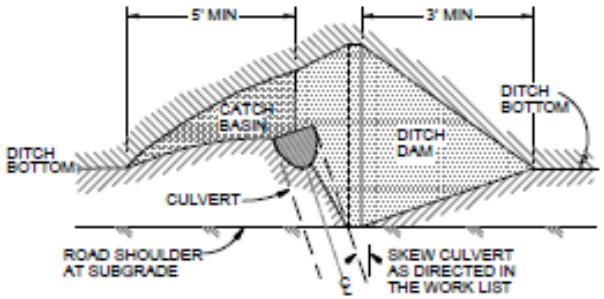


TYPE 3

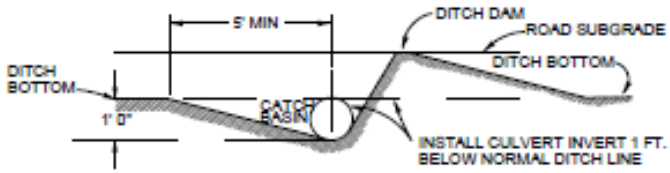


TYPE 4

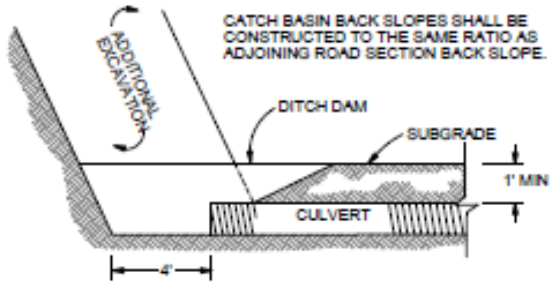
CATCH BASIN



PLAN VIEW

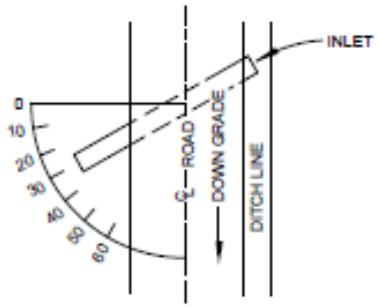


ELEVATION



CROSS SECTION AT CATCH BASIN

SKEW DIAGRAM



THE GRADE OF CROSSDRAINS SHALL BE AT LEAST 2% GREATER THAN THE GRADE OF THE DITCH.

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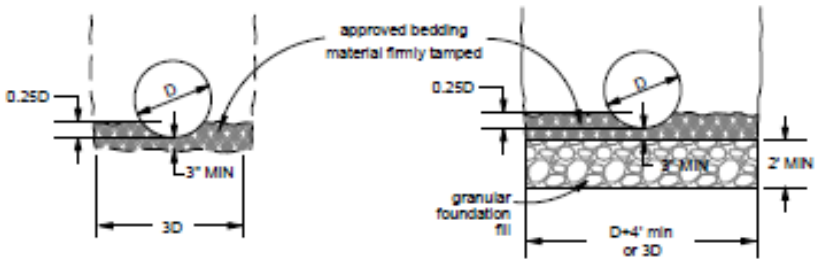
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY CULVERT INSTALLATION DETAILS

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 2

EXHIBIT C9-2

BEDDING OF CULVERTS



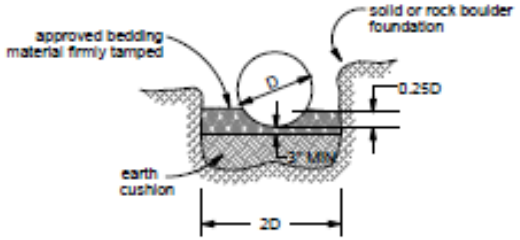
BEDDING MATERIAL SHALL BE SHAPED TO FIT THE BOTTOM OF THE CULVERT.

BEDDING OF CULVERTS ON STABLE NATURAL GROUND FOUNDATION OR COMPACTED EMBANKMENT

BEDDING MATERIAL SHALL BE SHAPED TO FIT THE BOTTOM OF THE CULVERT.

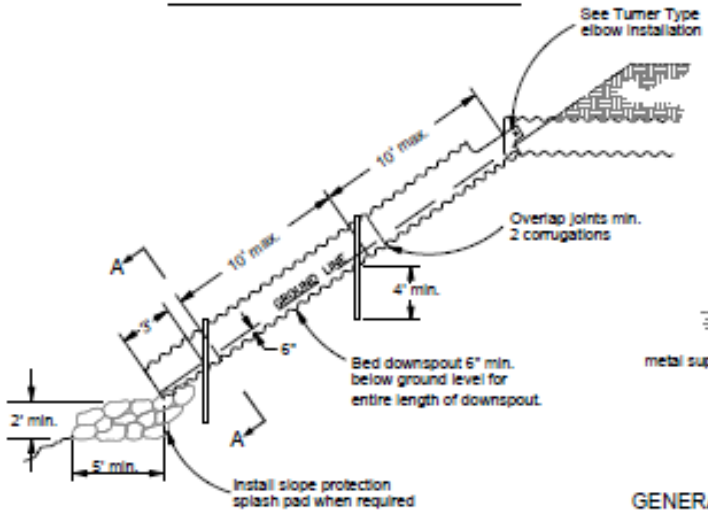
BEDDING OF CULVERTS ON SOFT SPONGY OR UNSTABLE SOIL FOUNDATION

BEDDING OF CULVERT IN SOLID ROCK OR BOULDER FOUNDATION

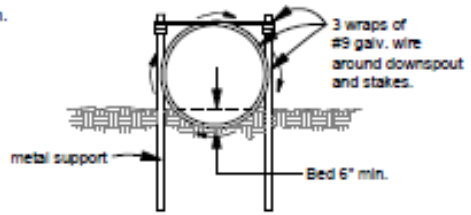


BEDDING MATERIAL SHALL BE SHAPED TO FIT THE BOTTOM OF THE CULVERT. EARTH CUSHIONING OF SILTY CLAY LOAM OR SAND MAY BE USED IF MATERIAL CAN BE PLACED IN THE DRY CONDITION. IF THE EXCAVATION IS WET, USE GRANULAR FOUNDATION FILL MATERIAL. MAINTAIN 8" DEPTH BETWEEN HIGH POINTS OF ROCKS AND/OR BOULDERS AND THE BOTTOM OF THE CULVERT.

FULL ROUND DOWNSPOUT



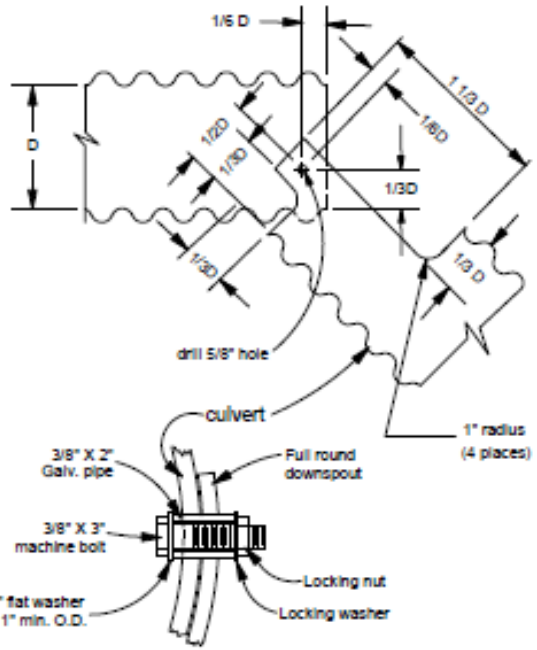
SECTION A-A



GENERAL NOTES:

1. The full round downspout shall be the same diameter, material, and coating as the culvert it is attached to.
2. The full round downspout shall be fabricated from 16 gauge metal with 2 2/3" x 1/2" corrugations.
3. Supports may be steel bar, angle iron, or approved equivalent metal posts and shall be a minimum of 6 feet long.

TURNER TYPE ELBOW



BOLT DETAIL

Join pipe culvert to downspout as shown. Field drill 5/8" dia. thru downspout and culvert and install 3/8" x 2" bolts, flat washers, lock washers and locking nuts.

ALWAYS THINK SAFETY

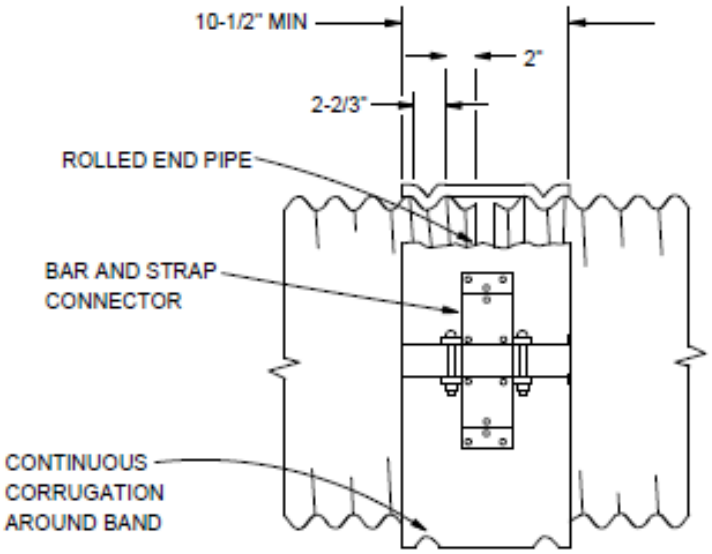
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY CULVERT INSTALLATION DETAILS

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 2 OF 2

EXHIBIT C10

CSP "HUGGER" COUPLER BANDS



STANDARD CONSTRUCTION IS A ONE PIECE BAND FOR 12" THRU 48" PIPES AND A TWO PIECE BAND FOR 54" PIPES AND ABOVE

THE HUGGER COUPLER BAND OR AN APPROVED EQUIVALENT COUPLER BAND SHALL BE MADE OF THE SAME MATERIAL AND FINISH AS THE PIPES JOINED. THE COUPLER BANDS SHALL BE A MINIMUM OF 10-1/2 INCHES WIDE AND BE 16 GUAGE OR HEAVIER. THE BAND SHALL BE DESIGNED TO BE DRAWN TOGETHER WITH A MINIMUM OF TWO (2) 1/2 INCH BOLTS THROUGH USE OF A BAR AND STRAP SUITABLY WELDED TO THE BAND. THE BAND SHALL ENGAGE AND MESH WITH THE SECOND ANNULER CORRUGATION INWARD FROM THE END OF EACH OF THE CONDUIT SECTIONS JOINED.

WHEN DESIGNATED ON THE PLANS OR IN THE SPECIAL PROVISIONS, GASKETS SHALL BE INSTALLED WHEN THE "HUGGER" TYPE, OR AN APPROVED EQUIVALENT COUPLER BAND IS INSTALLED ON SPILLWAY, OVERSIDE OR DOWN DRAINS.

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BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

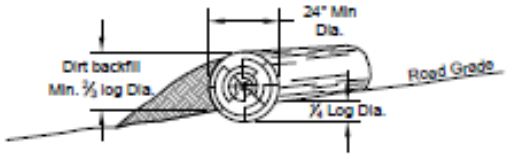
PETER'S FOLLY
TIMBER SALE
CULVERT BAND DETAIL

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

EXHIBIT C11-1



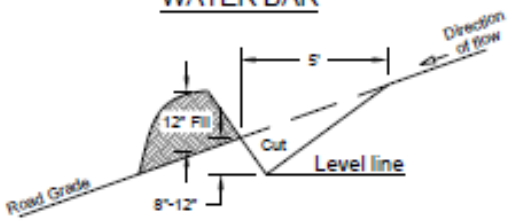
LOG BARRICADE



1. Log barricade shall be constructed as shown above.
2. Exact location is listed in Roads Work List.
3. All barricades shall be skewed 30 degrees.
4. The log length shall extend from the cut bank to the fill slope.
5. The minimum small end diameter of the log barricade shall be 24".



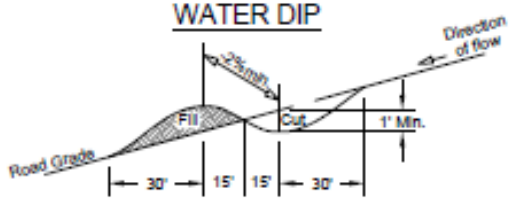
WATER BAR



1. Water bars shall be constructed as shown above.
2. Exact location will be flagged by the Authorized Officer prior to construction.
3. All water bars shall be skewed 30 degrees.
4. Upon completion of skidding logs, for the logging season, each skid road will have cross drainage constructed as shown above.



WATER DIP



1. Water dips shall be constructed as shown above.
2. Exact location is listed in Exhibit C Roads Work List.
3. All water dips shall be skewed 30 degrees.
4. The width shall extend across entire road running surface, from the cut bank to the fill slope.
5. Armor outlet of water dip on fill slope. Riprap material will be securely placed at outlet a minimum of 10 LF wide by 8 LF down fill slope by 1 FT in depth. Key-in toe of Riprap apron for stability. See Slope Protection specifications (1400).
6. Seed and mulch fill slope upon completion to stabilize side-cast material. See Soil Stabilization specifications (1800).

WATER BAR SPACING* BY EROSION CLASS^

ROAD GRADE	HIGH	MODERATE	LOW
%	FEET	FEET	FEET
2-5	200	300	400
6-10	150	200	300
11-15	100	150	200
16-20	75	100	150
21-35	50	75	100
35+	50	50	50

* Spacing is determined by slope distance and is the maximum allowed for the grade.

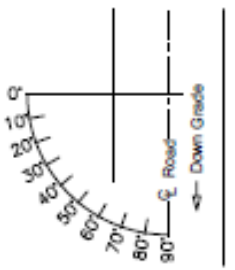
^ The erosion classes include the following rock types:
High: Granite, sandstone, andesite porphyry, glacial or alluvial deposits, soft matrix conglomerate, volcanic ash, and pyroclastics.
Moderate: Basalt, andesite, quartzite, hard matrix conglomerate, and rhyolite.
Low: Metasediments, metavolcanics, and hard shale.

WATER DIP SPACING*

ROAD GRADE	SANDY LOAM LOAM	DECOMPOSED GRANITE/SAND	CLAY & SILTY SOILS
%	FEET	FEET	FEET
2-3	-	2000-1000	1200-600
4-7	1200-600	950-450	600-300
8-10	550-450	450-350	300-200
11-15	450-300	350-200	200-100
16+	300-250	200-150	100

* Spacing is determined by slope distance and is the maximum allowed for the grade.

SKEW DIAGRAM



ALWAYS
THINK
SAFETY

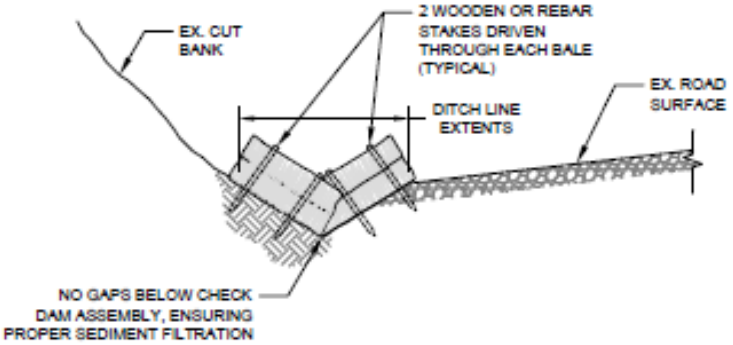
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE DRAINAGE & EROSION CONTROL DETAILS

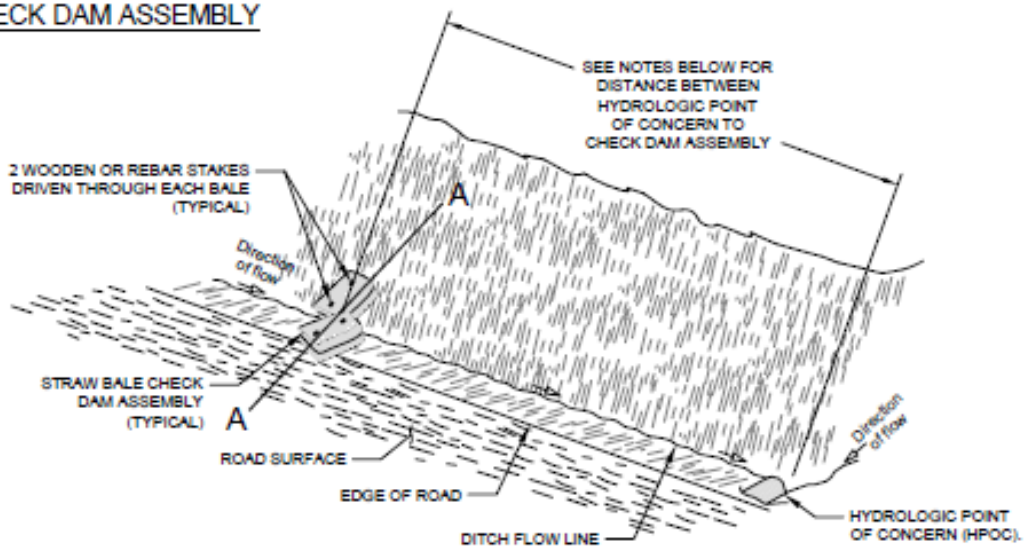
DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 2

EXHIBIT C11-2

STRAW BALE CHECK DAM ASSEMBLY



SECTION A-A



PLAN

NOTES:

1. **All straw bales will be from a weed free certified source.**

2. Hydrologic Points of Concern (HPOC) are natural drainage features (ie. streams, creeks, draws) that intersect with existing or proposed roads.

3. If the HPOC is a bridge spanning across a noted or listed critical fish habitat (Coho) waterway, install check dam assembly, or other approved BMP, in road ditch line 150 LF up-grade from top of creek bank or edge of bridge.

4. If the HPOC is a draw culvert, install check dam assembly, or other approved BMP, in road ditch line 100 LF up-grade from inlet of culvert.

INSTALLATION NOTES:

1. Do not construct the check dam assembly more than one bale high.

2. Bales shall be placed tightly together and snug to the ground to ensure no gaps between bales or underneath the assembly.

3. Securely anchor the bales in place with two wooden or rebar stakes driven through the bales. Drive the stakes in the second bale toward the previously laid bale to force the bales tightly together. Ensure stakes are driven 12 inches minimum into the ground.

4. The assemblies do not need to be anchored if the terrain is relatively flat, less than 2% ditch line grade.

INSPECTION/MAINTENANCE NOTES:

1. Inspect each assembly before, during, and after each rain event.

2. Repair and/or replace damaged assemblies or decomposed bales promptly. Replacement bales shall be in good condition to ensure sediment trapping.

3. Trapped sediment shall be removed when it reaches 6-8 inches in depth.

4. Sediment shall be removed and placed in a stable area outside of wetlands, riparian reserves, floodplains, and waters of the State.

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MEDFORD DISTRICT - MEDFORD, OREGON

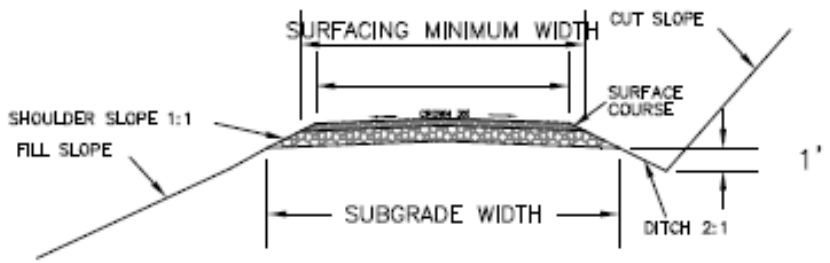
PETER'S FOLLY
TIMBER SALE
DRAINAGE & EROSION
CONTROL INSTALLATION

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 2 OF 2

EXHIBIT C12

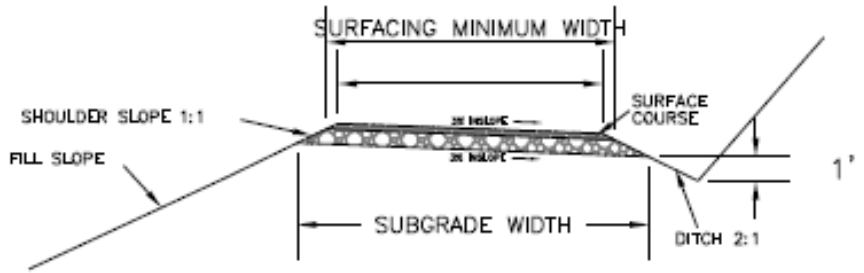
TYPICAL CROWNED SURFACE

EXISTING MIN. BASE COURSE WIDTH



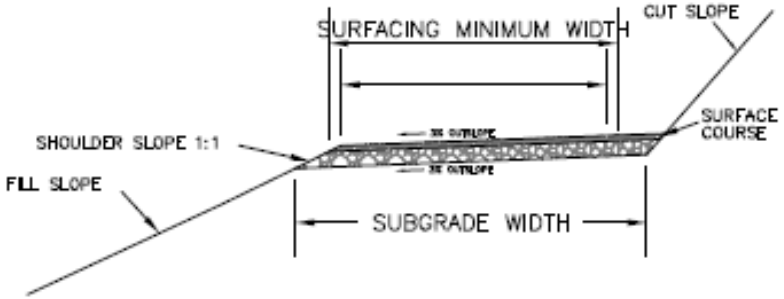
TYPICAL INSLOPED SURFACE

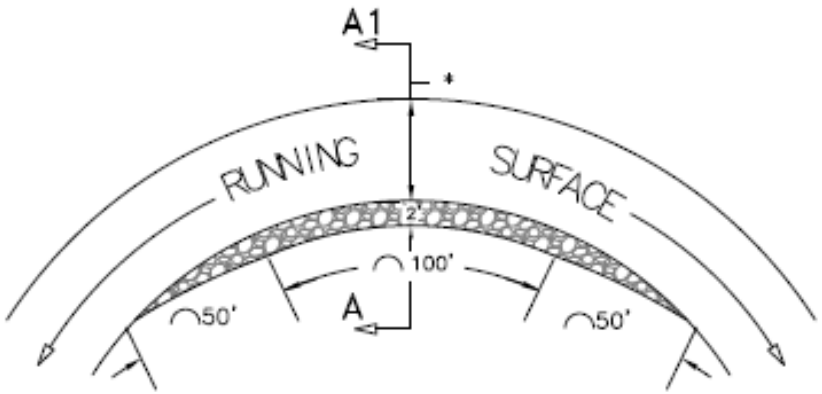
EXISTING MIN. BASE COURSE WIDTH



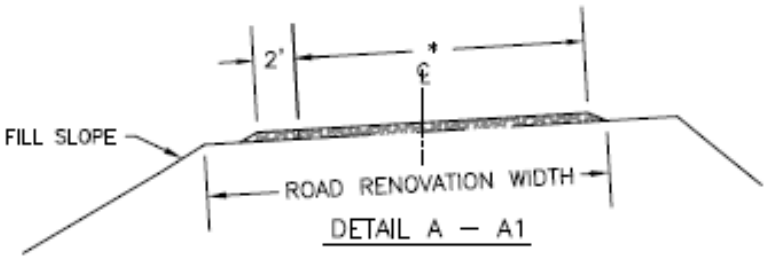
TYPICAL OUTSLOPED SURFACE

EXISTING MIN. BASE COURSE WIDTH





TYPICAL CURVE WIDENING DETAIL



DETAIL A – A1

NOTES:

SURFACING SHALL BE THE COMPACTED DEPTH AS SPECIFIED IN THE WORKLIST.

CURVE WIDENING SHALL BE SURFACED TO A LENGTH OF 100' WITH 50' TAPERS.

APPLY THE WIDENING ON THE INSIDE OF THE CURVES THROUGHOUT THE RADIUS OF THE CORNER TO MATCH THE EXISTING ROAD TEMPLATE.

MAINTAIN EXISTING CROSS SLOPE AT CURVES

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MEDFORD DISTRICT - MEDFORD, OREGON

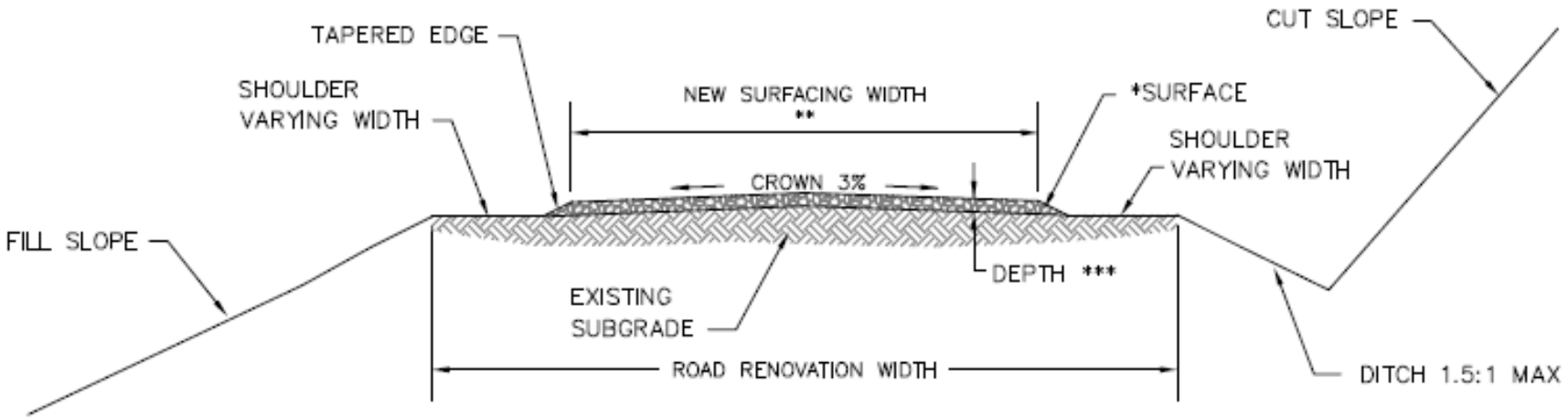
PETER'S FOLLY TIMBER SALE ROAD SURFACING AND CURVE WIDENING SECTIONS

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

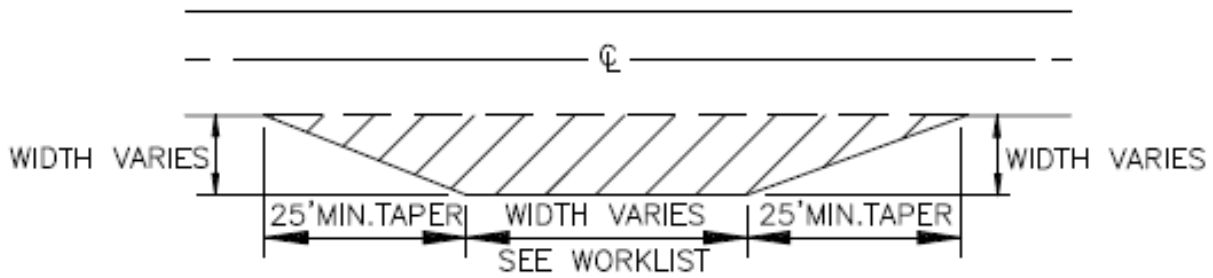
EXHIBIT C13

NOTES:

SURFACING WIDTH EDGES SHALL BE TAPERED TO SUBGRADE. TAPERS SHALL BE SMOOTH AND TRANSITION TO SUBGRADE AS TO NOT CAUSE A SUDDEN DROP OR STEEP EDGE.



TYPICAL SURFACING SECTION
DITCHED ROAD



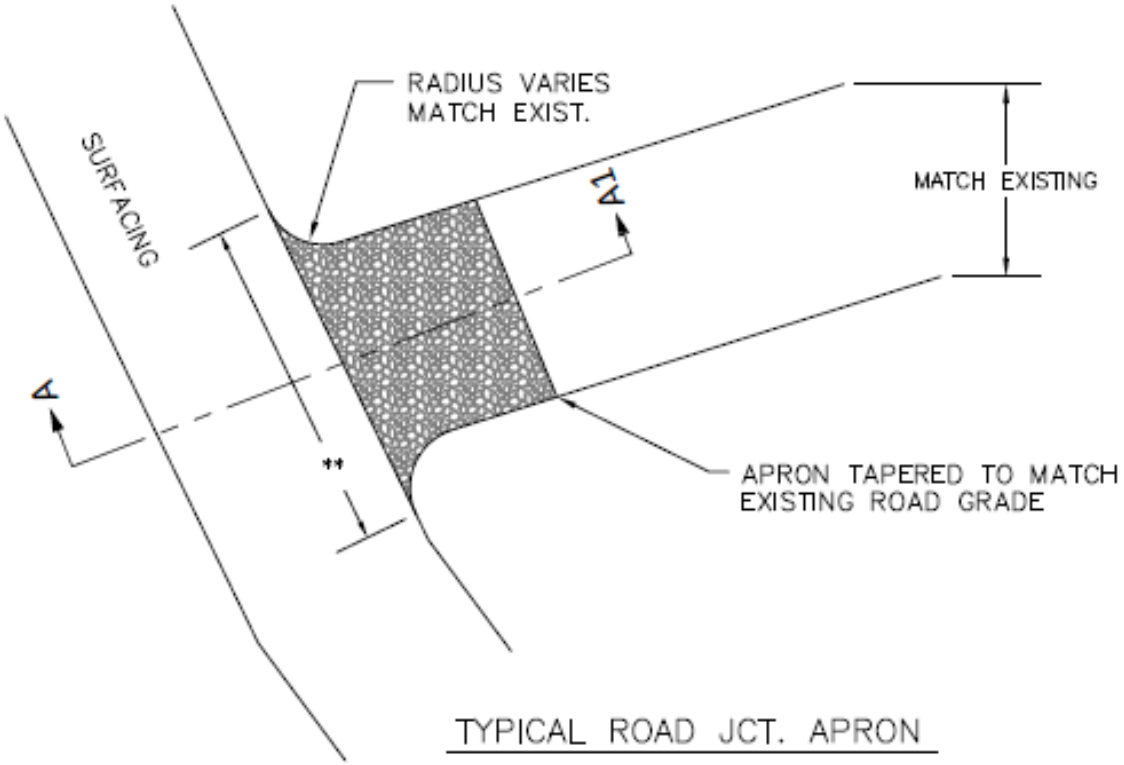
TYPICAL TURNOUT SECTION

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MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
TYPICAL TURNOUT SECTION

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

EXHIBIT C14



TYPICAL ROAD JCT. APRON

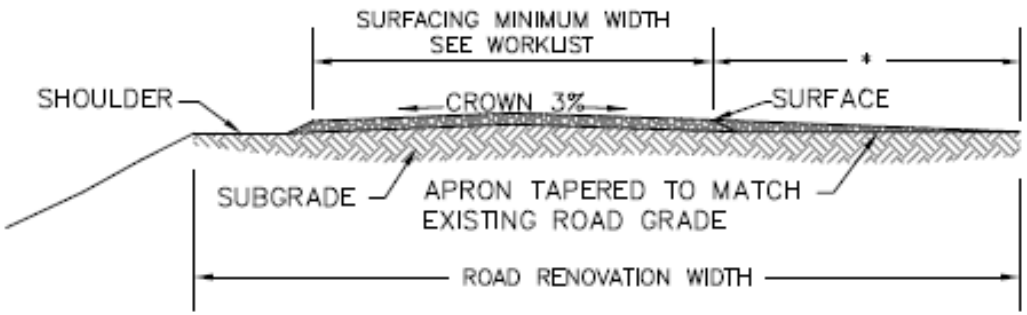
NOTES:

APRONS SHALL BE PLACED AT THE JUNCTIONS SPECIFIED IN THE WORK LIST.

TAPER DEPTH TO MATCH EXISTING ROAD GRADE.

*APRON LENGTHS VARY. EACH APRON SHALL BE CONSTUCTED WITH 10 CUBIC YARDS OF COMPACTED, IN-PLACE AGGREGATE.

**JUNCTION WIDTHS VARY; MATCH EXISTING.



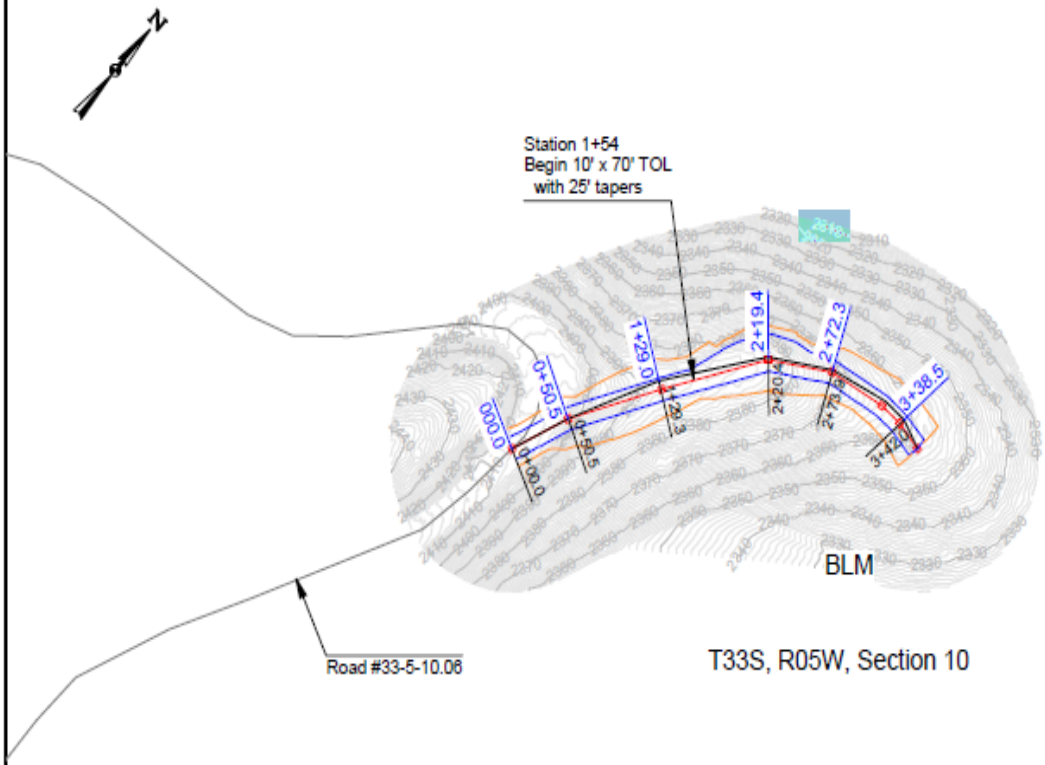
TYPICAL SURFACING SECTION A-A1

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MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY
TIMBER SALE
SURFACING APRON SECTION

DRAFTED BY: BLM	SCALE: NONE
DATE: JULY 2026	SHEET: 1 OF 1

C15

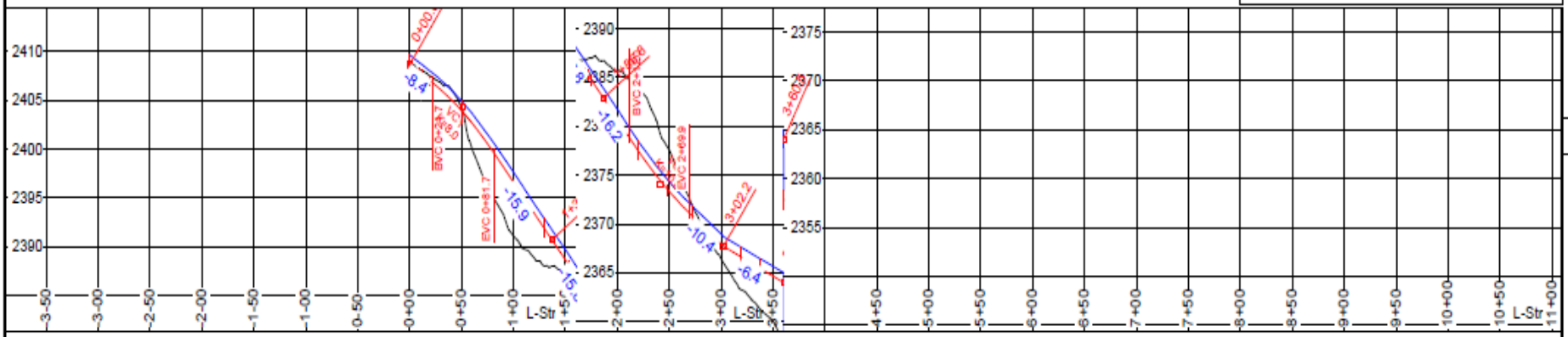


Legend

- Plan L-line Location
- Plan P-line Location
- Plan Road Edges
- Plan Clearing Limits
- Plan Culverts
- Profile Topopgraphy
- Profile Subgrade
- Profile Finished Grade
- Profile Culverts

Distance in Feet

0 500



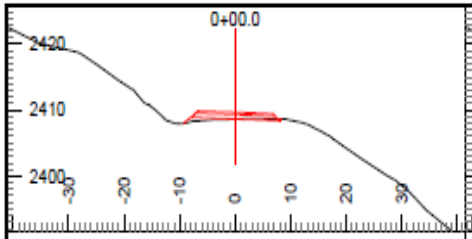
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-10.09
PETERS FOLLY TIMBER SALE
OREGON
MEDFORD DISTRICT

MARK	DESCRIPTION	DATE	APPV.

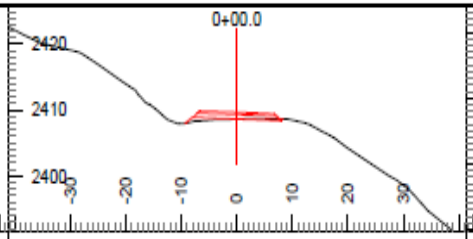
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DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

SHEET 1 OF 4

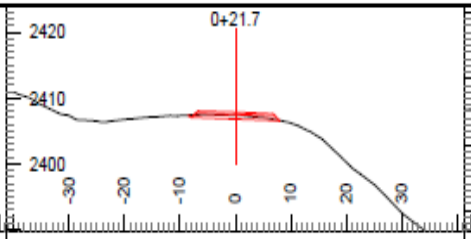
C15



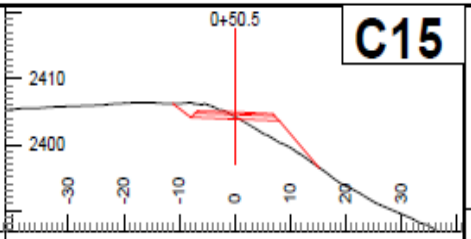
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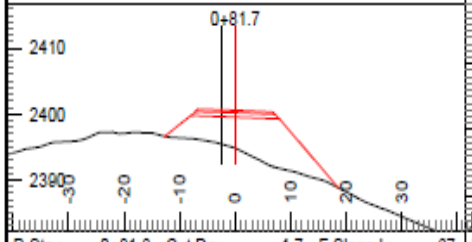
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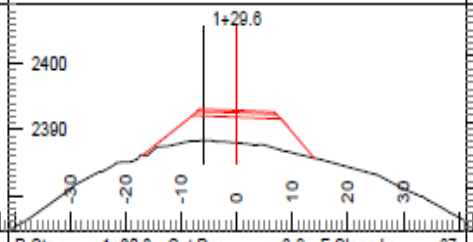
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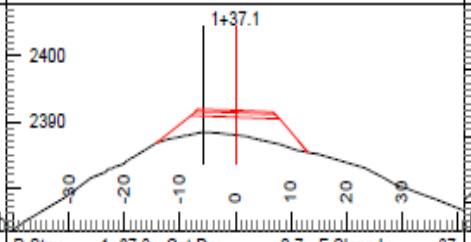
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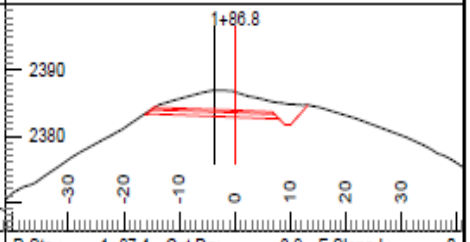
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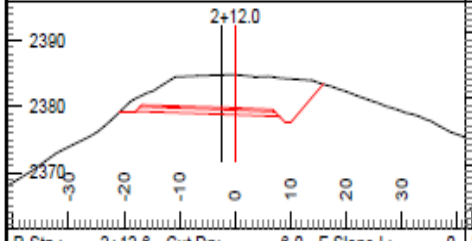
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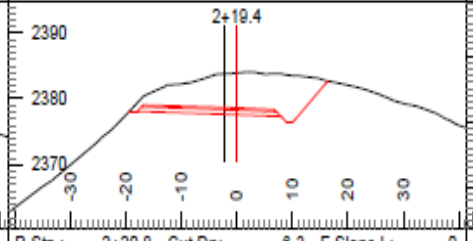
P-Stn :	1+37.8	Cut Dp:	-2.7	F Slope L:	-67
L-Stn :	1+37.1	L-Ssl:	-3	F Slope R:	-100
Grd.Nxt.:	-16	L-Ssr:	-20	Clr L:	20.3
Grd.Lst:	-16	Super L:	3	Clr R:	19.2
V.Offset:	2390.7	Super R:	-3		



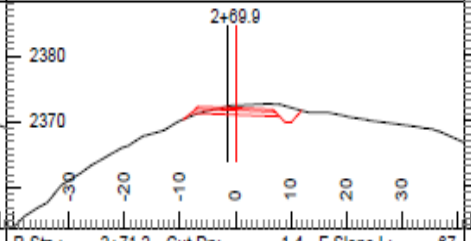
P-Stn :	1+87.4	Cut Dp:	3.9	F Slope L:	0
L-Stn :	1+86.8	L-Ssl:	-11	F Slope R:	100
Grd.Nxt.:	-16	L-Ssr:	-19	Clr L:	21.4
Grd.Lst:	-16	Super L:	3	Clr R:	18.1
V.Offset:	2382.9	Super R:	-3		



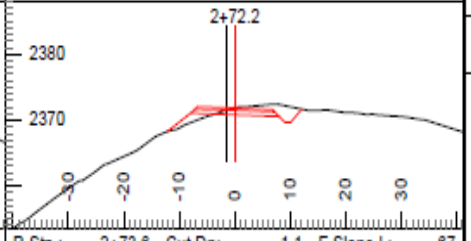
P-Stn :	2+12.6	Cut Dp:	6.0	F Slope L:	0
L-Stn :	2+12.0	L-Ssl:	-3	F Slope R:	100
Grd.Nxt.:	-16	L-Ssr:	-6	Clr L:	25.9
Grd.Lst:	-16	Super L:	3	Clr R:	21.1
V.Offset:	2378.8	Super R:	-3		



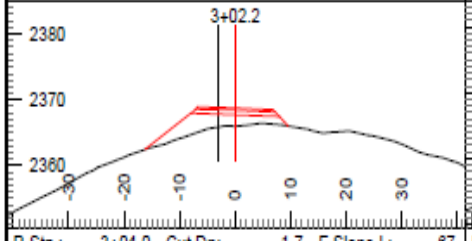
P-Stn :	2+20.8	Cut Dp:	6.3	F Slope L:	0
L-Stn :	2+19.4	L-Ssl:	-16	F Slope R:	100
Grd.Nxt.:	-15	L-Ssr:	-4	Clr L:	24.6
Grd.Lst:	-15	Super L:	3	Clr R:	21.8
V.Offset:	2377.6	Super R:	-3		



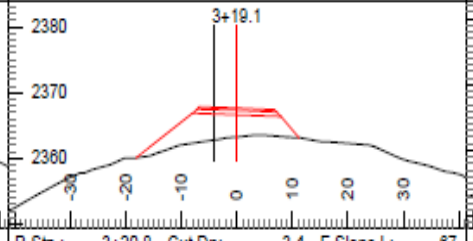
P-Stn :	2+71.2	Cut Dp:	1.4	F Slope L:	-67
L-Stn :	2+69.9	L-Ssl:	-23	F Slope R:	100
Grd.Nxt.:	-10	L-Ssr:	-3	Clr L:	14.7
Grd.Lst:	-10	Super L:	3	Clr R:	16.9
V.Offset:	2371.1	Super R:	-3		



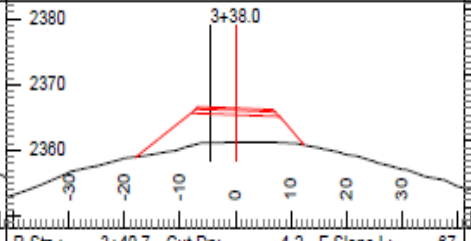
P-Stn :	2+73.6	Cut Dp:	1.1	F Slope L:	-67
L-Stn :	2+72.2	L-Ssl:	-31	F Slope R:	100
Grd.Nxt.:	-10	L-Ssr:	1	Clr L:	17.9
Grd.Lst:	-10	Super L:	3	Clr R:	17.1
V.Offset:	2370.8	Super R:	-3		



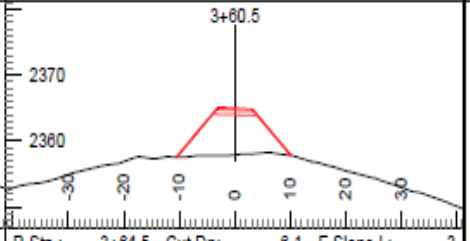
P-Stn :	3+04.0	Cut Dp:	-1.7	F Slope L:	-67
L-Stn :	3+02.2	L-Ssl:	-19	F Slope R:	-100
Grd.Nxt.:	-6	L-Ssr:	0	Clr L:	22.3
Grd.Lst:	-10	Super L:	3	Clr R:	14.7
V.Offset:	2367.7	Super R:	-3		



P-Stn :	3+20.8	Cut Dp:	-3.4	F Slope L:	-67
L-Stn :	3+19.1	L-Ssl:	-12	F Slope R:	-100
Grd.Nxt.:	-6	L-Ssr:	-1	Clr L:	24.4
Grd.Lst:	-6	Super L:	3	Clr R:	16.7
V.Offset:	2366.6	Super R:	-3		



P-Stn :	3+40.7	Cut Dp:	-4.2	F Slope L:	-67
L-Stn :	3+38.0	L-Ssl:	-10	F Slope R:	-100
Grd.Nxt.:	-6	L-Ssr:	-1	Clr L:	24.1
Grd.Lst:	-6	Super L:	3	Clr R:	18.1
V.Offset:	2365.4	Super R:	-3		

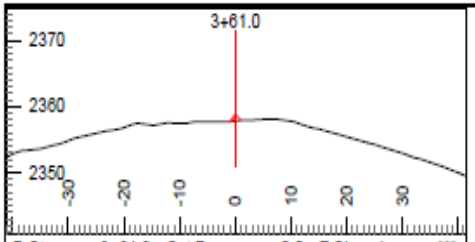


P-Stn :	3+64.5	Cut Dp:	-6.1	F Slope L:	3
L-Stn :	3+60.5	L-Ssl:	-4	F Slope R:	-3
Grd.Nxt.:	n/a	L-Ssr:	-1	Clr L:	16.9
Grd.Lst:	-6	Super L:	3	Clr R:	16.8
V.Offset:	2364.0	Super R:	-3		

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-10.09
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

MARK	DESCRIPTION	DATE	APPV.

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:



P-Stn :	3+64.9	Cut Dp:	0.0	F Slope L:	***
L-Stn :	3+61.0	L-Ssl:	-3	F Slope R:	***
Grd.Nxt.:	n/a	L-Ssr:	-1	Clr L:	6.1
Grd.Lst:	-1383	Super L:	3	Clr R:	5.9
V.Offset:	2357.8	Super R:	-3		

C15

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-10.09
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

MARK	DESCRIPTION	DATE	APPV.

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

P-Stn ft.	H.Offset ft.	L-Stn ft.	Grade %	SG Cut V. Cu. Yd.	SG Fill V. Cu. Yd.	Mass H. Cu. Yd.	Srf1 Fill V. Cu. Yd.	Srf2 Fill V. Cu. Yd.
0+00.0	0.0	0+00.0		16.4	8.0	0.0	26.4	12.0
0+50.5	0.0	0+50.5	* -9	2.8	318.3	8.4	41.1	18.7
1+29.3	6.0	1+29.0		0.0	2.0	-307.1	0.3	0.1
1+30.3	6.0	1+29.6	-16	200.8	57.6	-309.2	60.6	28.1
2+20.4	2.2	2+19.4		0.0	0.0	-165.9	0.0	0.0
2+20.8	2.1	2+19.4	p -15	195.2	0.4	-165.9	36.8	17.1
2+73.6	1.4	2+72.2		0.1	0.0	28.9	0.1	0.0
2+73.9	1.5	2+72.3	-10	7.8	65.9	28.9	24.5	11.2
3+20.8	4.0	3+19.1		0.0	2.1	-29.2	0.4	0.2
3+21.9	4.2	3+19.7	-6	0.0	62.9	-31.3	9.6	4.4
3+40.7	4.4	3+38.0	-6	0.0	1.8	-94.2	0.2	0.1
3+42.0	4.6	3+38.5	-6	0.0	100.5	-96.0	12.6	5.3
3+64.9	0.0	3+61.0				-196.5		
Pg. Tot.				423.1	619.5		212.6	97.2
Cum. Tot.				423.1	619.5		212.6	97.2

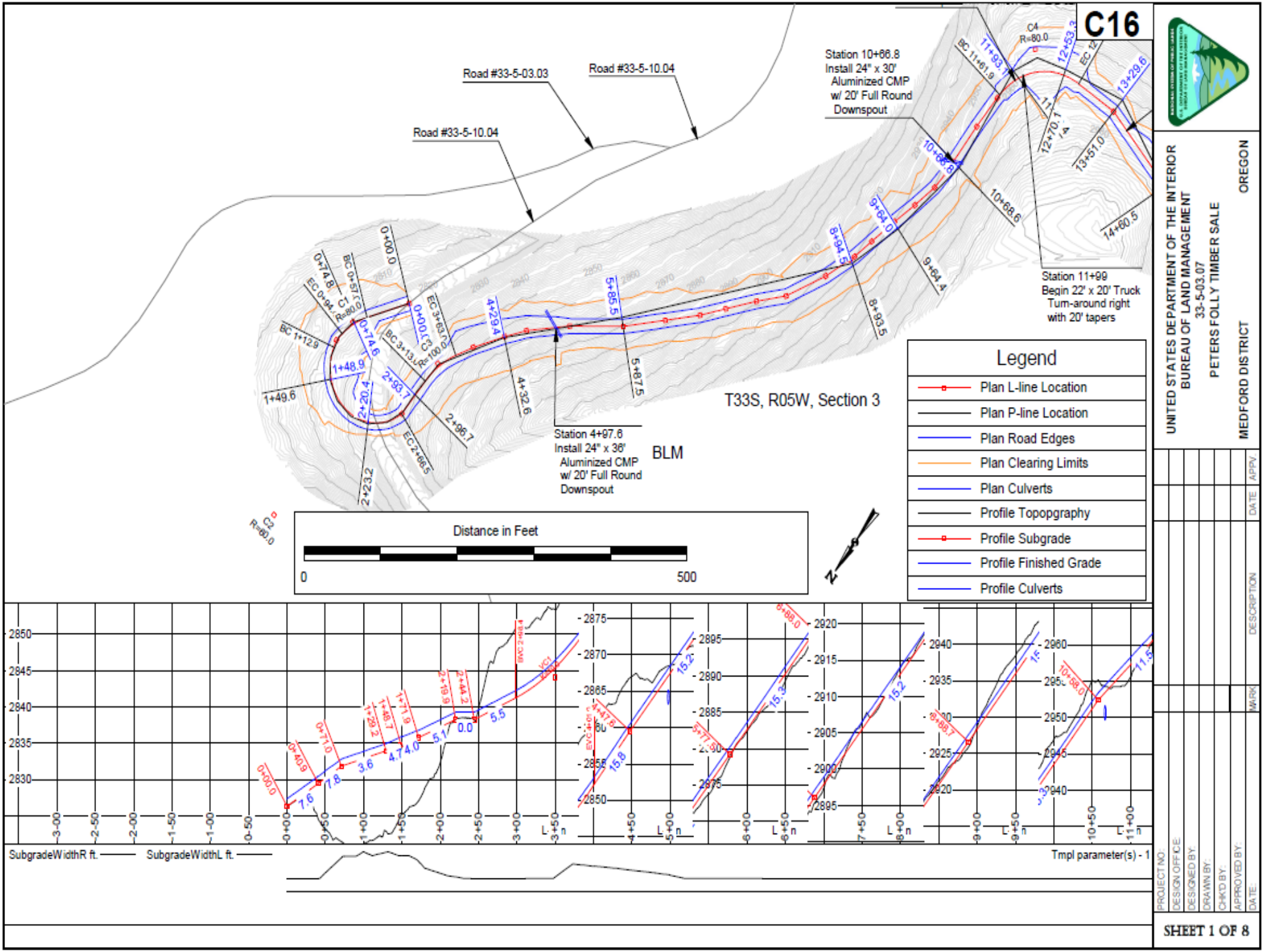
C15

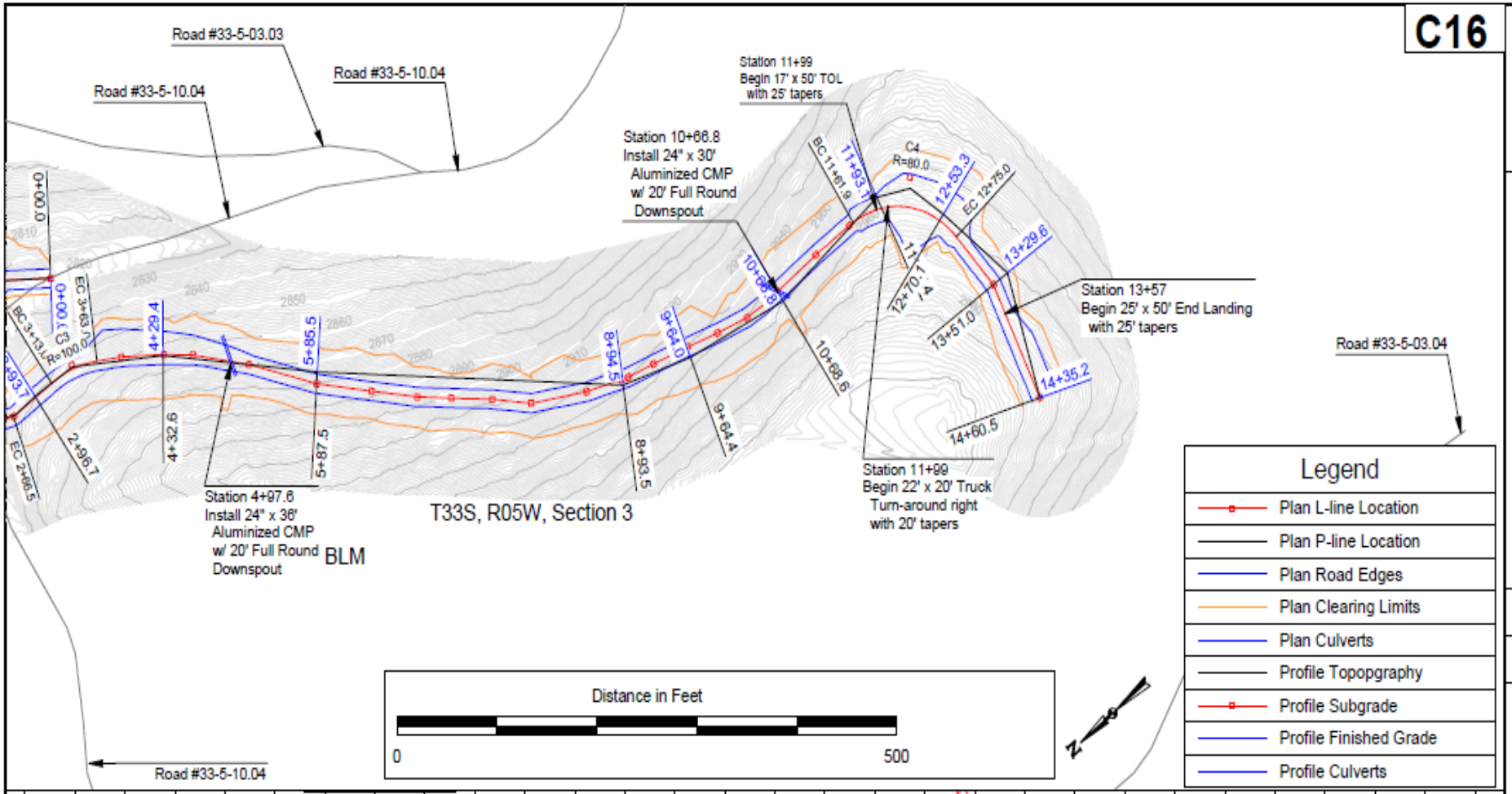
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-10.09
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT OREGON

MARK	DESCRIPTION	DATE	APPV

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

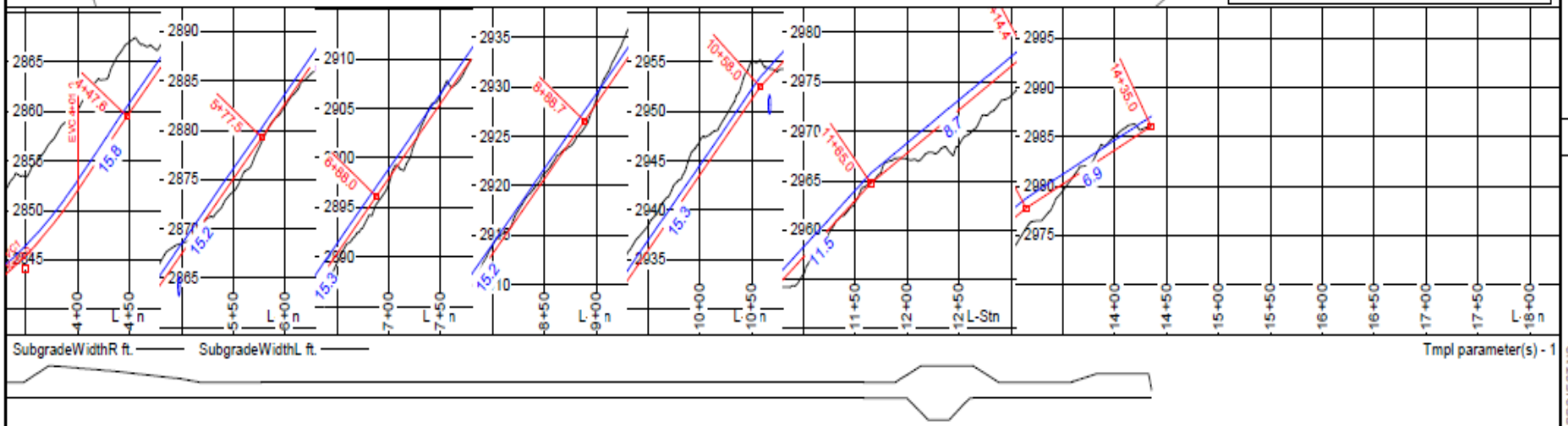
SHEET 4 OF 4


C16
Road #33-5-03.03
Road #33-5-10.04
Road #33-5-10.04
Station 10+66.8
Install 24" x 30'
Aluminized CMP
w/ 20' Full Round
Downspout
Station 11+99
Begin 22' x 20' Truck
Turn-around right
with 20' tapers
Station 4+97.6
Install 24" x 36'
Aluminized CMP
w/ 20' Full Round
Downspout
BLM
T33S, R05W, Section 3
Legend
Plan L-line Location
Plan P-line Location
Plan Road Edges
Plan Clearing Limits
Plan Culverts
Profile Topopgraphy
Profile Subgrade
Profile Finished Grade
Profile Culverts
Distance in Feet
0
500
SubgradeWidthR ft.
SubgradeWidthL ft.
Tmpl parameter(s) - 1
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
OREGON
MEDFORD DISTRICT
PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:
APPV
DATE
DESCRIPTION
MARK
SHEET 1 OF 8



Legend

- Plan L-line Location
- Plan P-line Location
- Plan Road Edges
- Plan Clearing Limits
- Plan Culverts
- Profile Topopgraphy
- Profile Subgrade
- Profile Finished Grade
- Profile Culverts

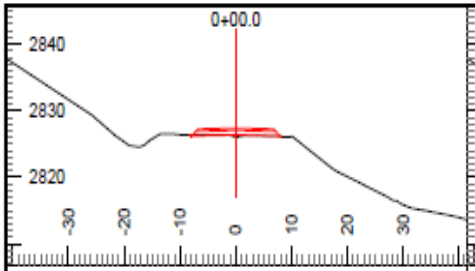


UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
OREGON
MEDFORD DISTRICT

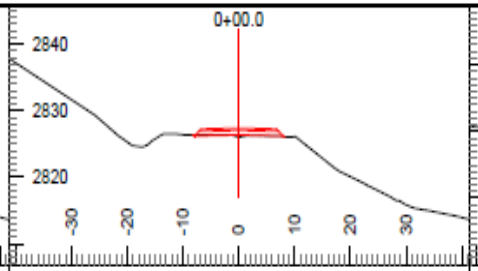
APPV.
DATE
DESCRIPTION
MARK

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

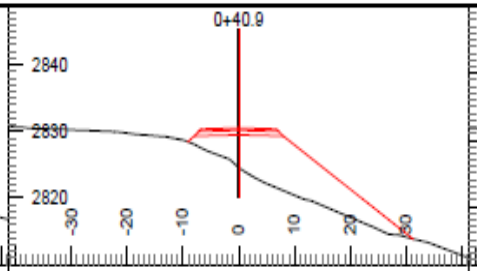
C16



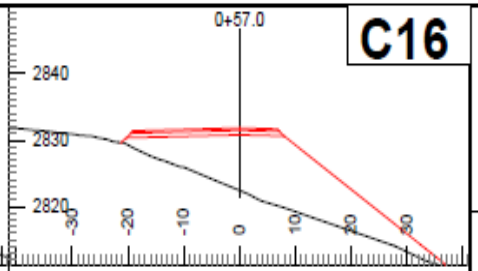
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L-Stn :	0+00.0	Cut Dp:	-0.4	Super R:	-2	Clr R:	13.4		
Grd.Nxt.:	8	L-Ssl:	4	F Slope L:	75				
Grd.Lst:	n/a	L-Ssr:	1	F Slope R:	-67				



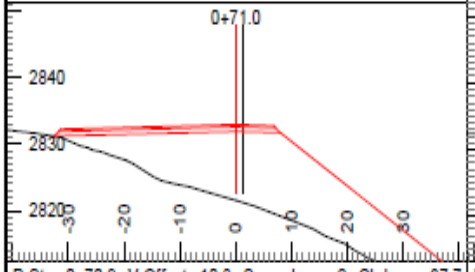
P-Stn :	0+00.0	V.Offset:	0.4	Super L:	-2	Clr L:	13.2		
L-Stn :	0+00.0	Cut Dp:	-0.4	Super R:	-2	Clr R:	13.4		
Grd.Nxt.:	8	L-Ssl:	4	F Slope L:	75				
Grd.Lst:	n/a	L-Ssr:	1	F Slope R:	-67				



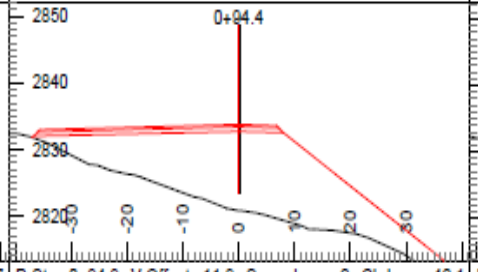
P-Stn :	0+40.9	V.Offset:	6.4	Super L:	-2	Clr L:	14.1		
L-Stn :	0+40.9	Cut Dp:	-4.9	Super R:	-2	Clr R:	40.0		
Grd.Nxt.:	8	L-Ssl:	42	F Slope L:	-75				
Grd.Lst:	8	L-Ssr:	-41	F Slope R:	-67				



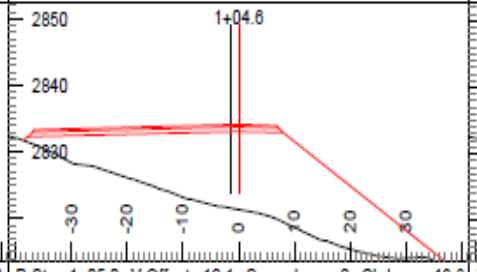
P-Stn :	0+57.0	V.Offset:	8.7	Super L:	-2	Clr L:	26.4		
L-Stn :	0+57.0	Cut Dp:	-8.3	Super R:	-2	Clr R:	48.3		
Grd.Nxt.:	8	L-Ssl:	35	F Slope L:	-75				
Grd.Lst:	8	L-Ssr:	-32	F Slope R:	-67				



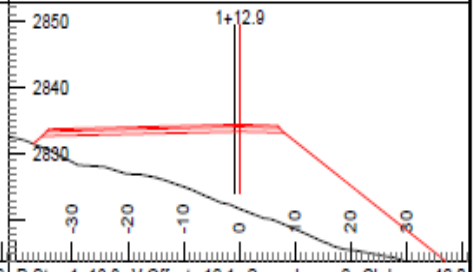
P-Stn :	0+70.9	V.Offset:	10.8	Super L:	-2	Clr L:	37.7		
L-Stn :	0+71.0	Cut Dp:	-10.4	Super R:	-2	Clr R:	52.0		
Grd.Nxt.:	4	L-Ssl:	23	F Slope L:	-75				
Grd.Lst:	8	L-Ssr:	-30	F Slope R:	-67				



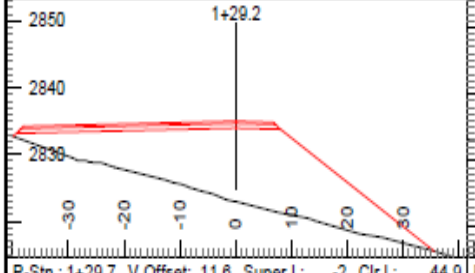
P-Stn :	0+94.9	V.Offset:	11.9	Super L:	-2	Clr L:	42.1		
L-Stn :	0+94.4	Cut Dp:	-11.9	Super R:	-2	Clr R:	53.8		
Grd.Nxt.:	4	L-Ssl:	27	F Slope L:	-75				
Grd.Lst:	4	L-Ssr:	-20	F Slope R:	-67				



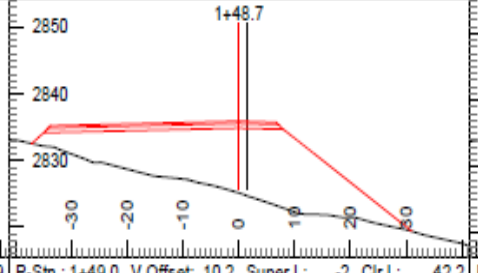
P-Stn :	1+05.0	V.Offset:	12.1	Super L:	-2	Clr L:	43.6		
L-Stn :	1+04.6	Cut Dp:	-11.7	Super R:	-2	Clr R:	54.8		
Grd.Nxt.:	4	L-Ssl:	18	F Slope L:	-75				
Grd.Lst:	4	L-Ssr:	-27	F Slope R:	-67				



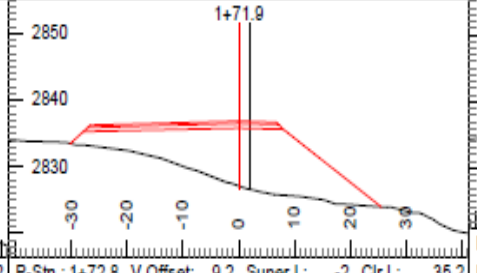
P-Stn :	1+13.3	V.Offset:	12.1	Super L:	-2	Clr L:	42.0		
L-Stn :	1+12.9	Cut Dp:	-11.6	Super R:	-2	Clr R:	53.4		
Grd.Nxt.:	4	L-Ssl:	33	F Slope L:	-75				
Grd.Lst:	4	L-Ssr:	-30	F Slope R:	-67				



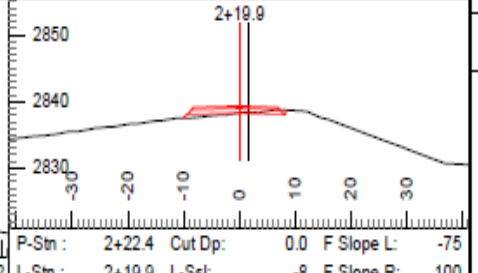
P-Stn :	1+29.7	V.Offset:	11.6	Super L:	-2	Clr L:	44.9		
L-Stn :	1+29.2	Cut Dp:	-11.1	Super R:	-2	Clr R:	45.1		
Grd.Nxt.:	5	L-Ssl:	26	F Slope L:	-75				
Grd.Lst:	4	L-Ssr:	-20	F Slope R:	-67				



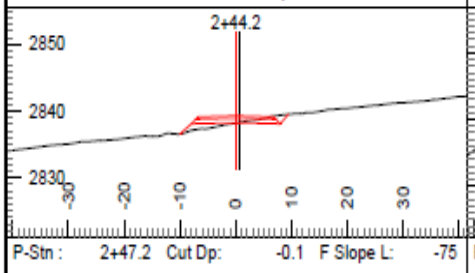
P-Stn :	1+49.0	V.Offset:	10.2	Super L:	-2	Clr L:	42.2		
L-Stn :	1+48.7	Cut Dp:	-9.8	Super R:	-2	Clr R:	39.6		
Grd.Nxt.:	4	L-Ssl:	21	F Slope L:	-75				
Grd.Lst:	5	L-Ssr:	-28	F Slope R:	-67				



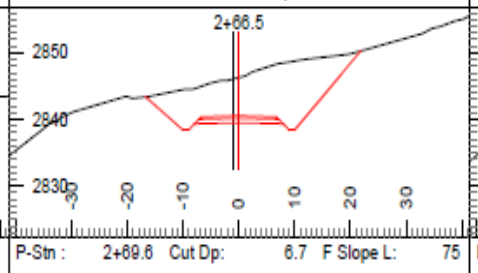
P-Stn :	1+72.8	V.Offset:	9.2	Super L:	-2	Clr L:	35.2		
L-Stn :	1+71.9	Cut Dp:	-8.6	Super R:	-2	Clr R:	33.0		
Grd.Nxt.:	5	L-Ssl:	29	F Slope L:	-75				
Grd.Lst:	4	L-Ssr:	-16	F Slope R:	-67				



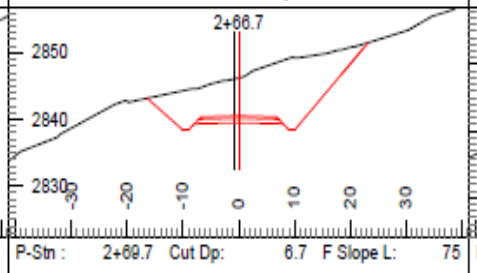
P-Stn :	2+22.4	Cut Dp:	0.0	F Slope L:	-75				
L-Stn :	2+19.9	L-Ssl:	-8	F Slope R:	100				
Grd.Nxt.:	0	L-Ssr:	4	Clr L:	15.2				
Grd.Lst:	5	Super L:	-2	Clr R:	13.6				
V.Offset:	0.7	Super R:	-2						



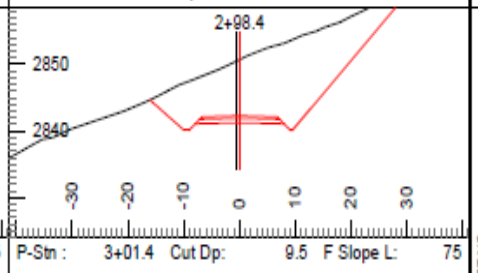
P-Stn :	2+47.2	Cut Dp:	-0.1	F Slope L:	-75				
L-Stn :	2+44.2	L-Ssl:	-17	F Slope R:	100				
Grd.Nxt.:	6	L-Ssr:	14	Clr L:	15.2				
Grd.Lst:	0	Super L:	-2	Clr R:	14.5				
V.Offset:	-0.1	Super R:	-2						



P-Stn :	2+69.6	Cut Dp:	6.7	F Slope L:	75				
L-Stn :	2+66.5	L-Ssl:	-18	F Slope R:	100				
Grd.Nxt.:	6	L-Ssr:	25	Clr L:	22.0				
Grd.Lst:	6	Super L:	-2	Clr R:	29.4				
V.Offset:	-5.7	Super R:	-2						



P-Stn :	2+69.7	Cut Dp:	6.7	F Slope L:	75				
L-Stn :	2+66.7	L-Ssl:	-20	F Slope R:	100				
Grd.Nxt.:	6	L-Ssr:	30	Clr L:	21.6				
Grd.Lst:	6	Super L:	-2	Clr R:	31.2				
V.Offset:	-5.8	Super R:	-2						



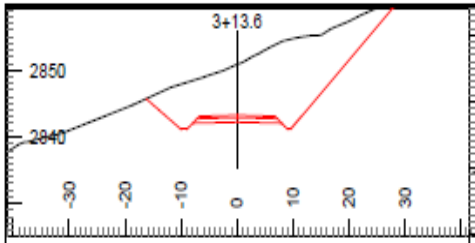
P-Stn :	3+01.4	Cut Dp:	9.5	F Slope L:	75				
L-Stn :	2+98.4	L-Ssl:	-36	F Slope R:	100				
Grd.Nxt.:	6	L-Ssr:	32	Clr L:	21.1				
Grd.Lst:	6	Super L:	-2	Clr R:	41.9				
V.Offset:	-8.8	Super R:	-2						

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

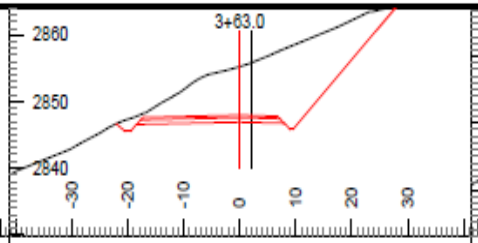
MARK	DESCRIPTION	DATE	APPV

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

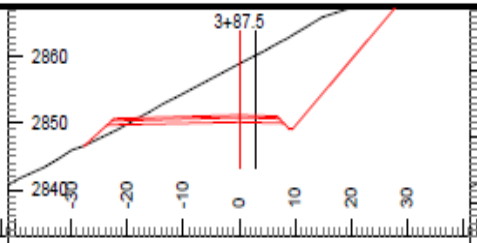
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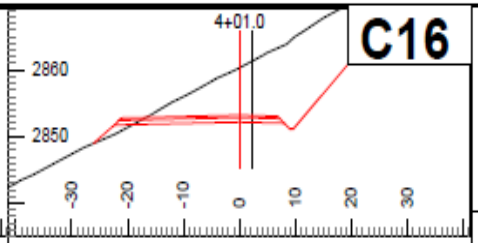
P-Stn :	3+16.6	Cut Dp:	8.7	F Slope L:	75
L-Stn :	3+13.6	L-Ssl:	-29	F Slope R:	100
Grd.Nxt.:	7	L-Ssr:	39	Clr L:	21.3
Grd.Lst:	7	Super L:	-2	Clr R:	41.3
V.Offset:	-8.9	Super R:	-2		



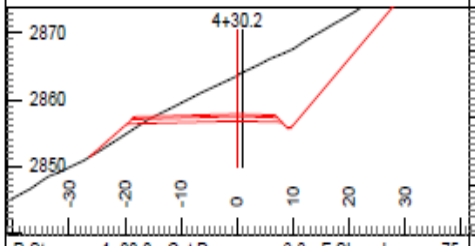
P-Stn :	3+66.4	Cut Dp:	8.3	F Slope L:	75
L-Stn :	3+63.0	L-Ssl:	-35	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	33	Clr L:	27.1
Grd.Lst:	12	Super L:	-2	Clr R:	39.0
V.Offset:	-8.9	Super R:	-2		



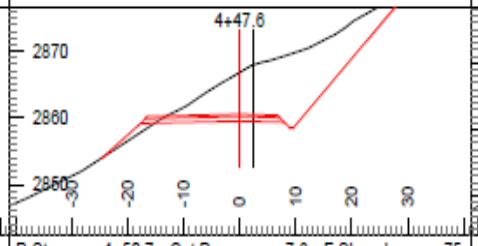
P-Stn :	3+90.8	Cut Dp:	8.7	F Slope L:	-75
L-Stn :	3+87.5	L-Ssl:	-44	F Slope R:	100
Grd.Nxt.:	14	L-Ssr:	45	Clr L:	33.3
Grd.Lst:	14	Super L:	-2	Clr R:	42.6
V.Offset:	-8.6	Super R:	-2		



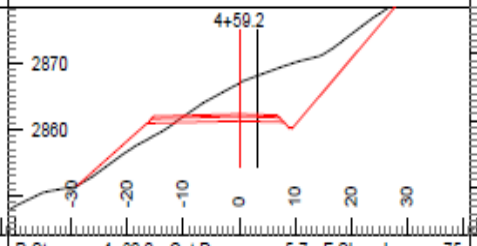
P-Stn :	4+04.3	Cut Dp:	8.2	F Slope L:	-75
L-Stn :	4+01.0	L-Ssl:	-44	F Slope R:	100
Grd.Nxt.:	16	L-Ssr:	47	Clr L:	31.4
Grd.Lst:	16	Super L:	-2	Clr R:	42.8
V.Offset:	-8.2	Super R:	-2		



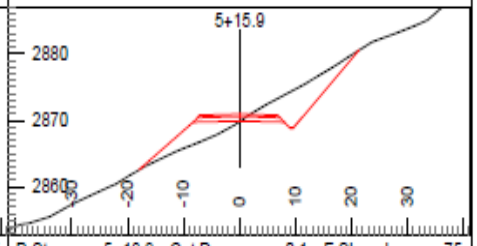
P-Stn :	4+33.3	Cut Dp:	6.8	F Slope L:	-75
L-Stn :	4+30.2	L-Ssl:	-40	F Slope R:	100
Grd.Nxt.:	16	L-Ssr:	41	Clr L:	32.2
Grd.Lst:	16	Super L:	-2	Clr R:	44.5
V.Offset:	-7.0	Super R:	-2		



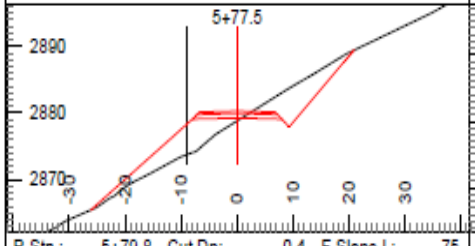
P-Stn :	4+50.7	Cut Dp:	7.3	F Slope L:	-75
L-Stn :	4+47.6	L-Ssl:	-52	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	30	Clr L:	30.8
Grd.Lst:	16	Super L:	-2	Clr R:	41.6
V.Offset:	-5.3	Super R:	-2		



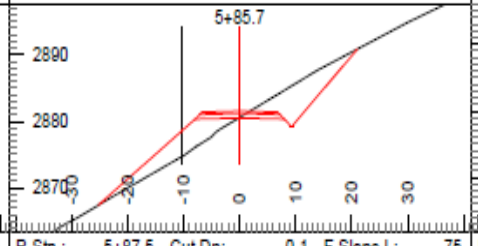
P-Stn :	4+62.2	Cut Dp:	5.7	F Slope L:	-75
L-Stn :	4+59.2	L-Ssl:	-50	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	31	Clr L:	35.7
Grd.Lst:	15	Super L:	-2	Clr R:	39.8
V.Offset:	-4.2	Super R:	-2		



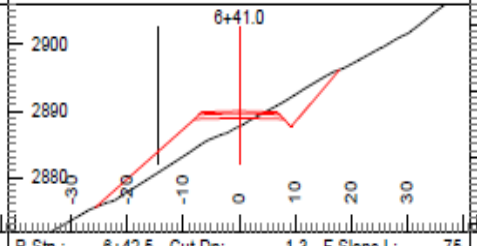
P-Stn :	5+18.9	Cut Dp:	-0.1	F Slope L:	-75
L-Stn :	5+15.9	L-Ssl:	-40	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	49	Clr L:	24.9
Grd.Lst:	15	Super L:	-2	Clr R:	29.2
V.Offset:	1.0	Super R:	-2		



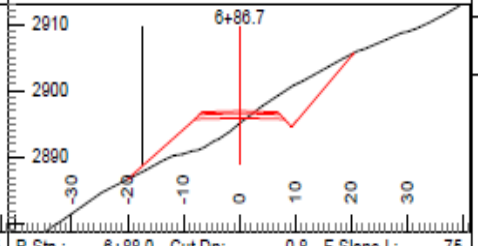
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L-Stn :	5+77.5	L-Ssl:	-54	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	52	Clr L:	34.9
Grd.Lst:	15	Super L:	-2	Clr R:	28.5
V.Offset:	6.7	Super R:	-2		



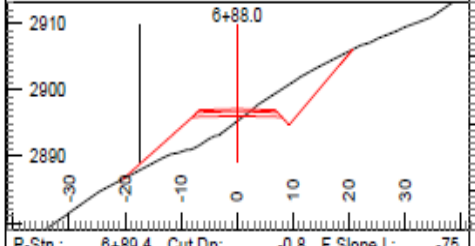
P-Stn :	5+87.5	Cut Dp:	0.1	F Slope L:	-75
L-Stn :	5+85.7	L-Ssl:	-57	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	51	Clr L:	33.9
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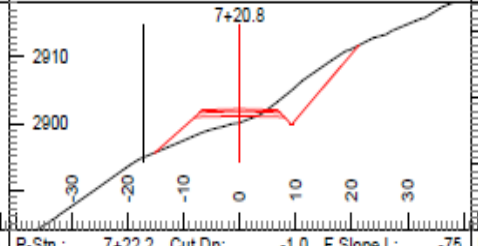
P-Stn :	6+42.5	Cut Dp:	-1.3	F Slope L:	-75
L-Stn :	6+41.0	L-Ssl:	-45	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	48	Clr L:	34.4
Grd.Lst:	15	Super L:	-2	Clr R:	24.7
V.Offset:	6.0	Super R:	-2		



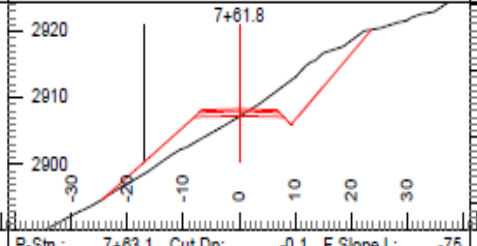
P-Stn :	6+88.0	Cut Dp:	-0.8	F Slope L:	-75
L-Stn :	6+86.7	L-Ssl:	-46	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	58	Clr L:	27.6
Grd.Lst:	15	Super L:	-2	Clr R:	27.9
V.Offset:	4.8	Super R:	-2		



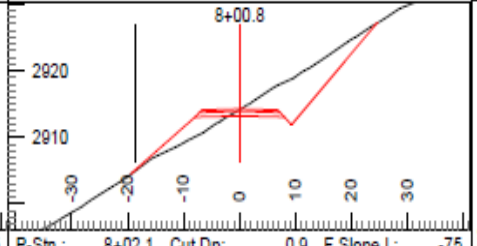
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L-Stn :	6+88.0	L-Ssl:	-46	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	59	Clr L:	28.1
Grd.Lst:	15	Super L:	-2	Clr R:	28.2
V.Offset:	4.7	Super R:	-2		



P-Stn :	7+22.2	Cut Dp:	-1.0	F Slope L:	-75
L-Stn :	7+20.8	L-Ssl:	-26	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	54	Clr L:	21.6
Grd.Lst:	15	Super L:	-2	Clr R:	28.9
V.Offset:	3.8	Super R:	-2		



P-Stn :	7+63.1	Cut Dp:	-0.1	F Slope L:	-75
L-Stn :	7+61.8	L-Ssl:	-48	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	59	Clr L:	33.0
Grd.Lst:	15	Super L:	-2	Clr R:	31.9
V.Offset:	2.6	Super R:	-2		



P-Stn :	8+02.1	Cut Dp:	0.9	F Slope L:	-75
L-Stn :	8+00.8	L-Ssl:	-49	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	50	Clr L:	27.0
Grd.Lst:	15	Super L:	-2	Clr R:	33.9
V.Offset:	1.5	Super R:	-2		

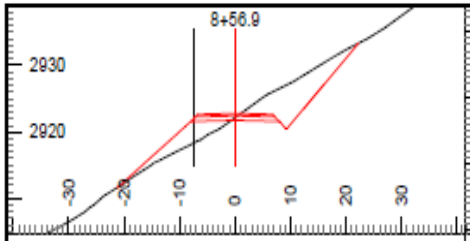
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

				APPV.
				DATE
				DESCRIPTION
				MARK

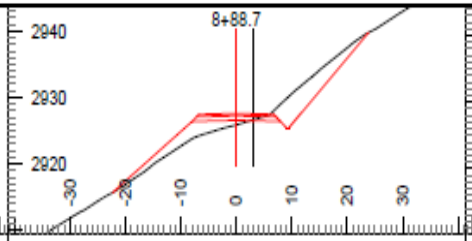
PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

SHEET 4 OF 8

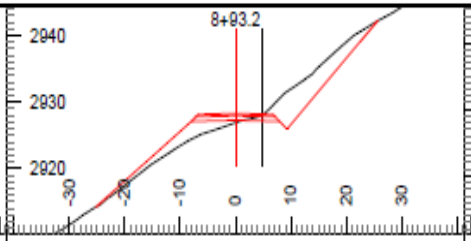
C16



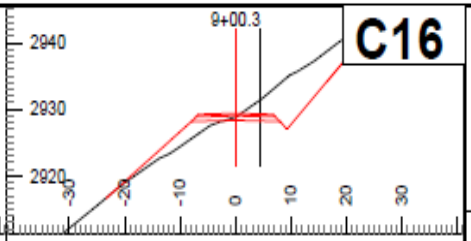
P-Stn :	8+57.1	Cut Dp:	0.4	F Slope L:	-75
L-Stn :	8+56.9	L-Ssl:	-49	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	52	Clr L:	29.4
Grd.Lst:	15	Super L:	-2	Clr R:	30.6
V.Offset:	0.2	Super R:	-2		



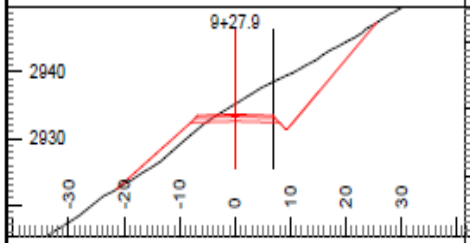
P-Stn :	8+87.1	Cut Dp:	-0.7	F Slope L:	-75
L-Stn :	8+88.7	L-Ssl:	-32	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	47	Clr L:	30.4
Grd.Lst:	15	Super L:	-2	Clr R:	32.9
V.Offset:	-0.4	Super R:	-2		



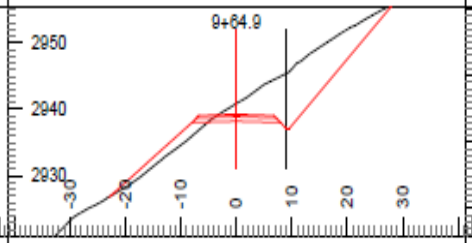
P-Stn :	8+91.5	Cut Dp:	-0.4	F Slope L:	-75
L-Stn :	8+93.2	L-Ssl:	-35	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	51	Clr L:	34.1
Grd.Lst:	15	Super L:	-2	Clr R:	35.2
V.Offset:	-0.5	Super R:	-2		



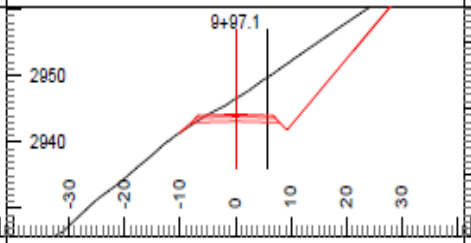
P-Stn :	9+00.3	Cut Dp:	0.5	F Slope L:	-75
L-Stn :	9+00.3	L-Ssl:	-44	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	64	Clr L:	32.1
Grd.Lst:	15	Super L:	-2	Clr R:	36.7
V.Offset:	-1.4	Super R:	-2		



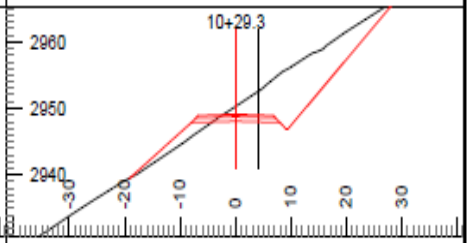
P-Stn :	9+27.8	Cut Dp:	2.6	F Slope L:	-75
L-Stn :	9+27.9	L-Ssl:	-61	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	46	Clr L:	29.3
Grd.Lst:	15	Super L:	-2	Clr R:	35.1
V.Offset:	-3.8	Super R:	-2		



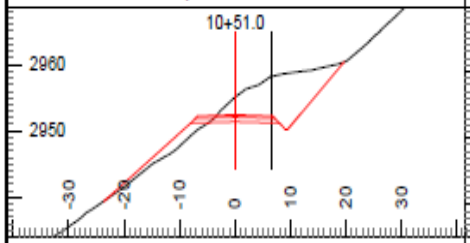
P-Stn :	9+65.9	Cut Dp:	2.7	F Slope L:	-75
L-Stn :	9+64.9	L-Ssl:	-62	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	52	Clr L:	31.1
Grd.Lst:	15	Super L:	-2	Clr R:	39.9
V.Offset:	-7.1	Super R:	-2		



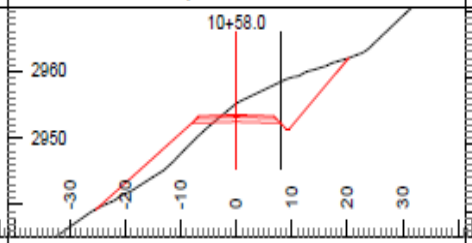
P-Stn :	9+98.0	Cut Dp:	3.4	F Slope L:	-75
L-Stn :	9+97.1	L-Ssl:	-51	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	57	Clr L:	15.9
Grd.Lst:	15	Super L:	-2	Clr R:	44.3
V.Offset:	-6.4	Super R:	-2		



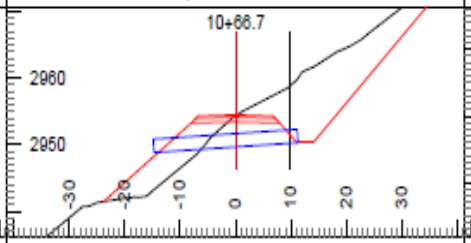
P-Stn :	10+30.1	Cut Dp:	2.3	F Slope L:	-75
L-Stn :	10+29.3	L-Ssl:	-58	F Slope R:	100
Grd.Nxt.:	15	L-Ssr:	59	Clr L:	26.7
Grd.Lst:	15	Super L:	-2	Clr R:	39.9
V.Offset:	-5.6	Super R:	-2		



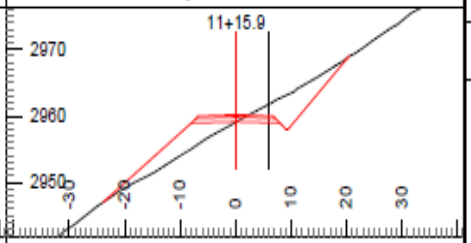
P-Stn :	10+51.7	Cut Dp:	3.7	F Slope L:	-75
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Grd.Nxt.:	15	L-Ssr:	37	Clr L:	32.4
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V.Offset:	-5.1	Super R:	-2		



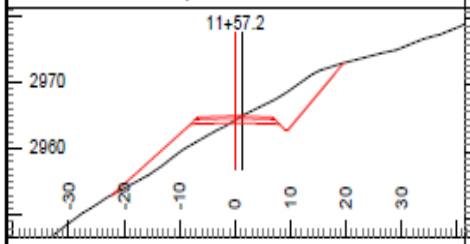
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L-Stn :	10+58.0	L-Ssl:	-75	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	39	Clr L:	34.3
Grd.Lst:	15	Super L:	-2	Clr R:	28.1
V.Offset:	-4.9	Super R:	-2		



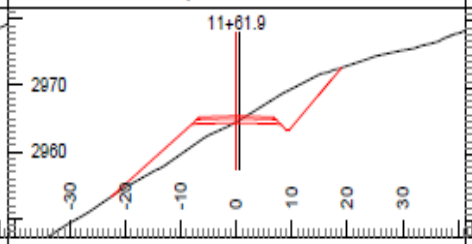
P-Stn :	10+67.1	Cut Dp:	0.8	F Slope L:	-75
L-Stn :	10+66.7	L-Ssl:	-78	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	47	Clr L:	31.8
Grd.Lst:	12	Super L:	-2	Clr R:	50.2
V.Offset:	-5.1	Super R:	-2		



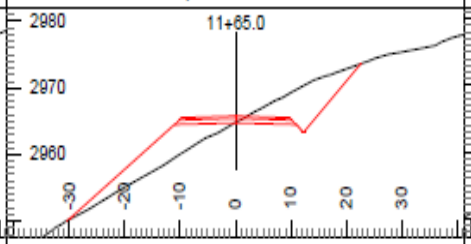
P-Stn :	11+18.8	Cut Dp:	-0.1	F Slope L:	-75
L-Stn :	11+15.9	L-Ssl:	-50	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	44	Clr L:	32.7
Grd.Lst:	12	Super L:	-2	Clr R:	28.5
V.Offset:	-1.1	Super R:	-2		



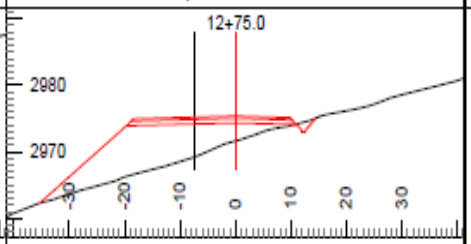
P-Stn :	11+59.9	Cut Dp:	0.4	F Slope L:	-75
L-Stn :	11+57.2	L-Ssl:	-49	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	46	Clr L:	30.3
Grd.Lst:	12	Super L:	-2	Clr R:	26.7
V.Offset:	2.4	Super R:	-2		



P-Stn :	11+64.5	Cut Dp:	0.2	F Slope L:	-75
L-Stn :	11+61.9	L-Ssl:	-48	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	50	Clr L:	30.9
Grd.Lst:	12	Super L:	-2	Clr R:	25.8
V.Offset:	2.8	Super R:	-2		



P-Stn :	11+67.6	Cut Dp:	0.1	F Slope L:	-75
L-Stn :	11+65.0	L-Ssl:	-48	F Slope R:	100
Grd.Nxt.:	9	L-Ssr:	45	Clr L:	39.5
Grd.Lst:	12	Super L:	-2	Clr R:	29.5
V.Offset:	3.1	Super R:	-2		

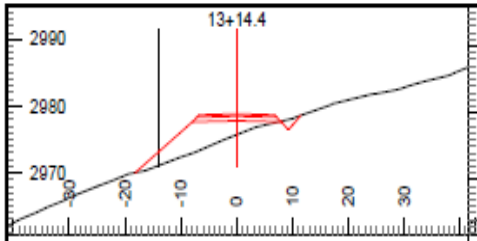


P-Stn :	12+92.0	Cut Dp:	-2.7	F Slope L:	-75
L-Stn :	12+75.0	L-Ssl:	-31	F Slope R:	100
Grd.Nxt.:	9	L-Ssr:	23	Clr L:	42.5
Grd.Lst:	9	Super L:	-2	Clr R:	19.5
V.Offset:	6.0	Super R:	-2		

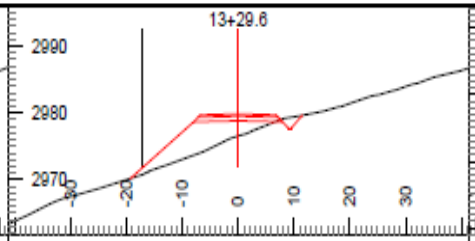
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

MARK	DESCRIPTION	DATE	APPV

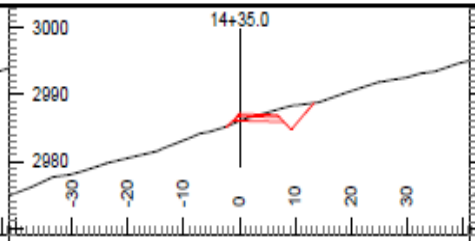
PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:



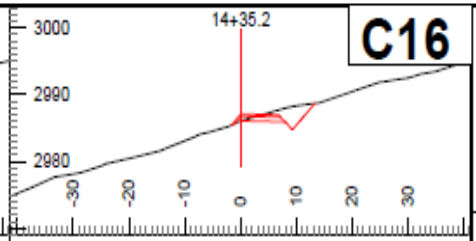
P-Stn :	13+30.8	Cut Dp:	-2.1	F Slope L:	-75
L-Stn :	13+14.4	L-Ssl:	-34	F Slope R:	100
Grd.Nxt.:	7	L-Ssr:	24	Clr L:	24.9
Grd.Lst:	9	Super L:	-2	Clr R:	16.6
V.Offset:	7.9	Super R:	-2		



P-Stn :	13+56.2	Cut Dp:	-2.3	F Slope L:	-75
L-Stn :	13+29.6	L-Ssl:	-35	F Slope R:	100
Grd.Nxt.:	7	L-Ssr:	29	Clr L:	26.3
Grd.Lst:	7	Super L:	-2	Clr R:	16.6
V.Offset:	7.4	Super R:	-2		



P-Stn :	14+60.4	Cut Dp:	0.0	F Slope L:	-75
L-Stn :	14+35.0	L-Ssl:	-30	F Slope R:	100
Grd.Nxt.:	n/a	L-Ssr:	23	Clr L:	7.6
Grd.Lst:	7	Super L:	-2	Clr R:	18.8
V.Offset:	0.0	Super R:	-2		



P-Stn :	14+60.5	Cut Dp:	0.0	F Slope L:	***
L-Stn :	14+35.2	L-Ssl:	-30	F Slope R:	100
Grd.Nxt.:	n/a	L-Ssr:	23	Clr L:	7.0
Grd.Lst:	11	Super L:	-2	Clr R:	18.7
V.Offset:	0.0	Super R:	-2		

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UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

MARK	DESCRIPTION	DATE	APPV

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

SHEET 6 OF 8

P-Stn ft.	H.Offset ft.	L-Stn ft.	Grade %	SG Cut V. Cu. Yd.	SG Fill V. Cu. Yd.	Mass H. Cu. Yd.	Srf1 Fill V. Cu. Yd.	Srf2 Fill V. Cu. Yd.
0+00.0	0.0	0+00.0		0.0	0.0	0.0	0.0	0.0
0+00.0	0.0	0+00.0		0.7	229.5	-228.8	32.9	15.1
0+57.0	0.1	0+57.0		0.0	284.7	-513.5	21.4	10.2
0+74.8	-1.9	0+74.6	4	0.0	389.0	-902.5	28.5	13.7
0+94.9	-0.3	0+94.4	4	0.0	96.6	-999.0	7.6	3.6
0+99.8	-0.5	0+99.2	4	0.0	113.8	-1112.8	8.7	4.2
1+05.0	1.4	1+04.6	4	0.0	181.5	-1294.3	12.5	6.0
1+13.3	1.0	1+12.9	4	0.0	228.0	-1522.4	17.5	8.4
1+24.8	-0.8	1+24.4		0.0	441.9	-1964.3	38.1	18.3
1+49.6	-1.6	1+48.9		0.0	326.0	-2290.3	33.8	16.2
1+74.5	-2.2	1+73.2	5	0.0	178.5	-2468.8	21.6	10.2
1+99.2	-2.3	1+97.1		0.6	48.3	-2516.5	15.1	7.0
2+23.2	-1.8	2+20.4		5.4	2.2	-2513.4	13.1	6.0
2+48.2	-0.7	2+45.1	6	79.6	0.5	-2434.3	11.2	5.1
2+69.6	0.9	2+66.5	6	1.2	0.0	-2433.1	0.1	0.0
2+69.7	0.9	2+66.7	6	22.1	0.0	-2411.0	1.3	0.6
2+72.0	0.0	2+69.1	6	274.5	0.0	-2136.5	12.9	5.9
2+96.7	0.9	2+93.7		249.1	0.0	-1887.4	10.4	4.7
3+16.6	0.0	3+13.6	p 8	295.5	0.0	-1591.9	13.1	6.0
3+41.9	1.9	3+38.6	p 11	283.1	0.0	-1308.8	15.6	7.2
3+66.4	-2.1	3+63.0	p 13	308.4	3.0	-1003.4	25.8	12.2
3+90.8	-3.1	3+87.5		516.4	8.9	-495.8	42.0	19.9
4+32.6	-0.8	4+29.4	16	7.9	0.2	-488.1	0.7	0.3
4+33.3	-0.9	4+30.2		272.9	9.1	-224.3	25.4	11.9
4+62.2	-3.3	4+59.2	15	277.9	72.9	-19.4	39.5	18.3
5+18.9	-0.2	5+15.9		115.9	142.1	-45.6	36.5	16.6
5+87.5	10.1	5+85.5	15	0.4	0.4	-45.6	0.1	0.0
5+87.5	10.2	5+85.7	15	97.9	131.0	-78.7	28.9	13.2
6+42.5	14.3	6+41.0	15	78.1	105.0	-105.6	23.9	10.9
6+88.0	17.5	6+86.7		79.3	46.0	-72.3	17.9	8.2
7+22.2	17.2	7+20.8	15	115.7	44.1	-0.7	21.4	9.8
7+63.1	16.8	7+61.8	15	99.7	54.9	44.1	20.5	9.3
8+02.1	18.7	8+00.8	15	159.4	81.4	122.1	29.4	13.4
8+57.1	7.2	8+56.9		76.3	47.1	151.3	19.0	8.7
8+91.5	-4.4	8+93.2	15	3.0	1.4	152.9	0.6	0.3
8+93.5	-4.9	8+94.5	15	18.2	5.4	165.8	3.1	1.4
9+00.3	-4.5	9+00.3	15	108.6	26.5	247.9	14.5	6.6
9+27.8	-6.7	9+27.9	15	184.0	21.5	410.3	18.9	8.6
9+64.4	-9.2	9+64.0	15	4.8	0.7	414.4	0.5	0.2
9+65.9	-9.1	9+64.9	15	198.0	18.6	593.8	16.9	7.7
9+98.0	-5.8	9+97.1	15	191.0	12.9		16.8	7.7
10+30.1		10+29.3						
Pg. Tot.				4125.6	3353.6		717.7	333.6
Cum. Tot.				4125.6	3353.6		717.7	333.6

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UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
OREGON
MEDFORD DISTRICT

APPV.
DATE
DESCRIPTION
MARK

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

SHEET 7 OF 8

P-Stn ft.	H.Offset ft.	L-Stn ft.	Grade %	SG Cut V. Cu. Yd.	SG Fill V. Cu. Yd.	Mass H. Cu. Yd.	Srf1 Fill V. Cu. Yd.	Srf2 Fill V. Cu. Yd.
9+98.0	-5.8	9+97.1		191.0	12.9	593.8	16.8	7.7
10+30.1	-4.0	10+29.3	15	100.9	14.2	771.9	11.4	5.2
10+51.7	-6.4	10+51.0	15	72.9	27.7	858.5	8.3	3.8
10+67.1	-9.7	10+66.7		0.5	0.2	903.7	0.0	0.0
10+68.6	-9.8	10+66.8	12	130.0	125.7	904.0	25.7	11.7
11+18.8	-6.0	11+15.9	12	84.6	69.6	908.4	21.7	9.9
11+59.9	-1.3	11+57.2	12	10.3	6.3	923.4	2.4	1.1
11+64.5	-0.6	11+61.9	12	64.9	65.3	927.4	22.8	10.6
11+96.4	10.5	11+93.1		70.4	124.1	927.0	36.3	17.4
12+30.5	15.8	12+18.8	9	149.1	315.9	873.3	68.7	33.1
12+70.1	6.6	12+53.3	9	4.2	220.7	706.4	27.9	13.3
12+92.0	7.2	12+75.0	9	2.8	156.3	489.9	31.1	14.2
13+51.0	17.1	13+29.6		0.0	0.0	336.3	0.0	0.0
13+56.2	16.3	13+29.6	7	119.7	122.6	336.3	72.7	33.5
14+60.5	0.0	14+35.2				333.4		
Pg. Tot.				1001.3	1261.5		345.8	161.5
Cum. Tot.				4935.9	4602.3		1046.8	487.2

C16

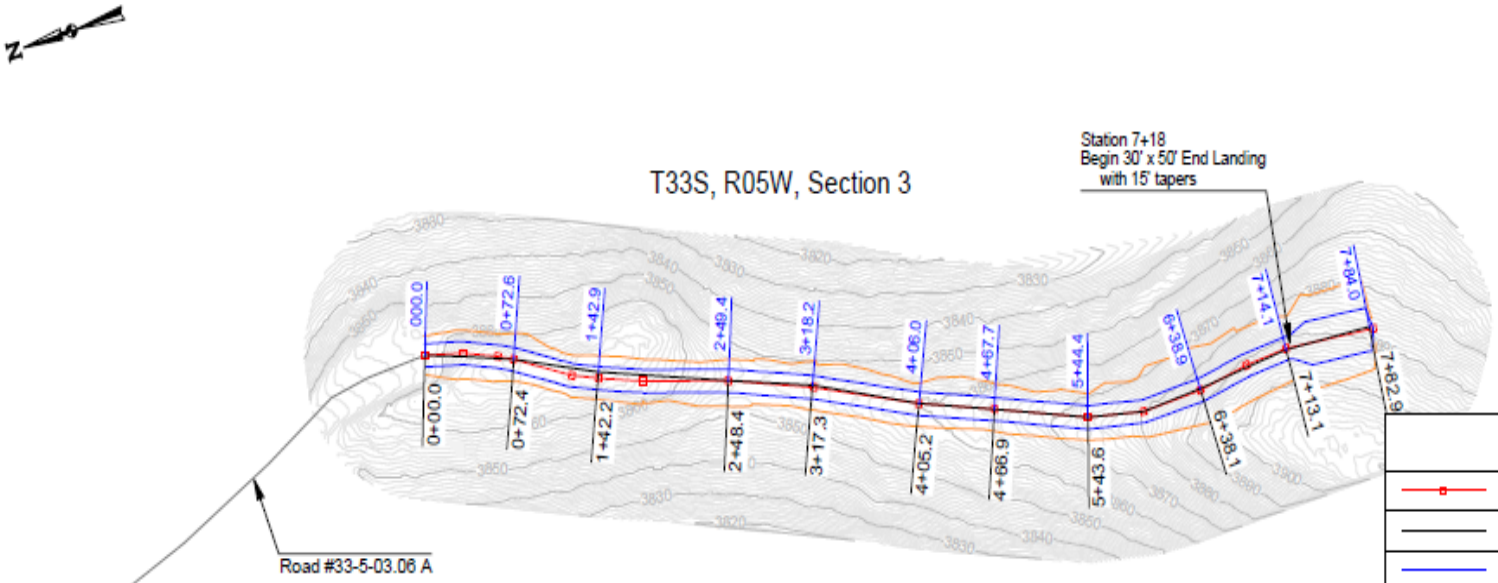
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.07
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT OREGON

MARK	DESCRIPTION	DATE	APPV

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

SHEET 8 OF 8

C17

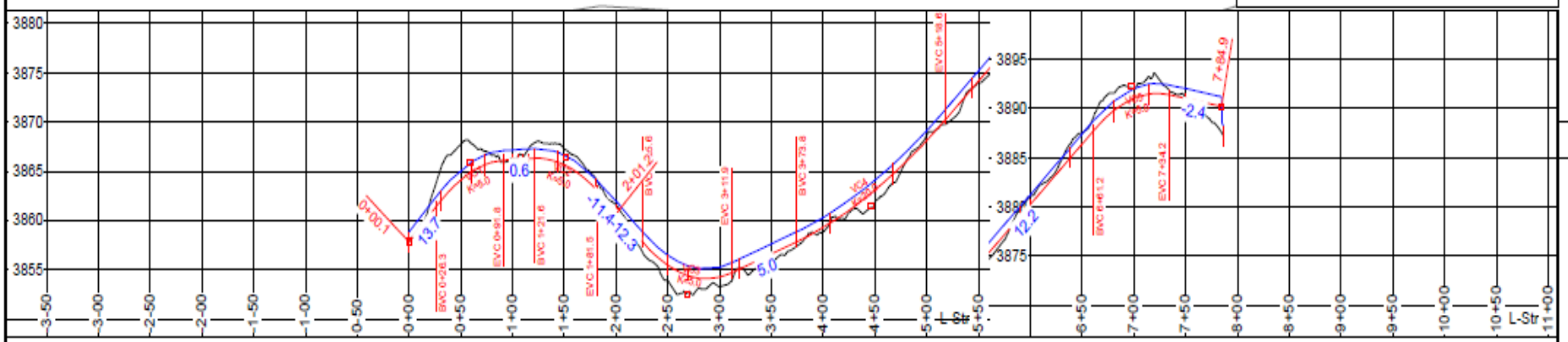


Distance in Feet

0 500

Legend

- Plan L-line Location
- Plan P-line Location
- Plan Road Edges
- Plan Clearing Limits
- Plan Culverts
- Profile Topopgraphy
- Profile Subgrade
- Profile Finished Grade
- Profile Culverts

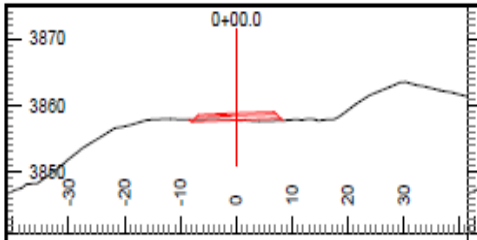


UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.06 B
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

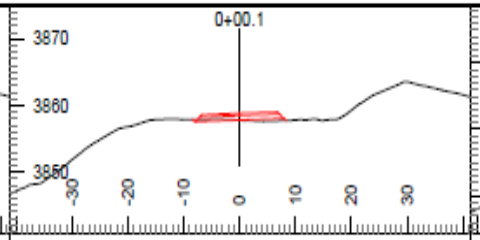
	APPV.	DATE	DESCRIPTION	MARK

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

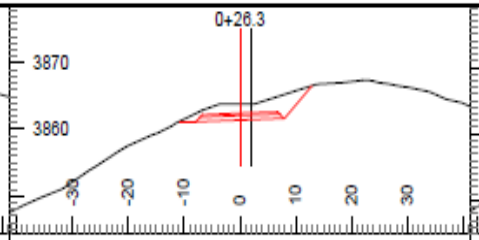
C17



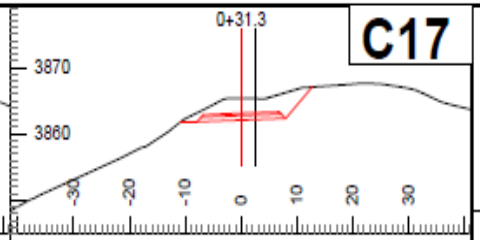
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L-Stn :	0+00.0	L-Ssl:	1	F Slope R:	-100
Grd.Nxt.:	21	L-Ssr:	0	Clr L:	13.5
Grd.Lst:	n/a	Super L:	-3	Clr R:	13.3
V.Offset:	3857.8	Super R:	3		



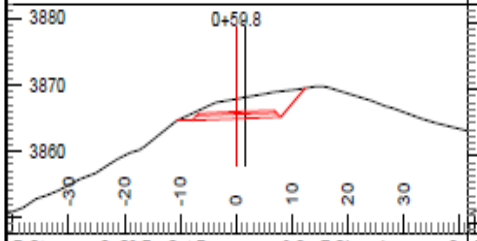
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L-Stn :	0+00.1	L-Ssl:	1	F Slope R:	-100
Grd.Nxt.:	14	L-Ssr:	0	Clr L:	13.5
Grd.Lst:	n/a	Super L:	-3	Clr R:	13.4
V.Offset:	3857.8	Super R:	3		



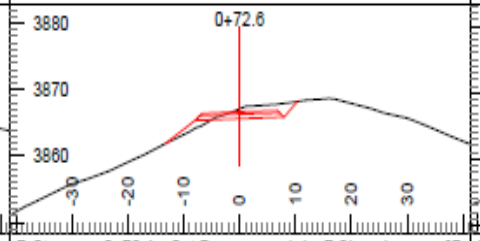
P-Stn :	0+26.3	Cut Dp:	2.5	F Slope L:	0
L-Stn :	0+26.3	L-Ssl:	-23	F Slope R:	100
Grd.Nxt.:	14	L-Ssr:	19	Clr L:	16.0
Grd.Lst:	14	Super L:	-3	Clr R:	18.7
V.Offset:	3861.4	Super R:	3		



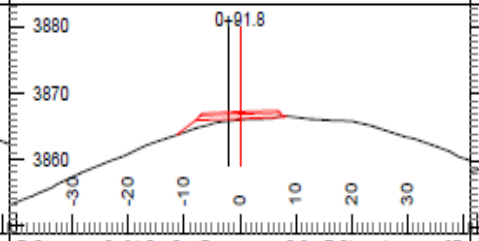
P-Stn :	0+31.2	Cut Dp:	3.3	F Slope L:	0
L-Stn :	0+31.3	L-Ssl:	-31	F Slope R:	100
Grd.Nxt.:	13	L-Ssr:	13	Clr L:	16.1
Grd.Lst:	13	Super L:	-3	Clr R:	18.5
V.Offset:	3862.1	Super R:	3		



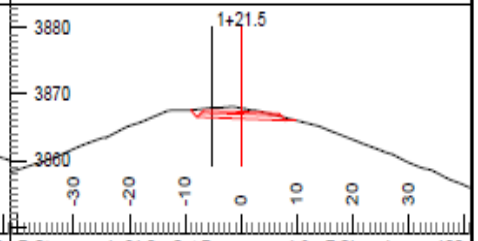
P-Stn :	0+59.7	Cut Dp:	3.0	F Slope L:	0
L-Stn :	0+59.8	L-Ssl:	-30	F Slope R:	100
Grd.Nxt.:	7	L-Ssr:	14	Clr L:	15.9
Grd.Lst:	7	Super L:	-3	Clr R:	17.9
V.Offset:	3864.9	Super R:	3		



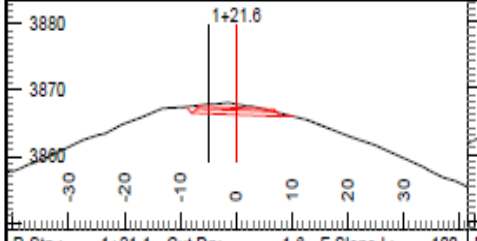
P-Stn :	0+72.4	Cut Dp:	1.4	F Slope L:	-67
L-Stn :	0+72.6	L-Ssl:	-39	F Slope R:	100
Grd.Nxt.:	4	L-Ssr:	11	Clr L:	19.2
Grd.Lst:	4	Super L:	-3	Clr R:	15.6
V.Offset:	3865.6	Super R:	3		



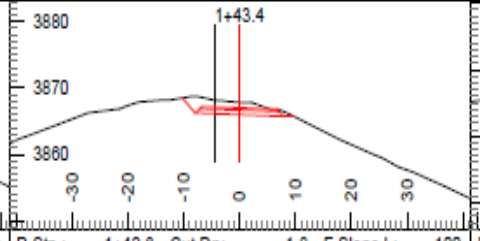
P-Stn :	0+91.5	Cut Dp:	-0.2	F Slope L:	-67
L-Stn :	0+91.8	L-Ssl:	-19	F Slope R:	100
Grd.Nxt.:	1	L-Ssr:	4	Clr L:	16.8
Grd.Lst:	1	Super L:	-3	Clr R:	13.2
V.Offset:	3866.1	Super R:	3		



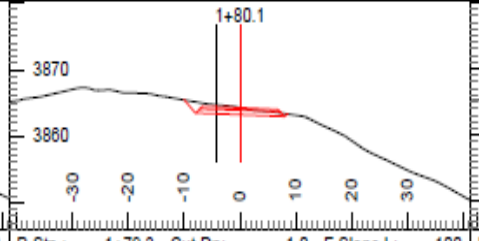
P-Stn :	1+21.0	Cut Dp:	1.6	F Slope L:	100
L-Stn :	1+21.5	L-Ssl:	-3	F Slope R:	0
Grd.Nxt.:	1	L-Ssr:	-19	Clr L:	14.1
Grd.Lst:	1	Super L:	3	Clr R:	14.7
V.Offset:	3866.3	Super R:	-3		



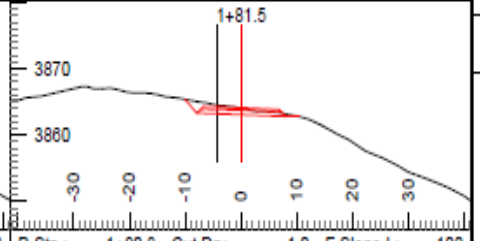
P-Stn :	1+21.1	Cut Dp:	1.6	F Slope L:	100
L-Stn :	1+21.6	L-Ssl:	-5	F Slope R:	0
Grd.Nxt.:	1	L-Ssr:	-18	Clr L:	13.9
Grd.Lst:	1	Super L:	3	Clr R:	15.1
V.Offset:	3866.3	Super R:	-3		



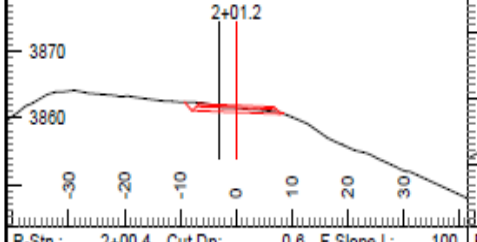
P-Stn :	1+42.6	Cut Dp:	1.8	F Slope L:	100
L-Stn :	1+43.4	L-Ssl:	7	F Slope R:	0
Grd.Nxt.:	-4	L-Ssr:	-22	Clr L:	15.4
Grd.Lst:	-4	Super L:	3	Clr R:	14.9
V.Offset:	3866.0	Super R:	-3		



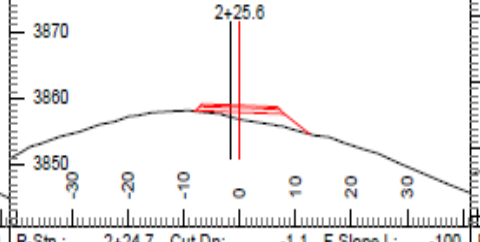
P-Stn :	1+79.3	Cut Dp:	1.0	F Slope L:	100
L-Stn :	1+80.1	L-Ssl:	12	F Slope R:	67
Grd.Nxt.:	-11	L-Ssr:	-11	Clr L:	15.3
Grd.Lst:	-11	Super L:	3	Clr R:	13.6
V.Offset:	3863.2	Super R:	-3		



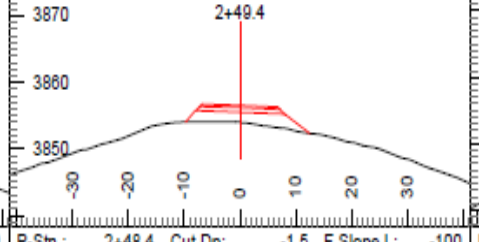
P-Stn :	1+80.8	Cut Dp:	1.0	F Slope L:	100
L-Stn :	1+81.5	L-Ssl:	13	F Slope R:	0
Grd.Nxt.:	-11	L-Ssr:	-12	Clr L:	15.3
Grd.Lst:	-11	Super L:	3	Clr R:	15.5
V.Offset:	3863.1	Super R:	-3		



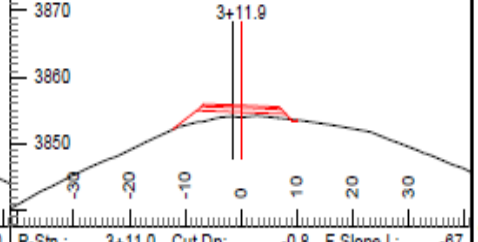
P-Stn :	2+00.4	Cut Dp:	0.6	F Slope L:	100
L-Stn :	2+01.2	L-Ssl:	10	F Slope R:	0
Grd.Nxt.:	-12	L-Ssr:	-13	Clr L:	14.4
Grd.Lst:	-11	Super L:	3	Clr R:	13.7
V.Offset:	3860.8	Super R:	-3		



P-Stn :	2+24.7	Cut Dp:	-1.1	F Slope L:	-100
L-Stn :	2+25.6	L-Ssl:	13	F Slope R:	-67
Grd.Nxt.:	-12	L-Ssr:	-17	Clr L:	13.1
Grd.Lst:	-12	Super L:	3	Clr R:	18.1
V.Offset:	3857.8	Super R:	-3		



P-Stn :	2+48.4	Cut Dp:	-1.5	F Slope L:	-100
L-Stn :	2+49.4	L-Ssl:	1	F Slope R:	-67
Grd.Nxt.:	-8	L-Ssr:	-14	Clr L:	14.8
Grd.Lst:	-8	Super L:	3	Clr R:	17.8
V.Offset:	3855.5	Super R:	-3		



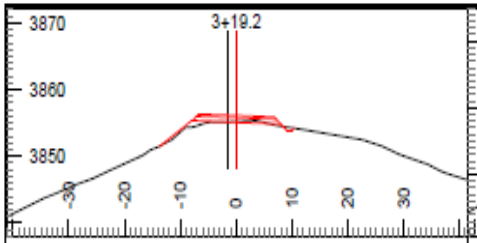
P-Stn :	3+11.0	Cut Dp:	-0.8	F Slope L:	-67
L-Stn :	3+11.9	L-Ssl:	-11	F Slope R:	100
Grd.Nxt.:	5	L-Ssr:	-4	Clr L:	17.8
Grd.Lst:	5	Super L:	3	Clr R:	15.2
V.Offset:	3854.7	Super R:	-3		

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PETERS FOLLY TIMBER SALE
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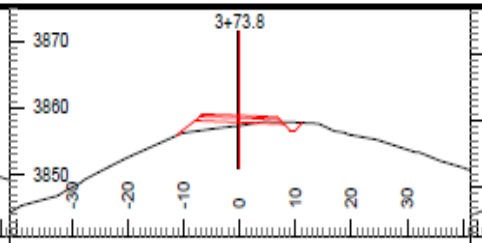
MARK	DESCRIPTION	DATE	APPV.

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

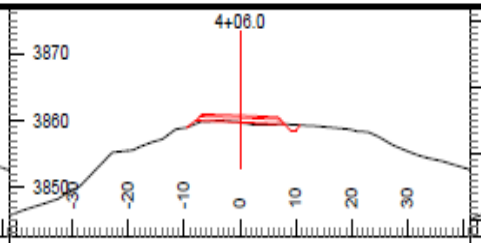
C17



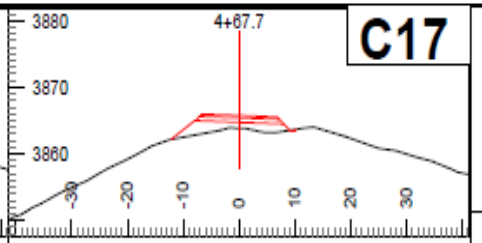
P-Stn :	3+18.5	Cut Dp:	0.1	F Slope L:	-67
L-Stn :	3+19.2	L-Ssl:	-15	F Slope R:	100
Grd.Nxt.:	5	L-Ssr:	-9	Clr L:	19.6
Grd.Lst:	5	Super L:	3	Clr R:	15.4
V.Offset:	3855.1	Super R:	-3		



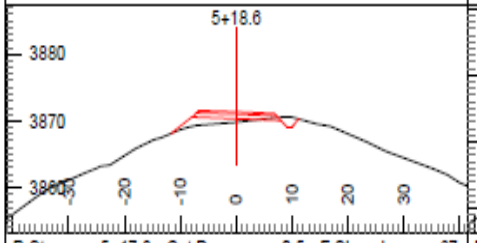
P-Stn :	3+73.0	Cut Dp:	-0.5	F Slope L:	-67
L-Stn :	3+73.8	L-Ssl:	-11	F Slope R:	100
Grd.Nxt.:	5	L-Ssr:	4	Clr L:	16.7
Grd.Lst:	5	Super L:	3	Clr R:	16.2
V.Offset:	3857.8	Super R:	-3		



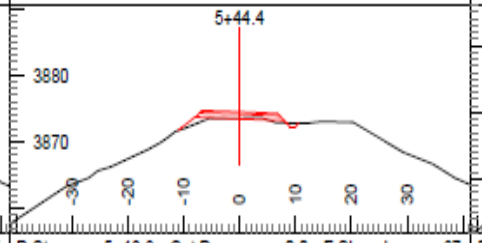
P-Stn :	4+05.2	Cut Dp:	0.0	F Slope L:	-67
L-Stn :	4+06.0	L-Ssl:	-8	F Slope R:	100
Grd.Nxt.:	7	L-Ssr:	-4	Clr L:	14.8
Grd.Lst:	7	Super L:	3	Clr R:	15.8
V.Offset:	3859.7	Super R:	-3		



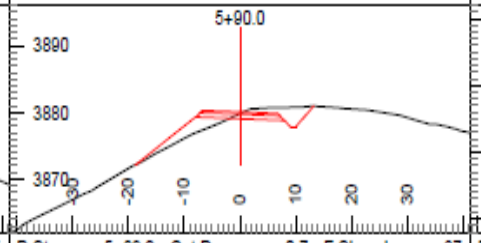
P-Stn :	4+66.9	Cut Dp:	-0.9	F Slope L:	-67
L-Stn :	4+67.7	L-Ssl:	-13	F Slope R:	100
Grd.Nxt.:	10	L-Ssr:	-2	Clr L:	17.7
Grd.Lst:	10	Super L:	3	Clr R:	15.2
V.Offset:	3864.7	Super R:	-3		



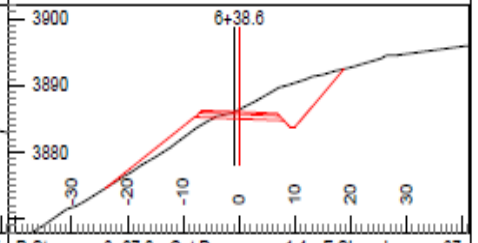
P-Stn :	5+17.8	Cut Dp:	-0.5	F Slope L:	-67
L-Stn :	5+18.6	L-Ssl:	-11	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	7	Clr L:	17.1
Grd.Lst:	12	Super L:	3	Clr R:	16.2
V.Offset:	3870.3	Super R:	-3		



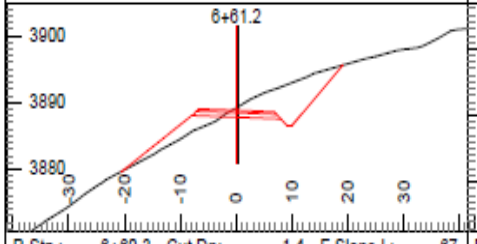
P-Stn :	5+43.6	Cut Dp:	0.0	F Slope L:	-67
L-Stn :	5+44.4	L-Ssl:	-14	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	-7	Clr L:	16.6
Grd.Lst:	12	Super L:	3	Clr R:	15.5
V.Offset:	3873.5	Super R:	-3		



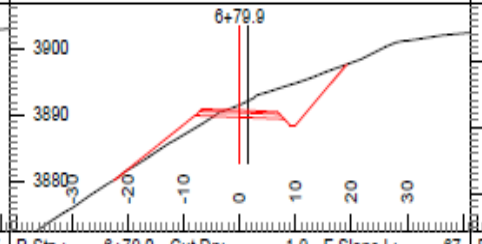
P-Stn :	5+89.2	Cut Dp:	0.7	F Slope L:	-67
L-Stn :	5+90.0	L-Ssl:	-37	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	10	Clr L:	25.5
Grd.Lst:	12	Super L:	3	Clr R:	18.2
V.Offset:	3879.1	Super R:	-3		



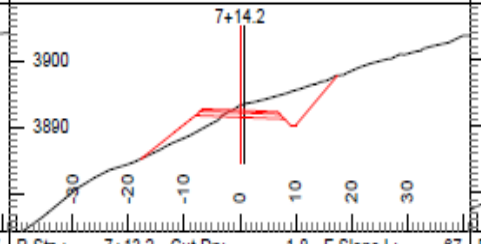
P-Stn :	6+37.8	Cut Dp:	1.4	F Slope L:	-67
L-Stn :	6+38.6	L-Ssl:	-42	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	40	Clr L:	31.7
Grd.Lst:	12	Super L:	3	Clr R:	25.3
V.Offset:	3885.0	Super R:	-3		



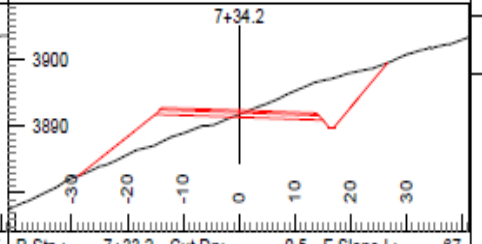
P-Stn :	6+60.3	Cut Dp:	1.4	F Slope L:	-67
L-Stn :	6+61.2	L-Ssl:	-47	F Slope R:	100
Grd.Nxt.:	12	L-Ssr:	38	Clr L:	27.8
Grd.Lst:	12	Super L:	3	Clr R:	25.7
V.Offset:	3887.8	Super R:	-3		



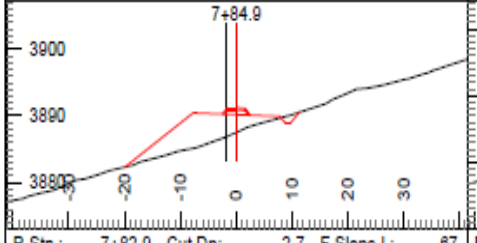
P-Stn :	6+79.0	Cut Dp:	1.9	F Slope L:	-67
L-Stn :	6+79.9	L-Ssl:	-45	F Slope R:	100
Grd.Nxt.:	9	L-Ssr:	33	Clr L:	30.1
Grd.Lst:	9	Super L:	3	Clr R:	26.0
V.Offset:	3889.7	Super R:	-3		



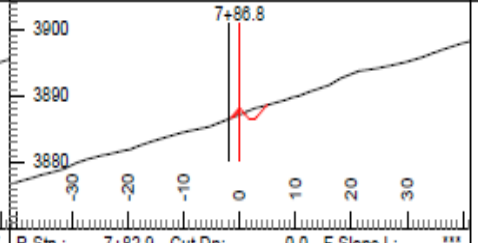
P-Stn :	7+13.2	Cut Dp:	1.8	F Slope L:	-67
L-Stn :	7+14.2	L-Ssl:	-48	F Slope R:	100
Grd.Nxt.:	2	L-Ssr:	23	Clr L:	24.0
Grd.Lst:	2	Super L:	3	Clr R:	23.8
V.Offset:	3891.5	Super R:	-3		



P-Stn :	7+33.2	Cut Dp:	0.5	F Slope L:	-67
L-Stn :	7+34.2	L-Ssl:	-29	F Slope R:	100
Grd.Nxt.:	-2	L-Ssr:	35	Clr L:	35.7
Grd.Lst:	-2	Super L:	3	Clr R:	33.1
V.Offset:	3891.4	Super R:	-3		



P-Stn :	7+82.9	Cut Dp:	-2.7	F Slope L:	-67
L-Stn :	7+84.9	L-Ssl:	-28	F Slope R:	100
Grd.Nxt.:	n/a	L-Ssr:	27	Clr L:	26.4
Grd.Lst:	-2	Super L:	3	Clr R:	16.5
V.Offset:	3890.2	Super R:	-3		



P-Stn :	7+82.9	Cut Dp:	0.0	F Slope L:	***
L-Stn :	7+86.8	L-Ssl:	-26	F Slope R:	100
Grd.Nxt.:	n/a	L-Ssr:	27	Clr L:	6.8
Grd.Lst:	-152	Super L:	3	Clr R:	10.3
V.Offset:	3887.2	Super R:	-3		

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.06 B
PETERS FOLLY TIMBER SALE
MEDFORD DISTRICT
OREGON

MARK	DESCRIPTION	DATE	APPV

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

P-Stn ft.	H.Offset ft.	L-Stn ft.	Grade %	SG Cut V. Cu. Yd.	SG Fill V. Cu. Yd.	Mass H. Cu. Yd.	Srf1 Fill V. Cu. Yd.	Srf2 Fill V. Cu. Yd.
0+00.0	0.0	0+00.0				0.0		
0+31.0	-2.4	0+31.2	* 14	28.7	0.7	28.0	16.3	7.4
0+31.2	-2.4	0+31.3	p 13	0.3	0.0	28.3	0.1	0.0
0+59.7	-1.5	0+59.8	p 10	64.4	0.0	92.8	14.9	6.8
0+72.4	0.0	0+72.6	p 6	17.9	1.3	109.4	6.7	3.1
1+21.0	5.1	1+21.5		11.9	8.4	112.9	25.6	11.7
1+42.2	4.4	1+42.9		21.8	0.0	134.6	11.2	5.1
1+42.6	4.4	1+43.4	p -4	0.7	0.0	135.3	0.3	0.1
1+79.3	4.3	1+80.1	p -7	35.4	0.0	170.7	19.2	8.8
2+48.4	0.0	2+49.4		16.2	32.3	154.5	36.2	16.5
3+17.3	1.6	3+18.2		0.3	64.8	89.9	36.0	16.4
3+18.5	1.5	3+19.2	5	0.1	0.2	89.8	0.6	0.3
4+05.2	0.0	4+06.0		7.0	42.1	54.7	45.4	20.7
4+66.9	0.0	4+67.7	p 8	1.5	53.6	2.6	32.3	14.7
5+43.6	0.0	5+44.4		13.1	20.8	-5.1	40.1	18.3
5+89.2	0.0	5+90.0	12	12.4	30.7	-23.4	23.9	10.9
6+37.8	1.0	6+38.6	12	84.7	53.8	7.4	25.5	11.6
6+38.1	1.0	6+38.9	12	0.9	0.3	8.0	0.2	0.1
6+79.0	-1.5	6+79.9		108.1	32.1	84.0	21.5	9.8
7+13.1	-0.8	7+14.1	p 5	79.8	21.4	142.4	17.9	8.1
7+13.2	-0.9	7+14.2	p 2	0.3	0.1	142.6	0.1	0.0
7+82.9	1.7	7+84.0		172.6	178.9	136.3	64.4	30.4
7+82.9	3.4	7+86.8		1.1	3.7	133.6	0.3	0.2
Pg. Tot.				679.2	545.2		438.7	201.0
Cum. Tot.				679.2	545.2		438.7	201.0

C17

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
33-5-03.06 B
PETERS FOLLY TIMBER SALE
OREGON
MEDFORD DISTRICT

APPV | DATE | DESCRIPTION | MARK

PROJECT NO:
DESIGN OFFICE:
DESIGNED BY:
DRAWN BY:
CHK'D BY:
APPROVED BY:
DATE:

SHEET 4 OF 4

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Pre-Haul Road Renovation Work List

Definitions:

AGG = Aggregate Rock Surface
BST = Bituminous Surface
CMP = Corrugated Metal Pipe
CY = Cubic Yard
Jct. = Junction/Intersection
MP = Mile Post
NAT = Natural or Native Surface
PVT = Private (Industry or Citizen)
Seg = Segment
WDS = Waste Disposal Site

Road Renovation/Construction

The road renovation/construction work list consists of road work to be performed by the Purchaser's Representative and/or Contractor **prior** to timber hauling per Section 42(B)(2) of the contract Special Provisions. This work includes, but not limited to, clearing and grubbing; excavation for road construction; compacting, watering, blading and/or rolling the road surface; scarify rutted road surface as needed; clearing and reshaping ditch lines; cleaning or enlarging catch basins and outlets; cleaning the entire barrel of all culverts; furnishing and replacing corrugated metal pipes (culverts); regrading and/or constructing water-dips; surfacing or resurfacing roads with crushed rock aggregate; slide removal; seeding and mulching; and removing all down trees from roadways. All road work shall comply with the Special Provisions, Specifications, and Exhibits.

Roadside Brushing

This consists of work to be performed by the Purchaser's Representative and/or Contractor prior to timber hauling per Section 42(B)(2) of the contract Special Provisions. This work includes, but not limited to, brushing **4** horizontal feet up the cut bank slope from the centerline of ditch and **4** horizontal feet down the fill slope from the outside shoulder hinge point of the road; removing brush at the inlet and outlet of existing culverts; and removing brush, limbs, and small diameter trees along the roadway to improve sight distance. All roadside vegetation to be cut and disposed of will be less than 8 inches in diameter at breast height (≤ 8" DBH). Disposal from roadside brushing will be lop and scattered unless otherwise noted as chipping in the work list. In areas where the road crosses through private (industry or civilian) property, conifer trees shall be pruned rather than cut down. Brush shall be cut to meet regular specifications. All work shall comply with the contract Special Provisions, Specifications, and Exhibits.

Roadside Vegetation Management Units

This work includes, but not limited to, removing merchantable and non-merchantable trees **15** feet up the cut bank slope from the centerline of ditch and **15** feet down the fill slope from the outside shoulder hinge point of the road as designated in the contract as Roadside Management Units (RMU). All vegetation to be cut and removed will be greater than 12 inches in height and *generally less than 25 inches in diameter at breast height (≤ 25" DBH). Merchantable trees in sections outside of identified timber sale units are marked with blue tracer paint. Sections within timber sale units will not be marked with paint but will have tags identifying beginning and ending locations of units. See Exhibit A for additional information. After the removal of the RMU timber, all remaining stumps that may hinder normal road renovation and maintenance operations, will be either grubbed and removed or flush cut to a minimum of 6" below existing grade, per Clearing and Grubbing Specifications (200). Any damage that occurs to the road subgrade during stump removal will be properly repaired. Any loose earthen material that remains on site shall be compacted or disposed of at areas designated by the Authorized Officer. Stumps that will not hinder normal road maintenance operations can be left in place.

All remaining brush and limbs from tree removal operations shall either be chipped or piled and burned in locations designated by the Authorized Officer or lopped and scattered below the road, in accordance with roadside brushing disposal methods in the Roadside Brushing Specifications (2100). No debris, brush, or limbs shall be left, placed, or stacked on the cut-bank. All work shall comply with the contract Special Provisions, Specifications, and Exhibits.

*Generally: refers to any tree ≥ 24" DBH hindering road renovation/construction activities (typically within the 4' Roadside Brushing extents) can be cut and removed.

COYOTE CREEK ROAD SYSTEM

33-5-21.0 A-C Road – AGG

MP	Description
0.00	Jct. at end of Coyote Creek Road (County). Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing.
0.05	Jct. w/ 33-05-21.2 Road on left.
0.11	Jct. w/ PVT driveway/access on right.
0.18	Existing culvert at Coyote Creek trib crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.20	Jct. w/ PVT driveway/access on right.
0.33	Jct. w/ PVT driveway/access on left.
0.40	Existing culvert at Coyote Creek trib crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.49	Jct. w/ PVT driveway/access on left.
0.59	Jct. w/ PVT driveway/access on left and right.
0.71	Jct. w/ 33-05-21.1 Road on right. End Seg A; Begin Seg B.
0.73	Property line (into BLM).
1.06	Jct. w/ mining claim access on right.
1.07	Jct. w/ mining claim access on left.
1.26	Existing culvert at Coyote Creek trib crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
1.31	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.32	Jct. w/ 33-05-22.1 Road on left.
1.44	Property line (into Josephine County).
1.56	Existing culvert at Coyote Creek trib crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
1.62	Property line (into BLM).
1.64	Jct. w/ PVT driveway/access on right.
1.67	Jct. w/ 33-05-22.0 Road on left.
1.88	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
2.24	Jct. w/ 33-05-27.1 Road on right. End Seg B; Begin Seg C.
2.26	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
2.57	Property line (into Josephine County).
2.66	Property line (into BLM).
2.80	Jct. w/ 35-5-1.0 Road on right and 33-5-26.2 Road on left. End pre-haul road renovation.

33-5-26.2 A Road – AGG

MP	Description
0.00	Jct. w/ 33-5-21.0 Road on left and right and 34-5-1.0 Road to south. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing. Begin RMU.
0.04	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.

0.28 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.50 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.87 End RMU; Property line (into Josephine County).
0.98 Property line (into BLM). Begin RMU.
1.03 Post Mountain Quarry on right (Not a good rock source - serpentine rock).
1.27 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.52 Begin Unit 22-07 boundary on right.
1.55 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.59 End Unit 22-07 boundary on right.
1.70 Jct. w/ 33-5-22.3 Road on right, 33-5-22.4 Road on left, and the 33-5-26.2 B Road continues forward. End RMU. End pre-haul road renovation.

33-5-22.3 Road – AGG

MP	Description
0.00	Jct. w/ 33-5-26.2 Road on left and right and 33-5-22.4 Road to south. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing. **Begin road surfacing**. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**0 total**) approximately 10' wide by 50' long with 25' tapers. Begin RMU.
0.07	Begin Unit 22-07 boundary on left.
0.09	Begin Unit 22-07 boundary on right.
0.15	End Unit 22-07 boundary on left and right.
0.16	Jct. w/ 33-5-22.5 road on left.
0.17	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.35	Jct. w/ 33-5-10.0 Road on left and right. End RMU. End pre-haul road renovation and **end road surfacing**.

33-5-22.4 Road – AGG

MP	Description
0.00	Jct. w/ 33-5-26.2 Road on left and right and 33-5-22.3 Road behind. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing and chipping. Jct. w/ Temp Route 22-07 on right. Begin Unit 22-07 boundary on right.
0.04	End Unit 22-07 boundary on right.
0.10	Existing water dip. Reconstruct to ensure proper drainage.
0.14	Begin Unit 22-07 boundary on right.
0.18	Existing water dip. Reconstruct to ensure proper drainage.
0.22	Begin Unit 22-07 boundary on left.
0.24	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.25	Existing water dip. Reconstruct to ensure proper drainage.
0.28	Existing water dip. Reconstruct to ensure proper drainage.
0.30	End Unit 22-07 boundary on right.
0.33	End Unit 22-07 boundary on left.

0.37 End pre-haul road renovation.

33-5-22.0 Road – AGG

MP	Description
0.00	Jct. w/ 33-5-21.0 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing and chipping. Begin RMU.
0.05	End RMU; Property line (into Josephine County).
0.06	Property line (into BLM); Begin RMU.
0.13	Existing CMP.
0.22	Existing CMP.
0.24	Existing CMP.
0.30	Existing CMP.
0.34	Existing CMP.
0.37	End RMU; Property line (into Josephine County).
0.41	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.43	Existing CMP.
0.45	Property line (into BLM).
0.47	Property line (into Josephine County).
0.50	Existing CMP.
0.60	Property line (into BLM); Begin RMU.
0.72	Existing CMP.
0.75	Existing CMP.
0.83	Existing CMP.
0.91	Existing CMP.
0.92	Begin Unit 22-02 boundary on left.
0.93	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.01	Existing CMP.
1.01	Begin Unit 22-07 boundary on right.
1.03	End Unit 22-02 boundary on left.
1.04	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.11	Begin Unit 22-02 boundary on left.
1.17	Existing CMP.
1.21	End Unit 22-02 boundary on left.
1.22	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.27	Existing CMP.
1.28	End Unit 22-07 boundary on right.
1.39	Existing CMP.
1.59	Existing CMP.
1.67	Existing CMP.
1.74	End RMU; End pre-haul road renovation.

33-5-22.1 Road – AGG

MP	Description
0.00	Jct. w/ 33-5-21.0 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets

and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing and chipping.
Begin RMU.

0.11 Existing culvert at Coyote Creek trib crossing.
Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.15 Existing CMP.
0.17 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.24 Existing CMP.
0.25 Jct. w/ mining claim access on left.
0.36 Existing CMP.
0.35 Begin Unit 22-02 boundary on right.
0.41 Existing CMP.
0.46 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.55 End Unit 22-02 boundary on right.
0.58 Existing CMP.
0.59 Jct. w/ 33-5-22.2 Road on right.
0.69 Existing CMP.
0.71 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.77 Existing culvert at Coyote Creek trib crossing.
Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.80 Begin Unit 22-01 boundary on right.
0.83 End Unit 22-01 boundary on right.
0.85 Existing CMP.
0.87 Existing CMP.
0.91 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.92 Begin Unit 22-01 boundary on right and left.
0.96 End Unit 22-01 boundary on right (unit continues left side of road).
0.98 Existing CMP.
0.99 End Unit 22-01 boundary on left.
1.03 Large landing area on left. Jct. w/ Temp Route 22-01 on left (at edge of landing area).
1.10 Existing CMP.
1.10 Begin Unit 22-01 boundary on right.
1.13 End Unit 22-01 boundary on right.
1.14 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.16 Existing CMP.
1.20 End RMU; Property line (into Private Civilian Parcel). End pre-haul road renovation.

WOLF CREEK / KING MTN ROAD SYSTEM

33-5-10.0 A-K Road– AGG

MP	Description
0.00	Jct. at end of Speaker Road (County). Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing. Begin RMU.

0.06	Existing CMP.
0.15	Existing CMP.
0.21	Jct. w/ 33-5-10.3 Road on left.
0.27	Jct. w/ 33-5-10.1 Road on left (1st leg of Y-Intersection). End Seg A; Begin Seg B.
0.28	Existing CMP.
0.29	Jct. w/ 33-5-10.1 Road on left (2nd leg of Y-Intersection).
0.32	Existing CMP.
0.40	End RMU; Property line (into Manulife).
0.41	Existing CMP.
0.50	Existing culvert at Wolf Creek trib crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.60	Property line (into BLM).
0.62	Existing culvert at Wolf Creek crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.66	Begin Unit 10-02 boundary on left.
0.68	Jct. w/ 33-5-10.5 Road (decommissioned and barricaded) on left. End Seg B; Begin Seg C.
0.74	Begin RMU.
0.80	Existing CMP.
0.88	Existing CMP.
0.92	End Unit 10-01 boundary on left.
0.93	Jct. w/ 33-5-10.8 Road on left.
0.99	Existing CMP.
1.02	Jct. w/ 33-5-10.2 Road on right. End Seg C; Begin Seg D. End RMU.
1.25	Existing culvert at Wolf Creek trib crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
1.43	Jct. w/ 33-5-10.7 Road on right.
1.52	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.66	Jct. w/ 33-5-15.3 Road on right. End Seg D; Begin Seg E.
1.71	Existing culvert at Wolf Creek trib crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
1.79	Jct. w/ 33-5-14.5 Road on left.
2.26	Jct. w/ PVT driveway/access on left.
2.29	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
2.30	Jct. w/ 33-5-14.0 Road on left. End Seg E; Begin Seg F.
2.72	Jct. w/ 33-5-14.1 Road on right (barricaded).
2.73	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
3.17	Jct. w/ 33-5-14.3 Road on right. End Seg F; Begin Seg G.
3.29	Jct. w/ 33-5-14.6 Road on left. Access road to the Dutch Herman Pond (water source).
3.42	Jct. w/ 33-5-14.4 Road on left. End Seg G; Begin Seg H.
3.55	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
3.71	Existing culvert at Bummer Gulch crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
3.76	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
3.82	Begin Unit 23-09 boundary on left.

3.96 End Unit 23-09 boundary on left.
4.05 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
4.06 Jct. w/ 33-5-22.3 Road on right. End Seg H; Begin Seg I. **Continue pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; roadside brushing; with the addition of clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; and cleaning all debris or obstructions from inside culverts**.
4.13 Begin Unit 23-09 boundary on left.
4.18 Existing CMP.
4.23 Existing CMP.
4.24 End Unit 23-09 boundary on left.
WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
4.25 Begin Unit 23-09 boundary on right.
4.28 Begin Unit 23-09 boundary on left.
4.29 Existing CMP.
4.34 Existing CMP.
4.36 End Unit 23-09 boundary on left. Begin RMU.
4.39 Existing CMP.
4.43 Jct. w/ 33-5-23.4 Road on left.
4.44 Begin Unit 23-10 boundary on left.
4.46 End Unit 23-10 boundary on left.
4.50 Existing CMP.
4.57 Existing CMP.
4.62 Existing CMP.
4.63 End Unit 23-09 boundary on right.
4.64 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
4.66 Existing CMP.
4.70 Existing CMP.
4.80 Existing CMP.
4.87 Existing CMP.
4.93 Existing CMP.
5.10 Jct. w/ 33-5-23.3 Road on right. End Seg I; Begin Seg J.
5.11 WDS on right at old, reclaimed quarry area. Place waste material on stable areas on edge of quarry footprint.
5.17 Jct. w/ user created road on right.
5.78 Existing CMP.
5.78 Jct. w/ 33-5-13.2 Road on right.
5.93 Begin Unit 13-06 boundary on left.
6.12 End Unit 13-06 boundary on left.
6.21 Begin Unit 13-06 boundary on left.
6.24 Jct. w/ 33-5-13.5 Road on right.
6.38 End Unit 13-06 boundary on left.
6.41 Begin Unit 13-06 boundary on left.
6.44 End Unit 13-06 boundary on left.
6.45 Jct. w/ Unnumbered Jeep Road on left. End Seg J; Begin Seg K.
6.46 Begin Unit 13-07 boundary on left.
6.61 End Unit 13-06 boundary on right.
6.63 End Unit 13-07 boundary on left.
6.75 Jct. w/ 33-5-13.3 Road on right. End RMU. End pre-haul road renovation.

Jeep Road – NAT ROCK

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. **CAUTION!! BURIED CABLE!!** Begin pre-haul road renovation which includes roadside brushing.
0.01	Begin Unit 13-06 boundary on left.
0.02	Begin Unit 13-07 boundary on right.
0.04	Landing area on right. Truck back-in/turn-around area on left.
0.09	End Unit 13-06 boundary on left.
0.12	End Unit 13-07 boundary on right. End pre-haul road renovation.

33-5-13.5 Road – NAT ROCK

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. Begin heavy pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and heavy roadside brushing.
0.12	Begin Unit 13-06 boundary on left.
0.17	End Unit 13-06 boundary on left. End pre-haul road renovation.

33-5-23.4 Road – AGG

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing.
0.00	Existing CMP.
0.01	Begin Unit 23-10 boundary on right.
0.02	Existing CMP.
0.06	End Unit 23-10 boundary on right. End pre-haul road renovation.

33-5-10.2 Road – AGG

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing. Begin RMU.
0.02	Existing CMP.
0.11	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.15	Existing CMP.
0.17	Jct. w/ 33-5-10.6 Road on right. End RMU. End pre-haul road renovation.

33-5-10.6 Road – AGG

MP	Description
0.00	Jct. w/ 33-5-10.2 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing.
0.04	Existing CMP.
0.08	Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.09	Existing culvert at Bummer Gulch crossing. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.

0.10 Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.20 Existing CMP.
0.24 Existing CMP.
0.25 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.27 Existing CMP.
0.32 Existing CMP.
0.36 Existing CMP.
0.45 Begin RMU.
0.47 Existing CMP.
0.53 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.57 Existing CMP.
0.58 End RMU.
0.60 Existing CMP.
0.62 Begin Unit 10-01 boundary on right.
0.64 Existing CMP.
0.64 End Unit 10-01 boundary on right.
0.65 Jct. w/ New 33-5-10.9 Road on right.
0.66 Begin Unit 10-01 boundary on right.
0.70 Existing CMP.
0.77 Existing CMP.
0.81 End Unit 10-01 boundary on right.
0.81 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.82 Existing CMP. End pre-haul road renovation.

33-5-10.8 Road – NAT

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing.
0.00	Existing CMP (for 33-5-10.0 Rd ditch line flow).
0.01	Begin Unit 10-02 boundary on left.
0.06	End Unit 10-02 boundary on left.
0.08	Existing CMP.
0.11	Existing CMP.
0.14	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.22	End pre-haul road renovation at proposed tractor landing area.

WOLF CREEK / LEVENS GULCH RD SYSTEM

33-5-10.1 A-B Road– AGG

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing and chipping.

Begin road surfacing. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**6 total**) approximately 10' wide by 50' long with 25' tapers.

0.05 Property line (into JHLIC).
0.17 Existing CMP.
0.22 Existing CMP.
0.24 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.26 Existing CMP.
0.36 Existing CMP.
0.47 Existing CMP.
0.53 Existing CMP.
0.54 Property line (into BLM).
0.59 Existing CMP.
0.62 Property line (into JHLIC).
0.68 Existing CMP.
0.71 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.74 Property line (into BLM). Begin Unit 10-04 boundary on right and Unit 03-06 boundary on left.
0.75 Existing CMP.
0.86 Existing CMP.
0.90 End Unit 10-04 boundary on right.
0.93 Begin Unit 10-04 boundary on right.
1.00 Existing CMP.
1.12 Existing CMP.
1.18 Jct. w/ Temp Route 10-04 on right.
1.19 End Unit03-06 boundary on left.
1.20 Jct. w/ 33-5-10.4 Road on left. End Seg A; Begin Seg B. Unit 10-05 boundary on left.
1.21 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.29 Existing CMP.
1.34 End Unit 10-04 boundary on right. Begin RMU.
1.38 Existing CMP.
1.47 Existing CMP.
1.51 End Unit 10-05 boundary on left.
1.56 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.59 End RMU. End pre-haul road renovation and **end road surfacing**.

33-5-10.4 A-B Road– AGG

MP Description

0.00 Jct. w/ 33-5-10.1 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing. Unit 03-06 boundary on left and Unit 10-05 boundary on right.

Begin road surfacing. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**6 total**) approximately 10' wide by 50' long with 25' tapers.

0.02 Existing CMP.
0.05 Jct. w/ Temp Route 03-06 on left.
0.13 Existing CMP.
0.15 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.17 End Unit 10-05 boundary on right. Begin RMU.
0.21 Existing CMP.
0.33 Existing CMP.
0.35 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.42 Jct. w/ 33-5-3.3 Road on right. End RMU.
0.43 Begin Unit 03-05 boundary on right.
0.49 Existing CMP.
0.50 Jct. w/ P33-5-3.7 Road (new construction) on right.
0.53 Jct. w/ P33-5-3.7 Road (new construction) on right and left.
0.54 Install a new **24" x 40'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details. **The installation shall be completed in conjunction with the P33-5-3.7 Road construction to ensure proper location.**
Upon approval of culvert backfill and subgrade preparation at site, properly place, water, and roll a **14'** wide by **40'** long by **4"** depth aggregate surface rock cap centered over culvert which shall consist of 1-1/2"-minus crushed rock (**10 CYs**) compacted in place, from an approved weed free commercial source per contract specifications and details. Feather-out aggregate surface rock cap beginning and end to blend back into existing road surface. ***This CMP cap rock shall be placed and approved prior to overall road surfacing.***
0.56 End Unit 03-06 boundary on left. Begin RMU.
0.69 Existing CMP.
0.73 Jct. w/ 33-5-3.1 Road on right, 33-5-3.4 Road (barricaded) on far left, and 33-5-3.5 Road on left.
WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.80 Jct. w/ 33-5-3.2 Road (PVT) on left. End Seg A; Begin Seg B.
1.08 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.27 Existing CMP.
1.33 Begin Unit 03-04 boundary on left.
1.41 Begin Unit 03-04P on right.
1.42 End Unit 03-04 boundary on left.
1.43 Begin Tennessee Ridge Quarry on left (not a good rock source).
1.48 End Tennessee Ridge Quarry on left.
1.50 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.60 Jct. w/ Temp Route 03-04P ahead. End RMU. End pre-haul road renovation and **end road surfacing**.

33-5-3.2 A-C Road– AGG (Seg A&B PVT; Seg C BLM)

MP Description

0.00 Jct. w/ 33-5-10.4 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing. **Begin road surfacing**. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth

compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**6 total**) approximately 10' wide by 50' long with 25' tapers. Begin RMU. Existing CMP.

0.20 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.

0.58 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.

0.85 End RMU. Property line (into JHLIC).

0.87 Existing CMP.

0.90 Jct. w/ 33-5-4.3 Road on right. End Seg A; Begin Seg B.

0.99 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.

1.03 End Seg B (PVT); Begin Seg C (BLM).

1.13 Property line (into BLM). Begin RMU. Begin **heavy** brushing and grubbing.

1.16 Existing barricade to be removed.

1.41 Begin Unit 04-04 boundary on left.

1.45 Begin Unit 04-04 boundary on right.

1.50 Jct. w/ Temp Route 04-04 on right.

1.59 End Unit 04-04 boundary on right.

1.64 End RMU. End pre-haul road renovation and **end road surfacing**.

33-5-4.3 Road– AGG

MP	Description
0.00	Jct. w/ 33-5-3.2 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing. **Begin road surfacing**. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**0 total**) approximately 10' wide by 50' long with 25' tapers.
0.05	Remove existing CMP and install a new **24" x 32'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.16	Remove existing CMP and install a new **24" x 32'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.24	Remove existing CMP and install a new **24" x 32'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.28	Remove existing CMP and install a new **24" x 32'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.29	Property line (into BLM). Begin **heavy** brushing.
0.33	Remove existing CMP and install a new **24" x 32'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.

0.38 Remove existing CMP and install a new **24" x 32'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.

0.46 Remove existing CMP and install a new **24" x 32'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.

0.48 Jct. w/ 33-5-3.6 Road on right. End pre-haul road renovation and **end road surfacing**.

33-5-3.6 A Road– AGG

MP	Description
0.00	Jct. w/ 33-5-4.3 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing. **Begin road surfacing**. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**1 total**) approximately 10' wide by 50' long with 25' tapers.
0.17	Jct. w/ NEW 33-5-3.6 Road ahead. End pre-haul road renovation and **end road surfacing**.

33-5-3.1 Road– AGG

MP	Description
0.00	Jct. w/ 33-5-10.4 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing. **Begin road surfacing**. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**2 total**) approximately 10' wide by 50' long with 25' tapers. Begin RMU. Unit 03-05 on right.
0.21	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.24	Existing culvert at Quines Creek trib crossing. Pump Chance water source. Hydrologic Point of Concern (HPOC): Install check dams, or other approved BMPs, per contract specifications and Exhibit C11-2.
0.53	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.57	Existing CMP.
0.70	End RMU. End pre-haul road renovation and **end road surfacing**.

33-5-3.3 Road– AGG

MP	Description
0.00	Jct. w/ 33-5-10.4 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing. Begin RMU.
0.01	Begin Unit 03-05 boundary on left.
0.18	End Unit 03-05 boundary on left.
0.22	WDS on right. Place waste material on stable areas well off running surface of road and

outside of turnoff area so not to impede drivability of traffic.
0.33 Jct. w/ PVT Road on left.
0.60 End RMU. End pre-haul road renovation.

WOLF CREEK / MURPHY RD SYSTEM

33-5-10.3 A-B Road– AGG

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and roadside brushing. **Begin road surfacing**. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**14 total**) approximately 10' wide by 50' long with 25' tapers.
0.04	Property line (into JHLIC).
0.20	Existing CMP.
0.30	Existing CMP.
0.40	Existing CMP.
0.44	Existing CMP.
0.46	Property line (into BLM). Begin RMU.
0.51	Existing CMP.
0.57	Existing CMP.
0.67	Existing CMP.
0.69	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.81	Begin Levens Gulch Quarry on right.
0.82	Existing CMP.
0.88	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.91	End Levens Gulch Quarry on right.
1.04	Existing CMP.
1.12	Existing CMP.
1.14	Existing CMP.
1.17	Existing CMP.
1.25	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.30	Existing CMP.
1.38	Cut bank slump. Clear approximately 6 CY of material and side cast onto fill slope. Ensure cut bank is in stable condition upon completion.
1.39	Existing CMP.
1.41	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.57	Existing CMP.
1.65	Existing CMP.
1.67	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.69	Existing CMP.
1.83	Existing CMP.
1.91	WDS on left. Place waste material on stable areas well off running surface of road and

outside of turnoff area so not to impede drivability of traffic.
1.94 Existing CMP.
2.09 Existing CMP.
2.18 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
2.20 Existing CMP.
2.31 Existing CMP.
2.37 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
2.42 Existing CMP.
2.50 Existing CMP.
2.61 Existing CMP.
2.66 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
2.78 Jct. w/ 33-5-9.0 Road (PVT barricaded) on left.
2.80 Existing CMP.
2.82 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
2.89 Jct. w/ 33-5-4.1 Road on right.
2.97 Existing CMP.
3.05 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
3.08 Existing CMP.
3.12 Existing CMP.
3.16 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
3.17 End Seg A; Begin Seg B.
3.20 Existing CMP.
3.27 Existing CMP.
3.29 Begin Unit 05-04 boundary on left and Unit 05-05 boundary on right.
3.34 End Unit 05-05 boundary on right.
3.37 Existing CMP.
3.39 End Unit 05-04 boundary on left.
3.40 Begin Unit 05-05 boundary on right.
3.47 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
3.49 End Unit 05-05 boundary on right.
3.51 Existing CMP.
3.52 Begin Unit 05-04 boundary on left and Unit 05-05 boundary on right.
3.56 End Unit 05-05 boundary on right.
3.60 Existing CMP.
3.72 Jct. w/ 32-5-22.0 D3 and E. Unit 05-04 boundary on left. End RMU. End pre-haul road renovation and **end road surfacing**.

32-5-22.0 D3-E Road – AGG

MP	Description
3.76	Boundary line between T32S, R05W, Section 32 and T33S, R05W, Section 05. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing and reshaping existing ditch lines; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; reshaping water dips, and roadside brushing. Begin Unit 05-06 boundary on left and right. End Seg D2; Begin Seg D3.
3.94	Existing CMP.
3.99	Existing CMP.

4.05 Existing water dip. Reconstruct to ensure proper drainage. End Unit 05-06 boundary on left. Begin RMU.
4.07 Existing CMP.
4.32 Existing water dip. Reconstruct to ensure proper drainage.
4.52 Existing water dip. Reconstruct to ensure proper drainage.
4.56 End Unit 05-06 boundary on right.
4.60 Existing water dip. Reconstruct to ensure proper drainage.
4.65 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
4.66 Existing CMP.
4.73 Existing CMP.
5.10 Existing water dip. Reconstruct to ensure proper drainage.
5.19 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
5.20 Existing water dip. Reconstruct to ensure proper drainage.
5.22 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
5.38 Existing water dip. Reconstruct to ensure proper drainage.
5.60 Begin Unit 05-04 boundary on right.
5.70 Jct. w/ 35-5-10.3 on left. End Seg D3; Begin Seg E. End RMU. Unit 05-04 boundary continues right; Unit 05-04 boundary begins on left.
Begin road surfacing. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**2 total**) approximately 10' wide by 50' long with 25' tapers.
5.80 WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
5.84 End Unit 05-04 boundary on left.
5.87 Clear lead-out ditch of debris on left.
6.00 Begin Unit 05-04 boundary on left.
6.01 End Unit 05-04 boundary on left.
6.04 Begin Unit 05-04 boundary on left.
6.17 Jct. w/ 35-5-5.0 on right.
6.18 WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
6.20 Jct. w/ 35-5-5.1 on left. **End road surfacing**.
6.28 End Unit 05-04 boundary on right. Begin RMU.
6.40 End Unit 05-04 boundary on left.
6.62 End RMU. End pre-haul road renovation.

33-5-5.1 Road– AGG

MP Description

0.00 Jct. w/ 32-5-22.0 E Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing.
Begin road surfacing. Upon completion of all other road renovation items and approval of the renovated road running surface, properly place, water, and roll a **14'** wide by **4"** depth compacted in place aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface 4 turnouts per mile (**2 total**) approximately 10' wide by 50' long with 25' tapers.
0.01 Begin Unit 05-04 boundary on left and right.
0.06 Existing water dip. Reconstruct to ensure proper drainage.
0.19 Existing water dip. Reconstruct to ensure proper drainage.

0.22	End Unit 05-04 boundary on left.
0.26	Existing water dip. Reconstruct to ensure proper drainage.
0.29	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.30	Begin Unit 05-04 boundary on left.
0.36	Existing water dip. Reconstruct to ensure proper drainage.
0.47	Jct. w/ Temp Route 05-04 on right.
0.60	End pre-haul road renovation and **end road surfacing**.

33-5-5.0 Road– AGG

MP	Description
0.00	Jct. w/ 32-5-22.0 E Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; and roadside brushing.
0.01	Begin Unit 05-04 boundary on left and right.
0.02	Remove existing barricade.
0.05	End pre-haul road renovation.

33-5-4.1 A-B Road– AGG

MP	Description
0.00	Jct. w/ 33-5-10.3 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and **heavy** roadside brushing. Begin RMU.
0.01	Jct. w/ 33-5-4.2 Road on left.
0.02	Jct. w/ 33-5-4.0 Road on left.
0.07	Existing CMP.
0.10	Existing CMP.
0.11	Begin Unit 04-02 boundary on left.
0.18	Existing CMP.
0.22	Existing CMP.
0.31	Existing CMP.
0.36	Existing CMP.
0.41	Existing CMP.
0.46	Existing CMP.
0.51	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.54	Existing CMP.
0.62	Existing CMP.
0.64	Jct. w/ 33-5-9.2 Road on right. End Seg A; Begin Seg B. Road cross section change.
0.65	Begin Unit 09-02 boundary on right. Jct. w/ Spur Road on left.
0.70	End Unit 09-02 boundary on right.
0.80	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.81	Begin Unit 04-02 boundary on left.
0.85	End Unit 04-02 boundary on left.
0.87	Begin Unit 04-04 boundary on right.
0.95	WDS on left. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
1.13	End Unit 04-04 boundary on right.
1.28	End RMU. End pre-haul road renovation.

33-5-9.2 Road– AGG

MP	Description
0.00	Jct. w/ 33-5-4.1 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; scarify ruts and potholes in road surface as needed; clearing all culvert inlets and outlets; cleaning all debris or obstructions from inside culverts; and **heavy** roadside brushing. Begin RMU.
0.01	Begin Unit 09-02 boundary on left.
0.02	End Unit 09-02 boundary on left.
0.09	Existing CMP.
0.16	Begin Unit 09-02 boundary on right.
0.20	End Unit 09-02 boundary on right.
0.21	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.30	End RMU. End pre-haul road renovation.

33-5-4.0 Road– NAT

MP	Description
0.00	Jct. w/ 33-5-4.1 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; **heavy** roadside brushing; and clearing and grubbing overgrown road subgrade. Begin Unit 4.0 RW
0.01	Remove existing barricade.
0.20	Remove existing CMP and install a new **24" x 40'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.21	Begin Unit 05-05 boundary on left and right.
0.36	End Unit 05-05 boundary on left and right; End Unit 4.0 RW. End pre-haul road renovation.

33-5-4.2 Road– NAT

MP	Description
0.00	Jct. w/ 33-5-4.1 Road. Begin pre-haul road renovation which includes reshaping road surface (blading, watering, and rolling) to road specifications; **heavy** roadside brushing; and clearing and grubbing overgrown road subgrade. Begin Unit 4.2 RW. Reconstruct entrance. Properly compact the subgrade per Section 300 of the Road Construction Specifications.
0.11	Remove existing CMP and install a new **24" x 40'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.16	Remove existing CMP and install a new **24" x 40'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.23	Install a new **24" x 40'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.
0.24	Jct. w/ Spur Road on right.
0.25	WDS on right. Place waste material on stable areas well off running surface of road and outside of turnoff area so not to impede drivability of traffic.
0.30	Remove existing CMP and install a new **24" x 40'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from

an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.

0.34 Begin Unit 05-05 boundary on left and right.

0.43 Remove existing CMP and install a new **24" x 40'** Aluminized 16-gauge CMP per contract details and specifications. Supply and properly place 2 CYs of Class 2 Riprap material from an approved weed free commercial source at pipe outlet for fill-slope protection and energy dissipation per contract specifications and details.

0.44 Jct. w/ Spur Road on left.

0.47 Repair 60-foot-long slump in subgrade. Remove and properly dispose of brush and unsuitable subgrade material from site. Repair road by re-grading the running surface to construct a sag that allows for all log truck configurations to haul safely through the repair site. Properly compact the subgrade per Section 300 of the Road Construction Specifications.

0.51 End Unit 05-05 boundary on left and right; End Unit 4.2 RW. End pre-haul road renovation.

New Perm Road Construction

NEW 33-5-10.9 Road – AGG – Sub: 16Ft – Ditch: 0Ft
(See Exhibit C2-6 for Map and Exhibit C15 for Plan and Profile Sheets)

STA	Description
0+00	Jct. w/ 33-5-10.6 Road. Begin new road construction to road specifications and design as shown in the plan and profile sheets. **Begin road surfacing**. Upon completion of all other road construction items and approval of the road subgrade, properly place, water, and roll a **15'** wide by **8"** compacted depth aggregate base course which shall consist of 4"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface all turnouts (**1** total) to the width and length shown in the plan and profile sheets. Upon completion of base rock placement and approval, properly place, water, and roll a **14'** wide by **4"** compacted depth aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface all turnouts (**1** total) to the width and length shown in the plan and profile sheets.
0+46	Begin Unit 10.9 RW boundary.
1+54	Begin 25' taper for turnout left.
1+79	Begin 10' wide x 70' long turnout left.
2+49	End 10' wide x 70' long turnout left.
2+74	End 25' taper for turnout left.
3+65	**End road surfacing**. End road construction; Match existing ground.

NEW 33-5-3.7 Road – AGG – Sub: 16Ft – Ditch: 3Ft
(See Exhibit C2-9 for Map and Exhibit C16 for Plan and Profile Sheets)

STA	Description
0+00	Jct. w/ 33-5-10.4 Road. Begin new road construction to road specifications and design as shown in the plan and profile sheets. **Begin road surfacing**. Upon completion of all other road construction items and approval of the road subgrade, properly place, water, and roll a **15'** wide by **8"** compacted depth aggregate base course which shall consist of 4"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface all turnouts (**2** total) to the width and length shown in the plan and profile sheets. Upon completion of base rock placement and approval, properly place, water, and roll a **14'** wide by **4"** compacted depth aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface all turnouts (**2** total) to the width and length shown in the plan and profile sheets.
0+33	Begin Unit 3.7RW boundary.
0+40	Begin turn area. Edge of road on left to match existing right shoulder of 33-5-10.4 Road.
2+15	End Unit 3.7RW boundary on left and right.
2+23	End turn area; match existing grade of 33-5-10.4 Road.
2+32	Centerline intersect w/ 33-5-10.4 Road (crossover).
2+49	Begin Unit 3.7RW boundary on cutbank.
4+98	Install **24" x 36'** Aluminized 16-gauge CMP with a **20'** full-round downspout attached at the outlet per contract details and specifications.
10+67	Install **24" x 30'** Aluminized 16-gauge CMP with a **20'** full-round downspout attached at the outlet and installed per contract details and specifications.
11+99	Begin 25' taper for turnout on left and begin 20' taper for truck turnaround on right.
12+19	Begin 22' wide x 20' long truck turnaround on right (hammerhead).
12+24	Begin 17' wide x 50' long turnout on left.
12+39	End 22' wide x 20' long truck turnaround on right (hammerhead).

12+59	End 20' taper for truck turnaround on right.
12+74	End 17' wide x 50' long turnout on left.
12+99	End 25' taper for turnout on left.
13+57	Begin 25' taper for end landing.
13+82	Begin 25' wide x 50' long end landing
14+32	End 25' wide x 50' long end landing.
14+57	End 25' taper for end landing.
14+60	**End road surfacing**. End road construction; Match existing ground.

NEW 33-5-3.6 B Road – AGG – Sub: 16Ft – Ditch: 0Ft
(See Exhibit C2-10 for Map and Exhibit C17 for Plan and Profile Sheets)

STA	Description
0+00	Jct. w/ 33-5-3.6 Road (end of road). Begin new road construction to road specifications and design as shown in the plan and profile sheets. **Begin road surfacing**. Upon completion of all other road construction items and approval of the road subgrade, properly place, water, and roll a **15'** wide by **8"** compacted depth aggregate base course which shall consist of 4"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface all turnouts (**2** total) to an **11'** width and length shown in the plan and profile sheets. Upon completion of base rock placement and approval, properly place, water, and roll a **14'** wide by **4"** compacted depth aggregate surface course which shall consist of 1-1/2"-minus crushed rock from an approved weed free commercial source per contract specifications and details. Surface all turnouts (**0** total) to a **10'** width and length shown in the plan and profile sheets.
0+01	Begin Unit 3.6RW boundary.
7+18	Begin 15' taper for end landing.
7+33	Begin 30' wide x 50' long end landing
7+83	End 30' wide x 50' long end landing.
7+85	**End road surfacing.** End road construction; Match existing ground.

Temporary Routes

All Temporary Routes are native surface and out-sloped, unless noted otherwise. Subgrade width shall not exceed 15 feet (not including turnouts and landings). All temp routes shall be winterized by October 15th if access is needed over two dry seasons. Winterization includes water barring, mulching, and temporarily barricading per Exhibit D details and specifications.

Temp Route 22-07 (See Exhibit C2-3 for Map)

STA	Description
0+00	Jct. w/ 33-5-26.2 and 33-5-22.4 Roads. Begin temp route construction (cut-fill).
0+14	Begin Unit 22.7 RW boundary at cutbank.
2+00	Begin heavy brush removal.
7+10	End heavy brush removal.
12+52	Construct truck turnaround; End temp route construction.

Temp Route 22-01 (See Exhibit C2-4 for Map)

STA	Description
0+00	Jct. w/ 33-5-22.1 Road. Begin temp route reconstruction (cut-fill).
0+21	Remove existing barricade.
0+36	Begin Unit 22.1 RW boundary.
1+25	Caution!! Old mining test pits on right and left. Backfill holes with excavated material from temp construction and barricade.
5+58	Construct truck turnaround; End temp route construction.

Temp Route 10-04 (See Exhibit C2-8 for Map)

STA	Description
0+00	Jct. w/ 33-5-10.1 Road. Begin temp route construction (cut-fill).
0+29	Begin Unit 10.4 RW boundary.
2+50	Construct truck turnaround; End temp route construction.

Temp Route 03-06 (See Exhibit C2-8 for Map)

STA	Description
0+00	Jct. w/ 33-5-10.4 Road. Begin temp route construction (cut-fill).
0+28	Begin Unit 3.7 RW boundary at cutbank.
9+62	Construct truck turnaround; End temp route construction.

Temp Route 03-04P (See Exhibit C2-10 for Map)

STA	Description
0+00	Jct. w/ 33-5-10.4 Road. Begin temp route construction (cut-fill).
0+65	Begin Unit 3.4RW boundary.
0+70	Remove small barricade.
3+26	End temp route construction.

Temp Route 04-04 (See Exhibit C2-11 for Map)

MP	Description
0+00	Jct. w/ 33-5-3.2 road. Begin temp route construction (cut-fill).
0+20	Begin Unit 4.4RW boundary.
2+09	Construct truck turnaround; End temp route construction.

Temp Route 05-04 (See Exhibit C2-13 for Map)

MP	Description
0+00	Jct. w/ 33-5-5.1 Road. Begin temp route construction (cut-fill).
0+57	Begin Unit 5.4RW boundary.
13+21	Construct truck turnaround; End temp route improvement.

Special Provisions – Roads

1. GENERAL:
   - Before the initial start of road renovation, construction, reconstruction, or surfacing operations, or after a shutdown of **7** or more days, the Purchaser, or the Purchaser's Representative, shall notify the Authorized Officer **48** hours in advance of the date they plan to begin operations. The Purchaser shall also notify the Authorized Officer if they intend to cease operations for any period of 30 or more days.

2. BRIDGE LOAD RESTRICTIONS:
   - The Purchaser shall be required to secure written approval to use vehicles or haul forest products and equipment over Government owned or controlled roads when such vehicles or equipment exceeds the maximum allowable weights or dimensions established by the State for vehicles operating without a permit; or if vehicles meet allowable non-permitted State vehicle weights but the haul route crosses a structure or segment of road that is posted for reduced weights (See R-4).
   - BLM haul authorization form for weight restricted structures and/or oversize loads can be obtained from the Authorized Officer. This form shall be properly filled out and submitted for approval a minimum of 14 days prior to driving oversized loads across the bridge.

3. DAMAGE:
   - The Purchaser's Representative/Contractor shall protect, and is responsible for, any damage to existing telephone lines, transmission lines, fiber optic lines, fences, ditches, and other existing improvements as required in Section 14. Damage to utilities and other existing improvements shall be promptly paid for or repaired to a condition which is, in the opinion of the Authorized Officer and the governing utility company, as good or better condition than just prior to such damage occurring.

4. PERMITS:
   - All required permits are the responsibility of the Purchaser.

5. SEASONAL RESTRICTION. - Waivers may be granted if conditions are favorable.

ACTIVITY	START DATE	END DATE
Road renovation	May 15	October 15
In stream work	June 15	September 15

6. STREAMS:
   - All stream channel culverts and inlets shall be cleared and cleaned between **June 15th and September 15th** in accordance with Oregon Department of Fish and Wildlife (ODFW) in-stream work period guidelines, updated January 2022.
   - Construct silt fences, or approved equal, 25 and 50 feet below culvert replacement sites (on live streams) to trap sediment and prevent it from entering nearby stream channels.
   - Live streams shall be diverted around or through the work area in a manner that will minimize sedimentation downstream. Keep excavation site dewatered so that installation of culverts can be carried out only under dry conditions. Dispose of excess water by using natural drainage ways or devices near the site to the extent of their natural capacity and in a manner that will avoid damage to adjacent property. Utilize dewatering methods such as temporary sediment traps and/or silt fences for areas to be excavated. Provide for downstream water flow without significant transport of excavated material or sediment during construction. At no time shall turbidity limits exceed DEQ's water quality standards.
   - Ensure that all large wood is retained in the stream channel during culvert cleaning activities by moving logs which had accumulated on the upstream side of a culvert to the downstream side of the culvert.

7. DUST ABATEMENT:
   - The application of dust abatement materials such as Lignin or other approved petroleum-based dust abatement products shall be restricted from application just after severely wet weather, at stream crossings to be designated by the Authorized Officer, or other locations that could result in direct delivery to a water body.
   - All dust abatement applications shall be approved by the Authorized Officer prior to application.

8. WATER SOURCE:
   - The Purchaser is responsible for obtaining water. Water sources shall be approved by the Authorized Officer prior to use. The Purchaser is responsible for all permits and fees from water sources on private or commercial sources.

9. EQUIPMENT
   - Construction equipment shall be washed prior to entering BLM lands. Removal of all dirt, grease, and plant parts that may carry noxious weed seeds or vegetative parts is required. Equipment shall be inspected by the Authorized Officer or Project Engineer prior to entering BLM lands. Provide a 48 hours' notice of inspection to the Authorized Officer or Project Engineer prior to mobilization.

10. SOIL STABILIZATION:
    - The Purchaser's Representative/Contractor shall apply native grass seed and certified weed free straw mulch to all disturbed soil for soil stabilization operations per Exhibit C22, Section 1800. Native seed mixture shall be prescribed by the BLM project botanist. Native seed and straw mulch may be purchased from the BLM, **if available**, or purchased from a source approved by the BLM project botanist.

11. ROAD RENOVATION:
    - Road renovation shall generally take place between May 15th and October 15th of the same year. Waivers may be granted from the Authorized Officer for working outside of this timeline. Seasonal restrictions for stream work and wildlife will still apply.
    - Loose material cleaned from ditch lines and/or slide material shall not be placed where it can enter wetlands, riparian reserves, floodplains, and waters of the State.

12. ROADSIDE BRUSHING:
    - While roadside brushing, there shall be no scarring or other damage of the tree trunk or bole allowed. All debris resulting from roadside brushing activities shall be scattered downslope or chipped according to specifications. Use of Excavators for brush removal will be at the discretion of the Authorized Officer. **All culvert inlets and outlets shall be brushed for a radius of 4 feet.**
    - While roadside brushing through private industry lands, conifer trees at the edges of the cleared area (see cutting limit, Exhibit C6) shall have the branches pruned rather than being felled.
    - All stumps, designated by the Authorized Officer, which would interfere with normal blading and road renovation/maintenance operations (including turnouts), shall be removed in such a way as to not cause damage to the drainage ditch or the roadbed. If such damage does occur, the Purchaser's Representative/Contractor shall properly repair the road damage immediately.

13. TEMPORARY ROUTES:
    - All temp routes and native surfaced roads (that were previously closed before timber sale activities began) shall be winterized by October 15th if access is needed over two dry seasons. Winterization includes water barring, seeding, mulching, and temporarily barricading. All temp

routes shall be water barred, barricaded, seeded, and mulched after use, unless otherwise specified.

- Clearing, grubbing, and excavation activities of temp routes shown on Exhibit C maps shall be performed in accordance with specifications.
- Temp routes shall be constructed to the minimum necessary width for safe timber harvest activities.

14. COMMERCIAL AGGREGATE:
    - Aggregate supplied/furnished for this work shall be direct from an accredited commercial source and can be stockpiled during the period between November 1st and June 15th immediately prior to application. Aggregate which has been stockpiled between June 16th and October 31st of prior years will not be accepted. Aggregate crushed between June 16th and October 31st of the same application year shall not be stockpiled for more than two weeks before application.

15. WILDLIFE RESTRICTIONS:
    - Seasonally restrict mechanical roadside brushing activities (including chainsaws) and heavy equipment use to avoid disturbance to nesting NSOs and raptors from **March 1st through September 30th** within 200 feet of known NSO and raptor nests. This seasonal restriction could be waived if non-nesting status is determined.

16. WET SEASON HAUL:
    - The Purchaser may wet season haul, with the Authorized Officer's written approval, on roads with durable rock surfacing and sufficient rock depth to resist rutting or development of sediment on road surfaces that drain directly to wetlands, floodplains, and waters of the State.
    - If hauling activities during the wet season causes or begins to cause road damage or the transport of sediment into streams, the Authorized Officer shall suspend wet season haul or require additional erosion control devices to prevent damage or off-site transportation of sediment. Additional rock may be required at the Purchaser's expense to repair any damage that occurs to the road during wet season haul. Any costs for rocking and installation of additional drainage features will be at the Purchaser's expense and shall be completed in accordance with the plans and specifications shown in Exhibit C of this contract.
    - No hauling shall occur on native surface roads during the wet season (generally Oct. 15 – May 15); exceptions can be made during dry conditions of the wet season pending approval from a BLM Authorized Officer.

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TIMBER SALE ROAD SPECIFICATIONS

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SECTION	DESCRIPTION
100	General
200	Clearing and Grubbing
300	Excavation and Embankment
400	Pipe Culverts
500	Renovation and Improvement of Existing Roads
600	Watering
900	Aggregate Base Course - Screened Rock
1200	Aggregate Surface Course - Crushed Rock
1700	Erosion Control
1800	Soil Stabilization
2100	Roadside Brushing

GENERAL – 100

101 - Prework Conference(s):

A prework conference will be held prior to the start of new construction, improvement, renovation, surfacing, and mulching and operations. The Purchaser shall request the conference at least (48) hours prior to the time it is to be held. The conference will be attended by the Purchaser and/or his representative(s), subcontractor(s) and/or his or their representative(s) and the Authorized Officer and/or his representative(s).

The purpose of the prework conference will be to review the required work, exhibits and specifications, and to establish a work schedule and a list of the Purchaser's representatives and subcontractor(s).

102 - Definitions:

AASHTO - American Association of State Highway and Transportation Officials. Current editions of tests and specifications.

Abrasion Resistance - The ability of a fabric surface to resist wear by friction.

ACI - American Concrete Institute

Apparent Opening Size (AOS) - Number of the U.S. Bureau of Standard sieve (or its opening size in millimeters or inches) having openings closest in size to the diameter of uniform particles which will allow 5 percent by weight to pass through the geotextile material when shaken in a prescribed manner. This is also referred to as Equivalent Opening Size (EOS).

ASTM - American Society for Testing and Materials.

Base Course - Surfacing structure consisting of crushed gravel or stone, crushed sandstone, pitrun rock, bank or river-run gravels, etc., to provide support and, in the event no surface course is placed, the running surface for traffic load.

BLM - Bureau of Land Management

Borrow - Excavated material required for embankments and other portions of the work.

Burst Strength - The resistance of a geotextile material to rupture from pressure applied at right angles to the plane of the geotextile material under specified conditions, usually expressed as the amount of pressure causing failure. Rupture or burst results from tensile failure of the geotextile material.

Culvert - A pipe, pipe-arch, arch, or box structure constructed of metal, concrete, plastic or wood which provides an opening under the roadway primarily for the conveyance of liquids, pedestrians or livestock.

Curve Widening - Widening required on inside of curves to accommodate long log and equipment hauling trucks.

Embankment - A structure of soil, aggregate, or rock material placed on a prepared ground surface and constructed to subgrade.

End Haul - Excavated material moved, other than by dozer, to an embankment or waste area to prevent side casting material outside of the road prism.

Excess Excavation - Material from the roadway more than needed for construction of the designed roadway (waste).

Grab Tensile Strength - A modified tensile strength of a geotextile material. The strength of a specific width of geotextile material together with the additional strength contributed by adjacent areas. Typically, grab strength is determined on a 12-inch-wide strip of geotextile material, with the tensile load applied at the midpoint of the geotextile material width through 1-inch-wide jaw faces.

Grading - Leveling to grade, shaping and smoothing of a road subgrade; the shaping of roadside ditches as to grade and contour. In some instances, includes smoothing of the cut bank.

Nonwoven Geotextile Material - A textile structure produced by bonding or interlocking of fibers, or both, accomplished by mechanical or chemical means.

Overhaul - Distance excavated material is transported more than the distance included in the cost for excavation.

Penetration Resistance - The geotextile material property determined by the force required to penetrate a geotextile material with a sharp pointed object. Initial penetration is by separating the fibers. Further penetration is essentially a tearing process.

Percent Open Area - The net area of a geotextile material that is not occupied by geotextile material filaments, normally determinable only for woven and nonwoven geotextile material having distinct, visible, and measurable openings that continue directly through the geotextile material.

Permeability - The geotextile material property which permits water to be transmitted in the longitudinal or transverse planes of the geotextile material.

Pioneer Road - Temporary construction access built along the route of the project.

Piping - The process by which soil particles are washed in or through pore spaces in drains and filters or poorly compacted fill/backfill material.

Plans - The approved drawings, or exact reproductions thereof which show the locations, character, dimensions, and details of the work to be done.

Pore Size - The size of an opening between geotextile material filaments; apparent opening size (AOS) is used to quantify this geotextile material property.

Puncture Resistance - The geotextile material property determined by the force required to penetrate a geotextile material with a blunt object. Failure results in a tearing of the geotextile material.

Purchaser - The individual, partnership, joint venture, or corporation contracting with the Government under the terms of a Timber Sale Contract and acting independently or through their, or its agents, employees, or contractors.

Reasonably Close Conformity - Compliance with reasonable and customary manufacturing and construction tolerances where working tolerances are not specified.

Reinforcement - Strengthening of concrete with iron bars or mesh: geotextile with geotextile material inclusion: subgrade with aggregate: etc.

Roadbed - The graded portion of the road within top and side slopes, prepared as a foundation for the pavement structure and shoulders.

Road Centerline - The longitudinal center of a roadbed.

Road Improvement - Work done to an existing road which improves it over its original design standard.

Road Renovation - Work done to an existing road which restores it to its original design.

Roadway - The portion of a road within limits of construction. Usually from the toe of the fill slope to a point where the cut slope intersects natural ground line. Synonym - road prism.

Scale - In quarrying, consists of the removal of loose or overhanging rock adhering to the solid face after a shot or a round of shots has been fired.

Scarification - The process of loosening or breaking up of the surface layer of soil or road, usually to a specified depth.

Separation - Function of geotextile material as a partition between adjacent materials to prevent mixing of those materials.

Shoulder - The portion of the roadbed contiguous with the traveled way designed for accommodation of stopped vehicles, safety, and lateral support of base and surface courses.

Slope ratio notation (horizontal:vertical) – Slope ratios for constructed cut and fill slopes are expressed as a ratio of horizontal units to vertical units.

Spalls - Flakes or chips of stone.

Specifications - A general term applied to all directions, provisions, and requirements pertaining to performance of the work.

Specific Gravity - The ratio of the density of a material to the density of water obtained by weighing known volumes of both items in air. A specific gravity less than one implies that the material will float.

Structures - Bridges, culverts, catch basins, retaining walls, underdrains, flumes, splash pads, downspouts, and other project features which may be involved in the work and not otherwise classified in these specifications.

Subbase - Reinforcement of the subgrade with large particles of pitrun rock or crushed stone. Usually confined to roads having wet subgrades or subgrades with weak support characteristics.

Surface Course - Top layer of a road structure consisting of finely crushed gravels or asphalt designed to provide a smooth running surface for traffic load.

Subgrade - The top surface of a roadbed upon which the traveled way and shoulders are constructed.

Tensile Strength - The strength shown by a geotextile material subjected to tension as distinct from torsion, compression, or shear.

Tensile Stress - Strain Modulus - A measure of the resistance to elongation under stress. The ratio of the change in tensile stress to the corresponding change in strain.

Tensile Test - A test which subjects geotextile material to tensile forces and measures resultant stresses and strains.

Timber - Standing trees, downed trees, or logs which can be measured in board feet.

Traveled Way - The portion of the roadbed used for the movement of vehicles, exclusive of shoulders.

Typical Cross Sections - Cross-sectional plane of a typical roadway; showing natural ground line and designed roadway in relation to cut and fill, through cut, and through fill.

Turnout - Extra widening of the roadbed at appropriate intervals on single-lane roads for passing purposes.

Ultraviolet (UV) Radiation Stability - The ability of geotextile material to resist deterioration from exposure to sunlight.

Unaged Cloth - Cloth in condition received from the manufacturer or distributor.

Woven Geotextile Material - A textile structure comprising two or more sets of filaments of yarns interlaced in such a way that the elements pass each other at essentially right angles with one set of elements parallel to the geotextile material axis.

102a - Tests Used in These Specifications:

AASHTO T 11	Quantity of rock finer than No. 200 sieve.
AASHTO T 27	Sieve analysis of fine and coarse aggregate using sieves with square openings; gradation.
AASHTO T 89	Liquid limit of material passing the No. 40 sieve. Water content at which the soil passes from a plastic to a liquid state.
AASHTO T 90	Plastic limits and plasticity index of soil. a. Plastic limit - lowest water content at which the soil remains plastic. b. Plasticity index - range of water content, within which the material is in a plastic state. Numerical difference between the liquid and plastic limits of the soil.
AASHTO T 96	Resistance to abrasion of small size coarse aggregate by use of the Los Angeles machine.
AASHTO T 99	Relationship between soil moisture and density of soil. Method A - 4" mold, soil passing a No. 4 sieve 25 blows/layer & 3 layers. Method C - 4" mold, soil passing a 3/4 inch sieve 25 blows/layer & 3 layers. Method D - 6" mold, soil passing a 3/4 inch sieve. 56 blows/layer & 3 layers.
AASHTO T 119	Slump of hydraulic cement concrete.
AASHTO T 152	Air content of freshly mixed concrete.
AASHTO T 166	Specific Gravity of compacted Bituminous Mixtures.
AASHTO T 176	Shows relative portions of fine dust or claylike materials in soil or graded aggregate.
AASHTO T 180	(OSHD 106-71) moisture density relationship of soil same as AASHTO T 99 proctor but uses a 10-lb rammer & 18-in drop height.
AASHTO T 191	Sand Cone. Density of soil in place: For subgrade use 6-inch or 12-inch cone. For rock surfacing for 1-1/2-inch minus to 3-inch minus use 12-inch cone.

AASHTO T 205 Rubber balloon. Density of soil in place. Use for compacted or firmly bonded soil.

AASHTO T 209 Maximum Specific Gravity of Bituminous Paving Mixtures.

AASHTO T 210 Durability of aggregates based on resistance to produce fines.

AASHTO T 224 Correction for coarse particles in the soil.

AASHTO T 238 Density of Soil and Soil-Aggregate in place by nuclear methods.

AASHTO T 248 Reducing field samples of aggregate to testing size by mechanical splitter, quartering, or miniature stockpile sampling.

ASTM D 4564 Determination of relative density of cohensionless soils.

DMSO (dimethyl sulfide) Determines volume of expanding clays in aggregates. Usually associated with marine basalts.

103 - Compaction equipment shall meet the following requirements:

103b - (Sheepfoot) (Tamping) rollers. A tamping roller unit shall consist of two watertight metal drums mounted in frames in such manner as to be fully oscillating, together with a tractor having sufficient weight and power under actual working conditions to pull the roller drums at a minimum speed of 2.5 miles per hour. The drums shall be no less than 60 inches in diameter and no less than 54 inches in length, measured at the drum's surface, and shall be studded with tamping feet projecting not less than 7 inches from the face of the drums.

The distance between circumferential rows of tamper feet shall be such that the diagonal distance from any foot to the nearest foot in each adjacent row shall be not more than 12 inches. The cross-sectional area of the face of each tamper foot, measured perpendicular to the axis of the stud, shall be not less than 5-1/2 square inches nor more than 8 square inches.

The weight of the tamping-roller unit shall be such as to exert a minimum pressure of 250 pounds per square inch on the ground area in contact with the tamping feet, and the roller shall be so designed that the weight may be increased to exert a pressure up to 500 pounds per square inch on the ground area in contact with the tamping feet. The ground pressure shall be determined by dividing the total weight of the roller unit, not including the weight of the tractor, by the total cross-sectional area of the tamping feet in one row of tamping feet parallel to the axis of the roller.

103f - Vibratory roller. The drum diameter shall be not less than 48 inches, the drum width not less than 58 inches, and have a turning radius of 15 feet or less. Vibration frequency shall be regulated in steps to 1400, 1500, and 1600 vibrations per minute (VPM), corresponding to engine speeds of 1575, 1690, and 1800 RPM. The centrifugal force

developed shall be 7 tons at 1600 RPM. It shall be activated by a power unit of not less than 25 horsepower. The vibratory roller shall be self-propelled or drawn by a vehicle of sufficient horsepower to enable the unit to travel through a loose layer of material at a speed ranging from 0.9 mile to 1.8 miles per hour, as directed by the Authorized Officer.

The towing vehicle and roller or self-propelled unit meeting the above requirements shall be considered a vibratory roller unit.

103g - Vibratory compactor. Vibratory compactors shall consist of multiple or gang-type compacting units or pads with a minimum variable width of 2 feet. It shall be self-contained and capable of compacting material as required.

103h - Drum drive self-propelled vibratory grid roller. The unit shall consist of one cylindrical drum with a drum diameter of not less than 56 inches, nor more than 66 inches and the drum width shall be 84 inches. Vibratory frequency shall be regulated in seeps from 1200 to 1800 vibrations per minute (VPM), and the centrifugal force developed shall be at least 40,000 pounds at 1800 RPM. The vibratory grid roller shall be self-propelled and have a power unit of not less than 112 horsepower. The "grid" design shall be a herringbone or z-bar pattern around the circumference of the drum. The grid bars shall be 1 inch in height and spaced not more than 8-1/2 inches apart.

103i - Other. Compaction equipment approved by the Authorized Officer.

CLEARING AND GRUBBING - 200

201 - This work shall consist of clearing, grubbing, removing and disposing of vegetation, debris, surface objects, and protruding obstructions within the clearing limits in accordance with these specifications and conforming to the lines, grades, dimensions and typical cross sections shown on the plans.

201a - This work shall consist of clearing, grubbing, removing and disposing of vegetation, debris, surface objects, and protruding obstructions from borrow pits, quarries, channel changes, stockpile sites, etc., in accordance with these specifications.

202 - Where clearing limits have not been posted, established by these specifications, or shown on the plans, the limits shall extend **8** feet back of the top of the cut slope and **5** feet out from the toe of the fill slope.

203 - Clearing shall consist of the removal and disposal of trees, logs, rotten material, brush, and other vegetative materials and surface objects in accordance with these specifications and within the limits established for clearing as specified under Subsections 202, as shown on the plans, and as posted.

203b - Standing trees and snags to be cleared shall be felled within the limits established for clearing unless otherwise authorized.

204 - Grubbing shall consist of the removal and disposal of stumps, roots, and other wood material embedded in the ground and protruding obstacles remaining as a result of the clearing operation in accordance with Subsections 204a, 204c, 204d, and 204e between the top of the cut slope and the toe of the fill slope

204a - Stumps including those overhanging cut banks, shall be removed within the required excavation limits.

204c - On excavated areas, roots and embedded wood shall be removed to a depth not less than 6 inches below the subgrade.

204d - On areas to be occupied by embankments having heights greater than 4 feet, no stump or portion thereof shall remain within 3 feet of embankment subgrades or slope surfaces after grubbing is completed.

204e - Roots and embedded wood material shall be removed to a depth not less than 1 foot below embankment subgrades or slope surfaces.

205 - Clearing and grubbing debris shall not be placed or permitted to remain in or under road embankment sections. Such debris will, however, be permitted to remain under waste material from full-bench construction on steep side slopes.

206 - Clearing and grubbing debris shall be disposed of by chipping in accordance with Subsection 209 and/or piling in accordance with Subsection 211 at the following road location(s):

Road/Temp Route.	From MP or STA	To MP or STA	Activity Type	Disposal Method
33-5-26.2 A	0.00	0.87	RMU	Pile and Burn
	0.98	1.70	RMU	Pile and Burn
33-5-22.3	0.00	0.35	RMU	Pile and Burn
33-5-22.0	0.00	0.05	RMU	Pile and Burn
	0.06	0.37	RMU	Pile and Burn
	0.60	1.74	RMU	Pile and Burn
33-5-22.1	0.00	1.20	RMU	Pile and Burn
33-5-10.0 A-C	0.00	0.40	RMU	Pile and Burn
	0.74	1.02	RMU	Pile and Burn
33-5-10.0 I-K	4.36	6.75	RMU	Pile and Burn
33-5-10.2	0.00	0.17	RMU	Pile and Burn
33-5-10.6	0.45	0.58	RMU	Pile and Burn
33-5-10.1 B	1.34	1.59	RMU	Pile and Burn
33-5-10.4 A-B	0.17	0.42	RMU	Pile and Burn
	0.56	1.60	RMU	Pile and Burn
33-5-3.2 A	0.00	0.85	RMU	Pile and Burn
33-5-3.2 C	1.13	1.64	RMU	Pile and Burn

Road/Temp Route.	From MP or STA	To MP or STA	Activity Type	Disposal Method
33-5-3.1	0.00	0.70	RMU	Pile and Burn
33-5-3.3	0.00	0.60	RMU	Pile and Burn
33-5-10.3 A-B	0.46	3.72	RMU	Pile and Burn
32-5-22.0 D3-E	4.05	5.70	RMU	Pile and Burn
	6.28	6.62	RMU	Pile and Burn
33-5-4.1 A-B	0.00	1.28	RMU	Pile and Burn
33-5-9.2	0.00	0.30	RMU	Pile and Burn
33-5-10.9	0+00	3+65	Construction	Pile and Burn
33-5-3.7	0+00	14+60	Construction	Pile and Burn
33-5-3.6 B	0+00	7+85	Construction	Pile and Burn
TR 22-07	0+00	4+47	Construction	Pile and Burn
TR 22-01	0+00	5+58	Reconstruction	Pile and Burn
TR 10-04	0+00	2+50	Construction	Pile and Burn
TR 03-06	0+00	9+62	Construction	Pile and Burn
TR 03-04P	0+00	3+26	Construction	Pile and Burn
TR 04-04	0+00	2+09	Construction	Pile and Burn
TR 05-04	0+00	13+21	Construction	Pile and Burn

206a - Notwithstanding Subsections 204, 204a, 204c, 204d, and 205, clearing and grubbing debris resulting from landing construction shall be placed at disposal sites and shall not be covered with excavated material. Location of disposal sites will be determined by the Authorized Officer.

207 - The Purchaser shall prepare a burning plan for the disposal of clearing and grubbing debris in accordance with local and state laws, rules, and regulations. The plan shall be approved in writing by the Authorized Officer prior to burning.

207a - Burning shall utilize methods which produce intense heat with no visible smoke emissions except that minimal emissions of smoke associated with starting and stopping the operations will be tolerated. Prior to beginning burning the Purchaser shall obtain a burning permit from the regulating authority enforcing the air pollution control standards for the area and shall furnish a copy of the permit to the Authorized Officer. At the conclusion of each burning session, the fire shall be completely extinguished so that no smoldering debris remains.

Debris to be burned shall be dirt free. Final placement of debris into the actual burning area shall be done with a crane, loader, or other suitable lifting equipment. The use of dozers will not be permitted, unless they are equipped with a brush blade. Stumps larger than 3 feet in diameter shall be split prior to burning.

208b - Trees, firm logs, and other firm large pieces, 4 inches in diameter and 8 feet in length and larger and not removed from the contract area by the Purchaser, shall be piled at locations determined by the Authorized Officer.

209 - Clearing and grubbing debris shall be reduced to chips of an acceptable size and disposed of by scattering.

211 - Disposal of clearing and grubbing debris, stumps, and cull logs shall be by piling on government lands outside of established clearing limits in an area and in a manner acceptable to the Authorized Officer.

212 - No grading will be permitted prior to completion and approval by the Authorized Officer of the required clearing and grubbing work, except that stump grubbing may proceed with the excavation of the road prism.

213 - No clearing or grubbing debris shall be left lodged against standing trees.

EXCAVATION AND EMBANKMENT - 300

301 - This work shall consist of excavating, overhaul, placement of embankments, backfilling, borrowing, leveling, ditching, grading, insloping, outsloping, crowning and scarification of the subgrade, compaction, disposal of excess and unsuitable materials, and other earth-moving work in accordance with these specifications and conforming to the lines, grades, dimensions, and typical cross sections shown on the plans.

302 - Excavation shall also consist of the excavation of road and landing cut sections, borrow sites, backfilling, leveling, ditching, grading, compaction, and other earth moving work necessary for the construction of the roadway in accordance with these specifications and conforming to the lines, grades, dimensions, and typical cross sections shown on the plans.

303 - Suitable material removed from the excavation shall be used in the formation of embankment subgrade, shoulders, slopes, bedding, backfill for structures, and for other purposes as shown on the plans.

304 - Borrow shall consist of suitable material required for the construction of embankments or for other portions of the work; such material shall be obtained from sources shown on the plans, as shown in these specifications, and from sources selected by the Purchaser at his option and approved by the Authorized Officer.

305 - Embankment construction shall consist of the placement of excavated and borrowed materials, backfilling, leveling, grading, compaction, and other earth-moving work necessary for the construction of the roadway and landings in accordance with these specifications and conforming to the lines, grades, dimensions, and typical cross sections shown on the plans.

305a - Material used in the construction of embankment sections shall be free of stumps, cull logs, brush, muck, sod, roots, frozen material, and other deleterious materials and shall be placed and compacted as specified.

305b - Embankment materials shall be placed in successive parallel layers on areas cleared of stumps, cull logs, brush, sod, and other vegetative and deleterious materials, except as provided under Subsection 204. Roadway embankments of earth material shall be placed in horizontal layers not exceeding 8 inches in depth.

306 - Layers of embankment, selected borrow, final subgrade, and selected roadway excavation material as specified under Subsections 305a and 305b shall be moistened or dried to a uniform optimum moisture content suitable for maximum density and compacted to full width with compacting equipment conforming to requirements of Subsections 103b, 103f, 103g, 103h, and 103i.

306a - Minimum compaction for each layer of embankment, selected borrow, and selected roadway excavation material placed at optimum moisture shall be 6 passes over each full-width layer or fraction thereof.

306e - The final subgrade shall be compacted to full width with compacting equipment conforming to the requirements of Subsections 103b, 103f, 103g, 103h, and 103i. Minimum compaction shall be 1 hour of continuous compacting for each 6 stations of road or a fraction of as measured along the center line of the constructed road.

306g - All fill slopes shall be compacted to 75 percent of maximum density, either by walking with cat/excavator or by pressing with excavator bucket, to prevent surface erosion and raveling.

308 - In the case of rock fills, placement of material in layers is not required and such material may be placed by end-dumping or other methods approved by the Authorized Officer provided that the rock be reasonably prevented from escaping beyond the embankment toe.

309 - The top of cut slopes shall be rounded by blending into the adjacent terrain for a distance not less than 1 foot and not more than 3 feet beyond the top of the cut. Rounding shall be performed in soils that can be shaped without ripping or blasting.

314 - When heavy clays, muck, clay shale, or other deleterious material for forming the roadbed is encountered in cuts at subgrade, it shall be excavated to a minimum depth of 2 feet below the subgrade elevation and the excavated area backfilled with a selected borrow material approved by the Authorized Officer. The backfill material shall be uniformly moistened or dried to the optimum moisture content suitable for maximum density in accordance with the requirements of Subsection 306. Unsuitable material shall be disposed of as directed by the Authorized Officer.

316 - Borrow material from sources selected at the Purchaser's option shall be inspected and approved in writing by the Authorized Officer prior to placement.

317 - Selected borrow shall consist of talus material, finely broken rock, gravel, or other material of granular or favorable characteristics from sources shown on the plans.

318 - Selected borrow or selected roadway excavation material shall be uniformly spread on the roadbed in lifts not to exceed 6 inches in depth until the required thickness shown on the plans is attained.

Each layer shall be uniformly moistened or dried to the optimum moisture content suitable for maximum density and compacted to full width in accordance with the requirements of Subsection 306.

320 - Ditches shall conform to the slope, grade, dimensions, and shape of the required cross section shown on the plans. Roots, stumps, rocks, and other projections shall be removed to form smooth, even slopes.

321 - Excess excavated, unsuitable, or slide materials shall not be disposed of on areas where the material will encroach on a stream course or other body of water. Such materials shall be disposed of in accordance with Subsection 321a and 321c. Materials not disposed of in this manner shall be retrieved and disposed of at the Purchaser's expense and at the direction of the Authorized Officer.

321c - End-dumping will be permitted for the placement of excess materials under Subsection 321 in designated disposal areas or within areas approved by the Authorized Officer. Watering, rolling, and placement in layers are required. Materials placed shall be sloped, shaped, and otherwise brought to a visible condition acceptable to the Authorized Officer.

324 - Excavated material shall not be allowed to cover boles of standing trees to a depth in excess of 2 feet on the uphill side.

327 - The finished grading shall be approved in writing by the Authorized Officer in segments or for the total project. The Purchaser shall give the Authorized Officer 3 days' notice prior to final inspection of the grading operations.

PIPE CULVERTS - 400

401 - This work shall consist of furnishing and installing pipe culverts and splash pads in accordance with these specifications and conforming to the lines, grades, dimensions, and typical cross sections shown on the plans. Individual lengths and locations are approximate; final lengths and locations will be determined by the Authorized Officer upon installation of the appurtenance structures. Additional pipe and erosion control devices may be required at the option of the Authorized Officer, in which case a reduction in the total purchase price shall be made to offset the cost of furnishing and

installing such items. Costs will be based upon the unit prices set forth in the current BLM Timber Appraisal Production Cost Schedule.

403 - Grade culverts shall have a gradient of from 2 percent to 4 percent greater than the adjacent road grade. Grade culverts shall be skewed down grade 30 degrees as measured from the perpendicular to the centerline unless otherwise specified on the plans.

404 - Damage to the spelter, or burn back in excess of 3/8 inch, shall be wire brushed and painted with two coats of zinc-rich paint on zinc-coated and steel pipe, and aluminum-rich paint on aluminum or aluminum-coated pipe.

405 - Corrugated steel riveted and helical pipe culverts and pipe-arch culverts and special sections shall conform to the requirements of AASHTO M 36 and AASHTO M 218 or AASHTO M 274 as specified on the plans.

405a - Corrugated-**aluminized** steel-welded pipe culverts and pipe-arch culverts and special sections shall conform to the requirements of AASHTO M 36 and AASHTO M 218, AASHTO M 274, or AASHTO M 289 as specified on the plans.

406 - Coupling bands shall conform to the requirements of AASHTO M 36 and AASHTO M 218 or AASHTO M 274 with the exception of band widths and the "Hugger"-type band which shall conform to the details, dimensions, and typical diagram shown on the plans.

406a - "Hugger"-type coupling bands shall only be used with annular corrugated pipe and pipe-arch culverts, or helically corrugated pipe and pipe-arch culverts having annular reformed ends. Annular reformed ends shall consist of two annular corrugations.

408 - Pipe culverts and pipe-arch culverts shall be placed on the bed starting at the downstream end with the inside circumferential laps pointing downstream and with the longitudinal laps at the side or quarter points. Coupling bands of the type required under these specifications shall be installed so as to provide the circumferential and longitudinal strength necessary to preserve the pipe alignment, prevent separation of the pipe sections, and minimize infiltration of fill material.

410 - Pipe shall be unloaded and handled with reasonable care. If the Authorized Officer determines any structure is damaged to the extent that it is unsuitable for use in the road construction, it shall be replaced at the Purchaser's expense.

411 - Trenches necessary for the installation of pipe culverts shall conform to the lines, grades, dimensions, and typical diagram included in the plans and in Exhibit C-9, the Culvert Installation Detail Sheet.

412 - Where ledge rock, boulders, soft, or spongy soils are encountered, they shall be excavated a minimum of 24 inches below the invert grade for a width of at least one pipe diameter or span on each side of the pipe and shall be backfilled with selected granular or fine readily compactable soil material or crushed rock material in accordance with

Section 1200 gradation C.

413 - Pipe culverts and pipe-arch culverts shall be bedded on a selected granular, crushed rock material in accordance with Section 1200 gradation C, or fine readily compactable soil material having a depth of not less than 6 inches as shown on plans. Foundation material shall be of uniform density throughout the length of the structure and shall be shaped to fit the pipe.

416 - Side-fill material for pipe culverts shall be placed within 1 pipe diameter, or a minimum of 2 feet, of the sides of the pipe barrel, and to 1 foot over the pipe with fine, readily compactable soil, crushed rock material from stockpiles shown on the plans, or granular fill material free of excess moisture, muck, frozen material, roots, sod, or other deleterious or caustic material and devoid of rocks or stones of sizes which may impinge upon and damage the pipe or otherwise interfere with proper compaction.

417 - For pipe culverts, side-fill material conforming to the requirements of Subsection 416 shall be placed and compacted under the haunches of the pipe, and shall be brought up evenly and simultaneously on both sides of the pipe to 1 foot above the pipe, in layers not exceeding 6 inches in depth and 1 pipe diameter/span, or a minimum of 2 feet in width each side of, and adjacent to, the full length of the pipe barrel. Each layer shall be moistened or dried to a uniform moisture content suitable for maximum compaction and immediately compacted by approved hand or pneumatic tampers until a uniform density of 85 percent of the maximum density, is attained as determined by AASHTO T 99, Method C.

418 - Side fills beyond the compaction limits specified under Subsection 417 shall be compacted as specified under Section 300.

419 - The pipe culverts after being bedded and backfilled as required by these specifications shall be protected by a 2-foot cover of fill before heavy equipment is permitted to cross the drainage structures. Removal of the protection fill shall be as directed by the Authorized Officer.

423 - Construction of catch basins and ditch dams conforming to the lines, grades, dimensions and typical diagrams shown on the plans, shall be required for all culverts.

424 - Construction of splash pads conforming to lines, grades, dimensions and typical diagram shown on the plans, shall be required for culverts.

427 - **Record in-place culvert sizes, lengths, and location installed on a copy of the culvert list. This as-built culvert list shall be submitted to the Authorized Officer or project engineer.**

428 - Remove and dispose of old culverts in a legal manner, and for any fees required. The Purchaser shall remove the old culverts from the work site within 3 working days of completion of the culvert replacement work for each road.

429 - Keep the excavation site dewatered so that the installation of culverts is completed under dry conditions. Dispose of excess water by using pumping or natural drainage ways near the site in a manner that will avoid damage to adjacent property. Provide for downstream waterflow with no more that 10% increase in natural stream turbidity due to transport of excavated material or sediment during construction. Diversion streams shall not be returned to the natural channel until all in-stream work has been completed.

RENOVATION AND IMPROVEMENT OF EXISTING ROADS - 500

501 - This work shall consist of reconditioning and preparing the roadbed and shoulders, minor excavation and/or embankment, cleaning and shaping drainage ditches, trimming vegetation from cut and embankment slopes, and cleaning and repairing drainage structures of existing roads in accordance with these specifications, as shown on the plans and as marked on the ground with stakes.

501a - This work shall include the removal and disposal of slides in accordance with these specifications and as marked on the ground with stakes.

502 - The existing road surface shall be scarified (where needed) to its full width and to a depth of 6 inches to eliminate surface irregularities and bladed and shaped to the lines, grades, dimensions, and typical cross sections shown on the plans and as marked on the ground with stakes.

502a - Rocks larger than 4 inches in maximum dimension shall be removed from the scarified layers of the roadbed. Material so removed will not be permitted to remain on road shoulders or in ditches.

502b - Drainage ditches shall be bladed and shaped in accordance with the lines, grades, dimensions, and typical cross sections shown on the plans.

503a - Debris from slides and slumps shall be hauled to designated waste disposal sites as specified in the worklist.

504 - Scarified material and existing road surfaces shall be uniformly moistened or dried to the optimum moisture content suitable for maximum density and compacted to full width with equipment conforming to the requirements of Subsections 103f, 103g, 103h, and 103i and as specified in the worklist.

504a - Minimum compaction required shall be 6 passes over each full-width layer, or fraction thereof, as measured along the centerline per layer of material.

506 - The inlet end of existing drainage structures shall be cleared of vegetative debris and boulders that are of sufficient size to obstruct normal stream flow. Pipe inverts shall be

cleared of sediment and other debris lodged in the barrel of the pipe. The outflow area of pipe structures shall be cleared of rock and vegetative obstructions which will impede the structure's designed outflow configuration. Catch basins shall conform to the lines, grade, dimensions, and typical diagram shown on the plans.

507 - Existing and new drainage structures shall be replaced with structures of the type, gauge, diameter, and length shown on the plans and in accordance with the placement requirements set forth under Section 400 of these specifications.

508 - Vegetation encroaching on the roadbed and the drainage ditches of existing roads shall be removed by cutting and disposed of in accordance with Subsection 2100 of these specifications.

509 - The finished grading shall be approved in writing by the Authorized Officer 3 days prior to surfacing operations. The Purchaser shall give the Authorized Officer 3 days notice prior to final inspection of the grading operations.

WATERING - 600

601 - This work shall consist of furnishing and applying water required for the compaction of embankments, roadbeds, backfills, base courses, surface courses, finishing and reconditioning of existing roadbeds, laying dust, or for other uses in accordance with these specifications.

602 - Water, when needed for compaction or laying dust, shall be applied at the locations, in the amounts, and during the hours as directed by the Authorized Officer. Amounts of water to be provided will be the minimum needed to properly execute the compaction requirements in conformance with these specifications, and for laying dust during work periods.

603 - Water trucks used in this work shall be equipped with a distributing device of ample capacity and of such design as to ensure uniform application of water on the roadbed.

605 - The Purchaser shall secure the necessary water permits and pay all required water fees for use of water source(s) selected by the Purchaser and approved by the Authorized Officer.

AGGREGATE BASE COURSE - 900
SCREENED ROCK MATERIAL

901 - This work shall consist of furnishing hauling, and placing one or more lifts of screened rock material on roadbeds approved for placing screened rock material in accordance with these specifications and conforming to the dimensions and typical cross sections shown on the plans.

902a - Screened rock materials to be used in this work may be obtained from sources selected by the Purchaser, at his option, providing the rock materials furnished comply with these specifications the sources are approved in writing by the Authorized Officer prior to use.

903 - Screened rock material shall conform to the following gradation requirements:

Table 903

SCREENED ROCK MATERIAL GRADATION REQUIREMENTS
Percentage by Weight Passing Square Mesh Sieves
(AASHTO T 27)

Sieve Designation	Gradation			
	A	B	C	D
4 inch	**100**			
3 inch	**95-100**	100		
2 inch		95-100	100	
1-1/2 inch			95-100	100
1 inch				95-100
No. 4	**11-44**	16-49	21-54	26-59
No. 200	**2-15**	2-15	0-15	0-15

904 - Screened rock material shall not exceed 35 percent loss as determined by AASHTO T 96.

904a - Screened rock material shall show a durability value of not less than 35 as determined by AASHTO T 210.

905 - The roadbed as shaped and compacted under Section 300 and 500 of these specifications, shall be approved in writing by the Authorized Officer prior to placement of screened rock materials. Notification for final inspection, prior to rocking, shall be 72 hours prior to that inspection and shall be 5 days prior to start of rock operations.

906 - Screened rock material shall be placed in layers not to exceed 6 inches in thickness. Where the required total thickness is more than 6 inches, the rock material shall be shaped and compacted in two or more layers of approximately equal thickness.

906a - Screened rock materials used to repair or reinforce a soft, muddy, frozen, yielding, or rutted subgrades shall not be construed as surfacing under this specification.

907 - Filler or binder material obtained from sources shown on the plans and approved by the Authorized Officer shall be uniformly blended with the screened rock material on the road. Filler or binder materials shall be free from stones, vegetative matter, and other deleterious materials.

908 - Screened rock material shall be blade-processed and spread to required dimensions. Processing shall be performed in such a manner as to minimize aggregate segregation.

909 - Screened rock material shall be compacted by routing construction and hauling equipment over the full width of each layer placed.

910 - Screened rock material, bladed and shaped as specified, shall be moistened or dried to optimum moisture content for maximum compaction and compacted to full width by compaction equipment conforming to the requirements of Subsections 103f, 103g, 103h, and 103i. Minimum compaction shall be 6 passes over each full-width layer, or fraction thereof.

AGGREGATE SURFACE COURSE - 1200
CRUSHED ROCK MATERIAL

1201 - This work shall consist of furnishing, loading, hauling, and placing one or more layers of crushed rock material on roadbeds and base courses approved for placing crushed rock material in accordance with these specifications and conforming to the dimensions and typical cross sections shown on the plans. Material not conforming to these specifications will be rejected and shall be removed from the road at the purchaser's expense.

1202a - Crushed rock materials used in this work may be obtained from commercial source(s) selected by the Purchaser, providing the rock materials furnished comply with the specifications.

1203 - When crushed rock material is produced from gravel, not less than 65 percent by weight of the particles retained on the No. 4 sieve will have 2 manufactured fractured faces. If necessary to meet the above requirements or to eliminate an excess of filler, the gravel shall be screened before crushing.

1204 - Crushed rock material shall consist of hard durable rock fragments conforming to the following gradation requirements:

TABLE 1204

AGGREGATE SURFACE COURSE
CRUSHED ROCK MATERIAL
Percentage by weight passing square mesh sieves
AASHTO T 11 & T 27

Sieve Designation	GRADATION					
	C	**C-1**	D	D-1	E	E-1
1-1/2-inch	100	**100**	-	-	-	-
1-inch	-	**-**	100	100	-	-
3/4-inch	50-90	**60-90**	-	70-98	100	100
1/2-inch	-	**-**	-	-	-	70-98
No. 4	25-50	**30-55**	30-60	36-60	40-75	44-70
No. 8	-	**22-43**	-	25-47	-	30-54
No. 30	-	**11-27**	-	12-31	-	15-34
No. 40	5-25	**-**	5-30	-	5-35	-
No. 200	2-15	**3-15**	3-15	3-15	2-15	3-15

1204a - The Purchaser shall be required to take one sample for each 1,000 cubic yards of crushed rock material to be utilized or a minimum of 1 sample per day, using AASHTO sampling procedures. The Purchaser shall submit samples to a certified lab or perform testing for gradation requirements using AASHTO T 11 and AASHTO T 27 testing procedures. Prior to testing, each sample shall be split, making one half of the sample, with proper identification, available for testing by the Authorized Officer. Each sample and the results of Purchaser testing shall be made available to the Authorized Officer within 24 hours of sampling. The Purchaser shall provide test results for the first 500 cubic yards produced prior to commencing production crushing and hauling.

1205 - Crushed rock material shall not exceed 35 percent loss as determined by AASHTO T 96.

1206 - Crushed rock material shall show a durability value of not less than 35 as determined by AASHTO T210.

1207 - That portion of crushed rock material passing the No. 40 sieve, including blending filler, shall have a liquid limit of not more than 35 and a plasticity index of not less than 4 and not more than 12 as determined by AASHTO T 89 and AASHTO T 90.

1208 - If additional binder or filler material is necessary to meet the grading or plasticity requirements or for satisfactory bonding of the material, it shall be uniformly blended with the crushed rock material at the crushing and screening plant prior to placing on the road, unless otherwise agreed. The material for such purposes shall be obtained from sources approved by the Authorized Officer and shall be free from stones, vegetative matter, and other deleterious materials.

1208a - Each layer of crushed rock material shall be thoroughly mixed on the roadbed by

alternately blading, to full depth, until a uniform mixture has been obtained. The mixture shall then be spread to full width. When completed, the spreading shall produce a surface which is smooth, presents uniform shoulder lines, and conforms to the specified cross section.

1209 - Shaping and compacting of roadbed and base course shall be completed and approved in writing, prior to placing crushed rock material, in accordance with the requirements of Subsections 300 and 500 for placing on the roadbed and landings and Section 900 for placing on the base course. Notification for final inspection prior to rocking shall be 72 hours prior to the inspection and shall be 5 days prior to start of surfacing operations.

1210 - Crushed rock material conforming to the requirements of these specifications shall be placed on the approved roadbed, turnouts, landings, and base course in accordance with these specifications and conforming to the lines, grades, dimensions, and typical cross sections shown on the plans. Compacted layers shall not exceed 4 inches in depth. When more than one layer is required, each shall be shaped, processed, compacted, and approved in writing by the Authorized Officer before the succeeding layer is placed. Irregularities or depressions that develop during compaction of the top layer shall be corrected by loosening the material at these places and then adding or removing crushed rock material until the surface is smooth and uniform.

1210a - Crushed rock material used to repair or reinforce soft, muddy, frozen, yielding, or rutted roadbed shall not be construed as surfacing required by this specification.

1212 - Each layer of crushed rock material placed, processed, and shaped as specified shall be moistened or dried to a uniform moisture content suitable for maximum compaction and compacted to full width by compacting equipment conforming to the requirements of Subsections 103f, 103g, 103h, 103i. Minimum compaction shall be 6 passes over each full-width layer, or fraction thereof.

EROSION CONTROL - 1700

1701 - This work shall consist of measures to control soil erosion or water pollution during the construction and renovation operations through the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other approved erosion control devices or methods in accordance with these specifications and conforming to the lines, grades, dimensions and typical cross sections shown on the plans.

1704 - The erosion control provisions specified under this Subsection shall be coordinated with the Soil Stabilization requirements of Section 1800 and the Geotextile requirement of Section 1300.

1705 - The surface area of erodible earth material exposed at any one time by clearing and grubbing shall not exceed 21,780 square feet (0.5 acres) after October 15 without prior approval by the Authorized Officer.

1706 - The surface area of erodible earth material exposed at one time by excavation, borrow, or fill within the right-of-way shall not exceed 21,780 square feet (0.5 acres) after September 15 without prior approval by the Authorized Officer.

1706a - The Purchaser shall perform, during the same construction season, erosion control measures on all exposed excavation, borrow, and embankment areas.

1707 - Completed and partially completed segments of new roads and temporary roads carried over the winter and early spring periods shall be stabilized by mulching in accordance with Section 1800.

1708 - Newly constructed roads to be carried over the winter period, shall be blocked to vehicular traffic.

1708a - Road segments not completed during dry weather periods shall be winterized, by providing a well-drained roadway using water bars, maintaining drainage, and performing additional measures necessary to minimize erosion and other damage to the roadway, as directed by the Authorized Officer. Portions of roads not having surface rock in place will be blocked or barricaded to prevent vehicular traffic.

1711 - The Purchaser shall construct catch basins and splash pads for pipe culverts conforming to the requirements and details shown on the respective exhibits and on the plans.

1712 - Where shown on the plans, the Purchaser shall provide erosion control measures for newly constructed ditches on steep grades which include but is not limited to, dumped stone, jute mesh, sod, check dams consisting of hay bales, and earth or stone. Width of protective lining or dam should extend far enough up the ditch slopes to effectively contain the runoff and prevent erosion and washout at the edges and prevent sediment from reaching live water.

1713 - Where newly constructed logging spur roads join with existing surfaced roads, the Purchaser shall construct a sag in the spur road profile and install a culvert in accordance with the requirements and details as shown in the plans.

SOIL STABILIZATION – 1800

1801 - This work shall consist of seeding and mulching on designated cut, fill, borrow, disposal, and special areas in accordance with these specifications. The work is required for road acceptance under Section 18 of this contract.

1802 - Soil stabilization work consisting of seeding and mulching shall be performed on existing roads and designated locations in accordance with these specifications.

1802a - Soil stabilization work consisting of seeding and mulching shall be performed on new

roads construction, landings, disturbed areas, and disposal sites in accordance with these specifications and as shown on the plans.

1803 - Soil stabilization work as specified under Subsections 1802 and 1802a shall be performed during the following seasonal periods:

From: September 1	To: October 31 (of the same year)

If soil stabilization of disturbed areas is not completed by the specified fall date, the Purchaser shall treat disturbed areas in accordance with Subsection 1707 and then complete the requirements of Section 1800 the next construction season. The Authorized Officer may modify the above seasonal dates to conform to existing weather conditions and changes in the construction schedule.

1803a - The Purchaser shall begin soil stabilization work within 10 days of the starting work date when notified by the Authorized Officer.

1806a - Additional soil stabilization work consisting of seeding and mulching may be required at the option of the Authorized Officer. Providing the additional stabilization is not due to Purchaser negligence as specified in Sec. 12 of the contract, a reduction in the total purchased price shall be made to offset the cost of furnishing and applying such additional stabilization material. Cost shall be based upon the unit price set forth in the current BLM Timber Appraisal Production Cost Schedule.

1808 - Mulch materials conforming to the requirements of Subsection 1808a shall be furnished by the Purchaser (in the amounts specified under Subsection 1811 and 1813 and applied in accordance with Subsection 1812.

1808a - Straw mulch shall be certified weed free from commercial grain fields and native grass fields. Straw mulch shall be from oats, wheat, rye, or other approved grain crops and shall be free from, mold, or other objectionable material. Straw mulch shall be in an air-dry condition and suitable for placement.

1809 - Mulch material shall be delivered to the work area in a dry state. Material found to be wet will not be accepted. Material to be used in the mulching operation may be stockpiled along the road designated for treatment provided that it is maintained in a dry state and has the approval of the Authorized Officer.

1810 - Bulk mulching material required under these specifications shall be delivered to the work area bound either by twine, string or hemp rope. Wire binding will not be permitted.

1811 - The Purchaser shall furnish and apply to approximately **1.5** acres designated for treatment as shown on the plans and as specified under Subsections 1802 and 1806s, a mixture of grass seed and mulch material at the following rate of application:

Grass Seed	10 lbs./acre
Mulch	2,000 lbs./acre

The above proportion and application rate are subject to adjustment by the Authorized Officer during the application operation.

1814 - The Purchaser may reduce the application rate on partially covered slopes and refrain from application on areas already well stocked with grass or on rock surfaces as determined by the Authorized Officer.

1815 - The seed and mulch materials shall be placed by the dry method in accordance with the requirements set forth in Subsection 1815b.

1815b - Dry Method - Blowers, mechanical seeders, seed drills, landscape seeders, cultipaker seeders, fertilizer spreaders, or other approved mechanical seeding equipment may be used when seed and fertilizer are to be applied in dry form.

1819 - The Purchaser shall notify the Authorized Officer at least 3 days in advance of date he intends to commence the specified soil stabilization work.

1821 - Mulch that collects at the end of culverts or accumulates to excessive depths on the slopes shall be evenly spread by hand methods, as directed by the Authorized Officer.

1822 - No materials shall be applied when wind velocities would prevent a uniform application of the mix or slurry or when winds would drift the mix or slurry spray outside of the designated treatment area.

1824 - Twine, rope, sacks, and other debris resulting from the soil-stabilization operation shall be picked up and disposed of to the satisfaction of the Authorized Officer.

ROADSIDE BRUSHING - 2100

2101 - This work shall consist of the removal of vegetation from the road prism - variable distance, and inside curves in accordance with these specifications and conforming to the lines, grades, dimensions, and typical cross sections shown on the Roadside Brushing Detail Sheet of this exhibit, at designated locations as shown in the plans.

2102 - Roadside brushing may be performed mechanically with self-powered, self-propelled equipment and/or manually with hand tools, including chain saws.

2103 - Vegetation cut manually and/or mechanically less than 8 inches in diameter when at D.B.H. shall be cut to a maximum height of **1-inch** above the ground surface or above obstructions such as rocks or stumps on cut and fill slopes and all limbs below the 1-inch area will be severed from the trunk.

2103a - Vegetation shall be cut and removed from the roadbed between the outside shoulder(s) and the ditch centerline and such vegetation shall be cut to a maximum height of 1 inch above the ground and running surface. Limbs below the 1**-inch** area will be severed from the trunk. Sharp pointed ends will not be permitted. Cuts shall be parallel to the ground line or running surface.

2104 - Trees greater than 8 inches in diameter at D.B.H. shall be limbed, so that no limbs extend into the treated area or over the roadbed to a height of 14 feet above the running surface of the roadway on cut and fill slopes, within the road prism-variable distance. Limbs shall be cut to within 1 inch of the trunk to produce a smooth vertical face. Removal of trees larger than 8 inches in diameter for sight distance or safety may be directed by the Authorized Officer.

2105 - Vegetation that is outside of the road prism-variable distance that protrudes into the road prism and within 14 feet in elevation above the running surface shall be cut, to within 1 inch of the trunk to produce a smooth vertical face.

2106 - Vegetative growth capable of growing 1 foot in height or higher shall be cut, within the road prism-variable distance or as directed by the Authorized Officer.

2107 - Inside curves shall be brushed out for a sight distance of 200 feet chord distance or a middle ordinate distance of 25 feet, whichever is achieved first. Overhanging limbs and vegetation greater than 1 foot in height, shall be cut within these areas.

2108 - Self-propelled equipment shall not be permitted on cut and fill slopes or in ditches.

2110 - Vegetation 8 inches and smaller in diameter shall be chipped where indicated in the worklist. Chips shall be scattered downslope from the roadway. Vegetation over 8 inches in diameter shall be disposed of by direction of the Authorized Officer.

2114 - Sections of roadway to have vegetation removed will be marked at start and stop points with red-topped painted stakes.

2115 - Mechanical brush cutters shall not be operated when there are people and occupied vehicles within 400 feet of the immediate operating area.

2116 - Traffic warning signs shall be required at each end of the work area. Signs shall meet the requirements of the Manual on Uniform Traffic Devices.

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Sale: Peters Folly TS
Sale Date: 09/2026
Prep. By : BLM
Tract No: ORM070-TS-2026.0010

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

ROAD MAINTENANCE AND ROAD USE APPRAISAL WORK SHEET

Summary of Costs

1.1) Road Use - Amortization: $0.00/13507 MBF = $0/MBF

Road Maintenance Obligation:

(2.1) BLM Maintenance		$7,256.28
(2.2) BLM Rockwear	$9,315.50	
(5.1) Purchaser Maintenance Rockwear	$35,685.88	
Total Rockwear Payable to BLM	$45,001.38	
(3.1) 3rd Party Maintenance		$0.00
(3.2) 3rd Party Rockwear		$1,012.61
(4.1) Other Maintenance Payments		$0.00
Total Maintenance and Rockwear Fee Obligations (2.1-5.1)		$53,270.27

Purchaser Maintenance Allowances:

(5.2A) Move In	$8,653.05
(5.2B) Culverts, Catch Basins, Downspouts	$8,247.80
(5.2C) Grading, Ditching	$19,561.24
(5.2D) Slide Removal and Slump Repair	$0.00
(5.2E) Dust Palliative (Water)	$16,557.12
(5.2F) Surface Repair (Aggregate)	$54,010.00
(5.2G) Other	$0.00
Total Purchaser Maintenance Allowances (5.2A-5.2G)	$107,029.21

(2.1-5.2G) Cost ($53,270.27 + $107,029.21) = $160,299.48

Cost/MBF $160,299.48/13507 MBF = $11.87/MBF

Purchaser Decommissioning Allowances:

(5.2H) Decommissioning	$12,246.70

(5.2H) Cost/MBF $12,246.70/13507 MBF = $0.91/MBF

(2.1-5.2H) Cost ($53,270.27 + $107,029.21 + $12,246.70) = $172,546.18

Total Cost/MBF (Excluding Road Use) $172,546.18/13507 MBF = $12.77/MBF

1) Road Use Fees - Amortization

Details

R/W Number	Road Number	Rd Use Fee	x	Vol MBF	=	Road Use Obligation
M-2000	33-5-03.02 A-B	Free Use				$0.00

Subtotal by agreement number:

(1.1) Subtotal $0.00

2) BLM Maintenance - Timber Haul

Road Number and Segment	A N	Surf Type	Mi	x	MAINTENANCE (2.1) Maint Fee	Vol MBF	= Maint	ROCKWEAR (2.2) Rkwear Fee	x	Vol MBF	= Rkwear
33-5-21.00 A-B	A	AGG	1.32		0.74	1402	$1,369.47	0.95		1402	$1,758.11
33-5-21.00 B	A	AGG	0.35		0.74	923	$239.06	0.95		923	$306.90
33-5-21.00 B-C	A	AGG	1.13		0.74	480	$401.38	0.95		480	$515.28
33-5-26.02 A	A	AGG	1.70		0.74	480	$603.84	0.95		480	$775.20
33-5-22.03	A	AGG	0.35		0.74	57	$14.76	0.95		57	$18.95
33-5-10.00 A	A	AGG	0.21		0.74	12109	$1,881.74	0.95		12109	$2,415.75
33-5-10.00 A	A	AGG	0.06		0.74	6460	$286.82	0.95		6460	$368.22
33-5-10.00 B-C	A	AGG	0.66		0.74	1265	$617.83	0.95		1265	$793.16
33-5-10.00 C-H	A	AGG	3.13		0.74	795	$1,841.38	0.95		795	$2,363.93

(2.1) Subtotal $7,256.28
(2.2) Subtotal $9,315.50

3) Third Party Maintenance and Rockwear

Agrmnt Number	Surface Type	Road Number	Mi	x	MAINTENANCE (3.1) (Fee x MBF = Maint)	ROCKWEAR (3.2) (Fee x MBF = Rkwear)
M-2000	AGG	33-5-03.02 B	0.13			$0.95 x 570 = $70.40
M-2000	AGG	33-5-03.02 A	0.90			$0.95 x 1102 = $942.21

Subtotal of maintenance fees by agreement number:
Subtotal of rockwear fees by agreement number:
M-2000 1,012.61

(3.1) Subtotal $0.00
(3.2) Subtotal $1,012.61

4) Other Maintenance Payments - USFS or Others Perform Maintenance

Agency	Road Number	Miles (Log)	x	Vol (mbf)	x	Fee MBF/MI	=	Cost

(4.1) Subtotal $0.00

5) Purchaser Maintenance - Rock Wear

TIMBER HAUL (5.1)

Road No & Seg	A/N	Mi	x	RkWear Fee	x	Vol MBF	=	Total RkWear
33-5-22.04	A	0.37	x	$0.95	x	115	=	$40.42
33-5-22.00	A	0.37	x	$0.95	x	443	=	$155.71
33-5-22.00	A	0.91	x	$0.95	x	428	=	$370.01
33-5-22.00	A	0.46	x	$0.95	x	25	=	$10.93
33-5-22.01	A	0.55	x	$0.95	x	479	=	$250.28
33-5-22.01	A	0.48	x	$0.95	x	260	=	$118.56
33-5-22.01	A	0.17	x	$0.95	x	47	=	$7.59
33-5-10.00 I	A	0.37	x	$0.95	x	795	=	$279.44
33-5-10.00 I	A	0.20	x	$0.95	x	645	=	$122.55
33-5-10.00 I	A	0.47	x	$0.95	x	578	=	$258.08
33-5-10.00 J	A	1.14	x	$0.95	x	555	=	$601.07
33-5-10.00 J	A	0.21	x	$0.95	x	262	=	$52.27
33-5-10.00 K	A	0.30	x	$0.95	x	73	=	$20.81
Jeep Road	A	0.12	x	$0.00	x	129	=	$0.00
33-5-13.05	A	0.17	x	$0.00	x	28	=	$0.00
33-5-23.04	A	0.06	x	$0.95	x	29	=	$1.65
33-5-10.02	A	0.17	x	$0.95	x	259	=	$41.83
33-5-10.06	A	0.65	x	$0.95	x	249	=	$153.76
33-5-10.06	A	0.17	x	$0.95	x	54	=	$8.72
33-5-10.08	A	0.22	x	$0.00	x	85	=	$0.00
33-5-10.01 A	A	1.18	x	$0.95	x	5190	=	$5,817.99
33-5-10.01 A	A	0.02	x	$0.95	x	4795	=	$91.11
33-5-10.01 B	A	0.39	x	$0.95	x	398	=	$147.46
33-5-10.04 A	A	0.05	x	$0.95	x	4397	=	$208.86
33-5-10.04 A	A	0.12	x	$0.95	x	4022	=	$458.51
33-5-10.04 A	A	0.25	x	$0.95	x	3722	=	$883.98
33-5-10.04 A	A	0.08	x	$0.95	x	3612	=	$274.51
33-5-10.04 A	A	0.30	x	$0.95	x	2818	=	$803.13
33-5-10.04 B	A	0.80	x	$0.95	x	949	=	$721.24
33-5-03.02 C	N	0.61	x	$0.95	x	570	=	$330.32
33-5-04.03	N	0.48	x	$0.95	x	503	=	$229.37
33-5-03.06 A	N	0.17	x	$0.95	x	503	=	$81.23
33-5-03.01	A	0.20	x	$0.95	x	437	=	$83.03
33-5-03.01	A	0.50	x	$0.95	x	337	=	$160.08
33-5-03.03	A	0.18	x	$0.95	x	97	=	$16.59
33-5-03.03	A	0.42	x	$0.95	x	32	=	$12.77
33-5-10.03 A	A	0.04	x	$0.95	x	5630	=	$213.94
33-5-10.03 A	A	2.85	x	$0.95	x	5626	=	$15,232.40
33-5-10.03 A-B	A	0.83	x	$0.95	x	4056	=	$3,198.16
32-5-22.00 D3	A	0.29	x	$0.95	x	84	=	$23.14
32-5-22.00 D3	A	0.20	x	$0.95	x	112	=	$21.28
32-5-22.00 D3	A	1.35	x	$0.95	x	711	=	$911.86
32-5-22.00 D3	A	0.10	x	$0.95	x	946	=	$89.87
32-5-22.00 E	A	0.47	x	$0.95	x	2689	=	$1,200.64
32-5-22.00 E	A	0.03	x	$0.95	x	2272	=	$64.75
32-5-22.00 E	A	0.42	x	$0.95	x	100	=	$39.90
33-5-05.01	A	0.30	x	$0.95	x	2172	=	$619.02
33-5-05.01	A	0.17	x	$0.95	x	1752	=	$282.95
33-5-05.01	A	0.13	x	$0.95	x	653	=	$80.65
33-5-05.00	A	0.05	x	$0.95	x	128	=	$6.08
33-5-04.01 A	A	0.64	x	$0.95	x	576	=	$350.21
33-5-04.01 B	A	0.64	x	$0.95	x	281	=	$170.85
33-5-09.02	A	0.30	x	$0.95	x	265	=	$75.53
33-5-04.00	A	0.36	x	$0.00	x	408	=	$0.00
33-5-04.02	A	0.51	x	$0.00	x	475	=	$0.00
33-5-10.09(NEW)	A	0.07	x	$0.95	x	119	=	$7.91
33-5-03.07(NEW)	A	0.28	x	$0.95	x	794	=	$211.20
33-5-03.06 B(N)	N	0.15	x	$0.95	x	503	=	$71.68

(5.1) Subtotal $35,685.88

Purchaser Operational Maintenance

Move In

Equipment	No Units	x	Move in	x	Cost/ 50 Mi	x	Dist Factor	=	Sub-total
Motor Grader:	1	x	5	x	558	x	0.63	=	$1,757.70
Back Hoe:	1	x	5	x	415	x	0.63	=	$1,307.25
Water Truck:	1	x	5	x	138	x	0.63	=	$434.70
Dump Truck:	4	x	5	x	130	x	0.63	=	$1,638.00
Excavator:	1	x	5	x	558	x	0.63	=	$1,757.70
Roller:	1	x	5	x	558	x	0.63	=	$1,757.70

(5.2A) Total $8,653.05

Culvert Maintenance - Including Catch basins and Downpipes

Miles	x	Cost/Mi	=	Subtotal
14.19	x	$514.62	=	$7,302.46

Type CMP	No CMPS	x	Cost/CMP	=	Subtotal
Minor Cleaning	11	x	$85.94	=	$945.34

(5.2B) Total $8,247.80

Grading (Includes Ditches and Shoulders)

Road Section	Miles	x	Cost/Mi	x	Freq	=	Subtotal
Blade w/ Ditch:	13.71	x	939.38	x	1	=	$12,878.90
Blade w/o Ditch:	11.75	x	568.71	x	1	=	$6,682.34

(5.2C) Total $19,561.24

Slide and Slough removal, Slump Repair (15 sta-yds. ea.)

Type Equipment	No Slides /Slumps	x	Hours Each	x	Equip Cost	=	Subtotal
Grader:	0	x	0	x	$187.45	=	$0.00
Loader:	0	x	0	x	$117.39	=	$0.00
Backhoe:	0	x	0	x	$111.88	=	$0.00

(5.2D) Total $0.00

Dust Palliative (Water)

Spreading Hours

	No Miles	/	Freq MPH	=	Truck Hours	x	Days	x	/Day	=	Hours
	2.24	/	5	=	0.4	x	60	x	1	=	24
Load & Haul =					1.0	x	60	x	1	=	60
Return trip =					1.0	x	60	x	1	=	60
Total Hours =					144						

Truck Cost: $114.98/Hr. x 144.0 Hours = $16,557.12

(5.2E) Total $16,557.12

Surface Repair (Aggregate)

Quarry / Source Name:	Local Source 1-1/2"	
Production Cost:	1000.0 CY x $20.00/CY	= 20,000.00
Haul to Stockpile:		
Grades > 15%	1000.0 CY x (($2.56/CY x 2.50 Mi) + $0.85)	= $7,250.00
Grades <= 15%	1000.0 CY x (($1.28/CY x 5.50 Mi) + $0.85)	= $7,890.00
State / Co Roads	1000.0 CY x (($0.57/CY x 27.00 Mi) + $0.85)	= 16,240.00
Process with Grader:	1000.0 CY x $1.22/CY	= $1,220.00
Compaction:	1000.0 CY x $1.41/CY	= $1,410.00

(5.2F) Total $54,010.00

Other

Fallen Timber Cutting:	0.0 Hours x $0.00/Hour	=$0.00
Brush Cutting/Tree Trimming:	0.0 Hours x $0.00/Hour	=$0.00
Oil/Asphalt Materials:	Lump Sum	=$0.00
Signing for Dust Palliatives:	Lump Sum	=$0.00

(5.2G) Total $0.00

Decommissioning

Other Costs

Road Number	Cubic Yds Pullback Material		Qty Waterbars		Qty Earthen Barriers	= Total
33-5-10.08	(0x2.23)	+	(6x87.3)	+	(1x261.9)	= $785.70
33-5-03.02 C	(0x2.23)	+	(12x87.3)	+	(0x261.9)	= $1,047.60
33-5-05.00	(0x2.23)	+	(0x87.3)	+	(1x261.9)	= $261.90
33-5-04.00	(0x2.23)	+	(0x87.3)	+	(1x261.9)	= $261.90
33-5-04.02	(0x2.23)	+	(0x87.3)	+	(1x261.9)	= $261.90
TR 22-07	(0x2.23)	+	(7x87.3)	+	(1x261.9)	= $873.00
TR 22-01	(0x2.23)	+	(3x87.3)	+	(1x261.9)	= $523.80
TR 10-04	(0x2.23)	+	(1x87.3)	+	(1x261.9)	= $349.20
TR 03-06	(0x2.23)	+	(6x87.3)	+	(1x261.9)	= $785.70
TR 03-04P	(0x2.23)	+	(2x87.3)	+	(1x261.9)	= $436.50
TR 04-04	(0x2.23)	+	(1x87.3)	+	(1x261.9)	= $349.20
TR 05-04	(0x2.23)	+	(8x87.3)	+	(1x261.9)	= $960.30

(Other Cost) Total $6,896.70

Time & Equipment Costs

TR 22-07 Camouflage Entrance - Large Excavator: 1 EA @ $500.00/EA	=$500.00
TR 22-07 Seed and Mulch: 0.5 AC @ $1000.00/AC	=$500.00
TR 22-01 Seed and Mulch: 0.2 AC @ $1000.00/AC	=$200.00
TR 22-01 Camouflage Entrance - Large Excavator: 1 EA @ $500.00/EA	=$500.00
TR 10-04 Seed and Mulch: 0.15 AC @ $1000.00/AC	=$150.00
TR 10-04 Camouflage Entrance - Large Excavator: 1 EA @ $500.00/EA	=$500.00
TR 03-06 Seed and Mulch: 0.25 AC @ $1000.00/AC	=$250.00
TR 03-06 Camouflage Entrance - Large Excavator: 1 EA @ $500.00/EA	=$500.00
TR 03-04P Seed and Mulch: 0.15 AC @ $1000.00/AC	=$150.00
TR 03-04P Camouflage Entrance - Large Excavator: 1 EA @ $500.00/EA	=$500.00
TR 04-04 Seed and Mulch: 0.1 AC @ $1000.00/AC	=$100.00
TR 04-04 Camouflage Entrance - Large Excavator: 1 EA @ $500.00/EA	=$500.00
TR 05-04 Seed and Mulch: 0.5 AC @ $1000.00/AC	=$500.00
TR 05-04 Camouflage Entrance - Large Excavator: 1 EA @ $500.00/EA	=$500.00

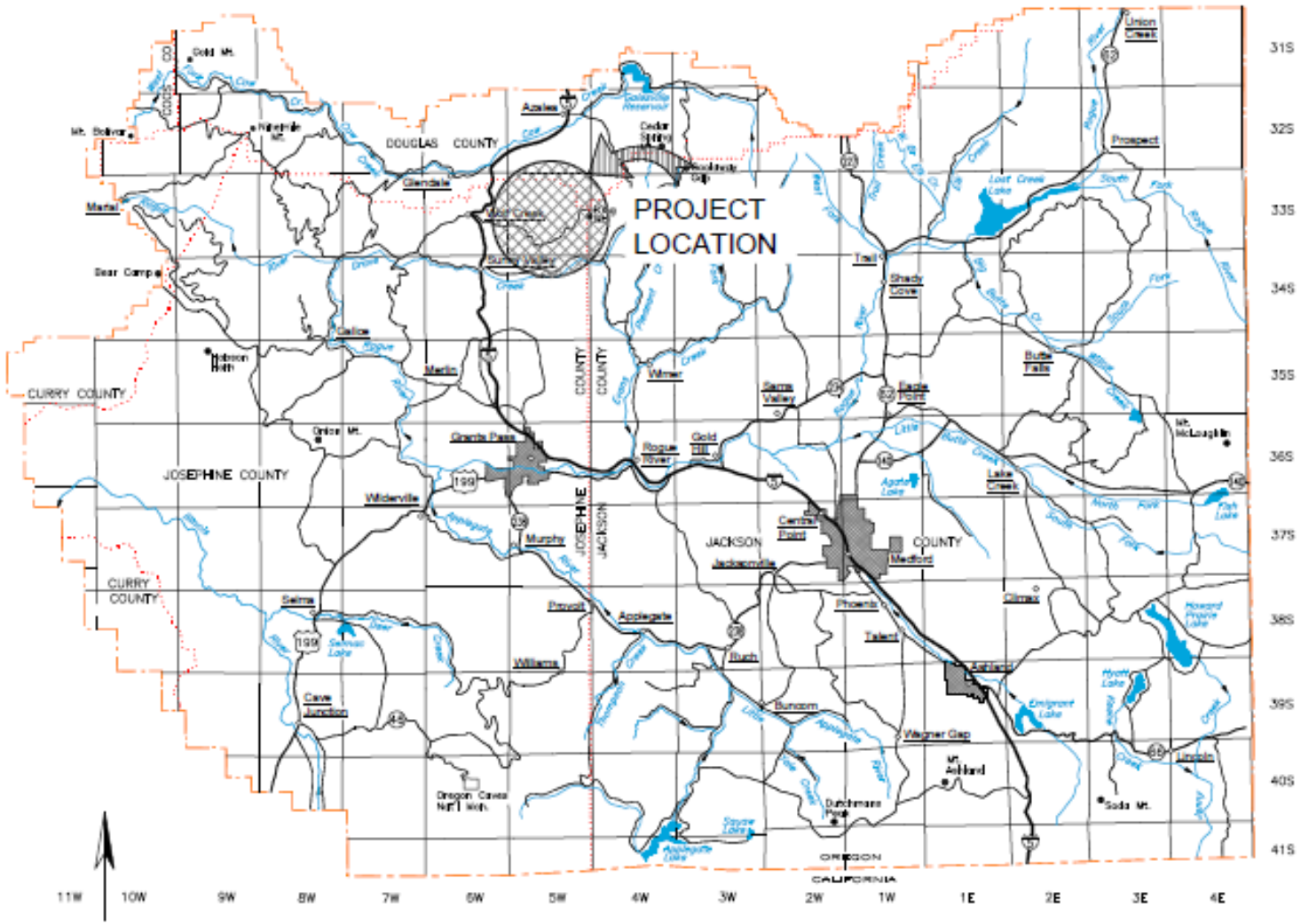
(5.2H) Decommissioning Total $12,246.70

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EXHIBIT D1

PETERS FOLLY TIMBER SALE
TRACT NO. ORM070-TS-2026.0010

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT


PROJECT LOCATION
DOUGLAS COUNTY
CURRY COUNTY
JOSEPHINE COUNTY
JACKSON COUNTY
CURRY COUNTY
Gold Hill
Rogue River
Grants Pass
Medford
Central Point
Jacksonville
Ashland
Talent
Phoenix
Medford
Wilderville
Murphy
Selma
Applegate
Williams
Rush
Bunker
Wagner Gap
Cave Junction
Oregon Caves Nat'l Mon.
Dutchmans Peak
Mt. Ashland
Soda Mt.
Prospect
Shady Cove
Eagle Point
Butte Falls
Mt. McLoughlin
Union Creek
Lost Creek Lake
Lake Creek
Howard Prairie Lake
Emigrant Lake
Hyatt Lake
Agate Lake
Selmac Lake
Applegate Lake
Tou Velle Reservoir
Cedar Springs Reservoir
Galice
Merlin
Wimer
Sams Valley
Gold Hill
Union Mt.
Mt. Bolivar
Bear Camp
Marial
Glendale
Azalea
Grayback Mt.
Illinois River
Rogue River
Applegate River
Williams Creek
Little Applegate River
Bear Creek
Evans Creek
Little Butte Creek
Big Butte Creek
Elk Creek
Trail
Prospect
Shady Cove
Eagle Point
Butte Falls

ROAD MAINTENANCE SPECIFICATIONS

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3300	Final Maintenance	6-6
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3500	Decommissioning	12-13

GENERAL - 3000

3001 - The Purchaser shall be required to maintain all roads as shown on Exhibit D-3 and Exhibit D-5 maps and Exhibit D-6 Maintenance Estimate of Quantities of this contract in accordance with Sections 3000, 3100, 3200, 3300, 3400, and 3500 of this Exhibit.

3001a - The Purchaser shall be required to provide maintenance on roads in accordance with Subsections 3403, 3403a, 3404, 3405, and 3406.

3002 - The Purchaser shall maintain the cross section of existing dirt or graveled roads to the existing geometric standards. Any roads required to be constructed, improved, or renovated under terms of this contract shall be maintained to the geometric standards required in Exhibit C of this contract.

3003 - The minimum required maintenance on any roads shall include the provisions specified in Subsections 3101, 3104, and 3105.

3004 - The Purchaser shall be responsible for providing timely maintenance and cleanup on any roads with logging units substantially completed prior to moving operations to other roads. The maximum length of non-maintained or non-cleanup of the road prism shall not exceed the sum of one (1) mile at any time.

Release of maintenance requirements may be granted, upon written request, when the conditions specified in Sections 3300 and 3400 are met satisfactorily.

OPERATIONAL MAINTENANCE - 3100

3101 - The Purchaser shall blade and shape the road surface and shoulders with a motor grader. Banks shall not be undercut. Back blading with tractors or similar equipment will be allowed only around landings and other areas when approved by the Authorized Officer.

3102 - The Purchaser shall furnish (from a commercial source) and place **1,000 cu. yds**. of aggregate conforming to the requirements in Section 1200 of Exhibit C of this contract on the roadway and landings at locations and in the amounts designated by the Authorized Officer.

This aggregate shall be used to repair surface failures and areas of depleted surface depth excluding damages covered by Section 12 of this contract. The aggregate shall be furnished, hauled, placed, spread and graded, and compacted by of a vibratory roller or similar equipment.

3103 - The purchaser shall maintain established berms and place additional berms using adjacent material where needed to protect fills as directed by the Authorized Officer.

3104 - The purchaser shall perform other road cleanup including removal of debris, fallen timber, bank slough, and slides which can practicably be accomplished by a motor grader, rubber tired front end bucket loader, rubber tired backhoe or comparable equipment, and by the use of hand tools.

3104a - Removal of bank slough and slide material includes placement of material at the nearest designated, suitable disposal site where material cannot erode into streams, lakes, or reservoirs or cause undue damage to road fill slopes which have been planted or mulched to control soil erosion as directed by the Authorized Officer.

3104b - The Purchaser shall be responsible for removal of all slides or slough, up to fifteen station yards in quantity, at any one site. This work includes unlimited multiple sites on all roads required to be maintained by the purchaser.

Prior to removal of any slough or slide material exceeding fifteen station yards at any one site, the Purchaser and the Authorized Officer or their Authorized Representatives shall agree in writing, in the field, to the quantity of material, method of disposal, and the disposal site. Work may commence immediately after agreement.

Upon completion of agreed upon work, a reduction in timber sale purchase price will be made to offset the cost of the work, based on current BLM Road Cost Guide. Adjustments in purchase price for completed work shall be made as necessary and no less than once per year when actual work is ongoing.

3105 - The Purchaser shall be responsible for maintaining normal flow in drainage structures.

This includes cleaning out drainage ditches, catch basins, clearing pipe inverts of sediment and other debris lodged in the barrel of the pipe, and maintaining water dips and water-bars using equipment specified in Subsection 3104 and other culvert cleaning and flushing equipment.

3106 - The Purchaser shall be responsible for repair and replacement of all materials eroded from road shoulders and fill slopes, up to fifteen station yards in quantity, at any one site. This work includes unlimited multiple sites on all roads required to be maintained by the Purchaser. Prior to repair and replacement of eroded material exceeding fifteen station yards at any one site, the Purchaser and the Authorized Officer or their Authorized Representatives shall agree in writing, in the field, to the quantity of material, borrow source and method of repair. Work may commence immediately after agreement.

Upon completion of agreed upon work, a reduction in timber sale purchase price will be made to offset the cost of the work based upon current BLM Road Cost Guide. Adjustments in purchase price for completed work shall be made as necessary and no less than once per year when actual work is ongoing.

3107 - The Purchaser shall cut or trim trees and brush which obstructs vision or prevents the safe passage of traffic along the traveled way when directed by the Authorized Officer.

The Purchaser shall also cut trees or brush encroaching on the road prism that are a result of his activities or winter damage during the contract period. Disposal of such vegetative material shall be in accordance with Section 2100 of Exhibit C20.

3108 - The Purchaser shall avoid fouling gravel or bituminous surfaces through covering with earth and debris from side ditches, slides or other sources. The Purchaser shall also avoid blading surfacing material off the running surface of the roadway.

Skidding of logs on the roadway in or outside designated logging units is not authorized without prior written approval by the Authorized Officer. Repair required caused by such skidding activity is not considered maintenance and shall be repaired at the Purchaser's expense.

3108a - The Purchaser shall perform logging operations on gravel and/or bituminous roadways only where the locations have been marked on the ground and/or approved by the Authorized Officer. Repair of the roads is not considered maintenance and shall be repaired at the Purchaser's expense.

SEASONAL MAINTENANCE - 3200

3201 - The Purchaser shall perform preventative maintenance at the end of Purchaser's hauling each season and during non-hauling periods which occur between other operations on the contract area. This includes requirements specified in Section 3100.

3202 - The purchaser shall perform and complete maintenance specified in Sections 3000, 3100, and 3200 on all roads maintained by him, prior to October 15 each year, except as specified in Subsection 3203, after initial commencement of construction or logging operations. Thereafter, all roads shall have continuous preventive maintenance and road cleanup until suspension of seasonal operations. This includes all roads used and not used during the proceeding operating seasons.

3203 - The Purchaser shall complete road cleanup and maintenance, as specified in Section 3100, at the completion of logging operations on any roads located in an area separate from the area where logging activities will resume.

3204 - The Purchaser shall be responsible for performing post storm inspections and maintenance during the winter season to minimize erosion and potential road or watershed damage.

FINAL MAINTENANCE - 3300

3301 - The Purchaser shall complete final maintenance and/or damage repairs on all roads used under terms of their contract within thirty 30 calendar days following the completion of hauling and in accordance with Sec. 16(b) of this contract. This work shall include any maintenance and/or damage repairs specified in Sections 3000, 3100, and 3200 necessary to meet the conditions specified in Subsection 3002 and shall be executed in accordance with Subsection 3302 of this section.

The Authorized Officer may grant acceptance of Purchaser's maintenance responsibility in part where certain individual roads or road segments are no longer of any use to the Purchaser's remaining removal operations, providing that all contract requirements as specified under Sec. 16(b), Special Provisions Sections 3000, 3100, 3200 and 3300 of the maintenance specifications have been completed and a relinquishment of cutting and removal rights on cutting units tributary to these roads is signed by the Purchaser. Request for partial acceptance must be submitted in writing by the Purchaser.

3302 - The Purchaser shall perform final road maintenance only when weather or soil moisture conditions are suitable for normal maintenance equipment operations as determined by the Authorized Officer.

If final maintenance is delayed after the date required in Subsection 3301 of this contract by adverse soil moisture or unsuitable equipment operating conditions, the Purchaser will be notified by the Authorized Officer when soil moisture and equipment operating conditions are suitable. The Purchaser shall then be required to complete final maintenance within 30 days.

OTHER MAINTENANCE - 3400

3401 - The Purchaser shall repair any damage to road surfaces that was specified under Subsections 3108 and 3108a. This repair includes restoring the roadway to the designed standard and replacement of surfacing with approved surface material. This repair is not limited to use of equipment specified in Subsection 3104.

3402 - The Purchaser shall be permitted to remove ice and snow from roads authorized for use under this contract only when prior written approval has been secured from the Authorized Officer. The Purchaser shall submit a written request for permission to remove ice and snow in advance of the date operations are to begin.

Upon receiving written authorization for ice or snow removal, the Purchaser will perform the work according to the conditions and equipment requirements set forth in the authorization.

3403 - The Purchaser shall be required to furnish and apply non-saline water during dry hauling periods, when directed by the Authorized Officer, for the purpose of laying dust and to prevent loss of surface material. The first application of water shall be made at the rate of one- half gallon per yd^2 of road surface traveled. Subsequent applications shall be made for each 40 MBF of timber or 120 yds^3 of rock hauled. Subsequent watering may be done at a rate less than one-half gallon per yd^2 when a specified lesser rate is approved by the Authorized Officer.

The following roads shall be watered:

Road Number	From M.P.	to M.P.
33-5-21.00 (A-B)	0.00	2.24

The Purchaser shall secure any necessary water permits and pay all required water fees for use of the water source(s) selected by the Purchaser and approved by the Authorized Officer.

During drought periods when the transportation of water from the source to the roads noted above exceeds 15 miles, a reduction shall be made in the total purchase price to reflect the additional haul or the substitution of other acceptable dust palliatives in lieu of watering based on equipment rental rates from the current BLM Road Cost Guide.

3403a - During dry hauling conditions when watering is not required, the Purchaser shall reduce hauling speeds and restrict the number of loads hauled to reduce dust as directed by the Authorized Officer on the following roads:

Road Number	From M.P.	to M.P.
33-5-21.00 (A-B)	0.00	2.24

Adjustments to the above schedules may be made by the Authorized Officer at his option as hauling conditions improve. The Purchaser, at his option and expense, may elect to substitute watering or other dust palliatives in lieu of the above hauling requirements provided that written approval is received from the Authorized Officer. Such authorization shall include the approval of product specifications for the application and the product to be used.

3404 - The Purchaser may at his option and expense substitute lignin sulfonate for water on any or all road segments listed in Subsection 3403 or 3403a provided that written approval is received from the Authorized Officer. Such authorization shall include the approval of product specifications for the application of the product to be used. Multiple applications may be required to maintain the conditions specified in Subsection 3403.

3405 - **IF LIGNIN SULFONATE IS USED** - The Purchaser shall be required to furnish and apply lignin sulfonate dust palliatives in accordance with these specifications.

This work shall be performed upon acceptance of the required road construction, renovation, or improvement work and be placed prior to any timber hauling other than right-of-way timber and rock hauling.

When timber hauling has commenced during the wet weather season, the Purchaser shall apply the required dust palliative during the subsequent summer hauling season as directed by the Authorized Officer.

Other means of dust abatement needed prior to the application of the required dust palliative shall be applied as approved by Authorized Officer.

The specified dust palliative shall be applied evenly over the specified road surface width of the following roads:

Road Number	From M.P.	to M.P.
33-5-21.00 (A-B)	0.00	2.24

Turnouts and extra widening shall be included in addition to the spread width.

3405a - Additional lignin sulfonate dust palliative may be required at the option of the Authorized Officer when the functional qualities of the dust palliative have been

reduced or become ineffective due to third party damage, rain, or other events not under the control of the purchaser.

All materials and labor shall be furnished by the Purchaser and placed in amounts and locations designated by the Authorized Officer, in which case a reduction in the total purchase price shall be made to offset the cost. Costs will be based upon the unit prices set forth in the current BLM Road Cost Guide.

If additional dust palliative is required due to events controlled by the Purchaser, such as split hauling season, the Purchaser shall furnish and place such material at his own expense.

3405b - The Purchaser shall notify affected residents along the roads to be treated of the planned application of lignin sulfonate dust palliatives at least 5 days prior to the work. Warning signs shall be posted at key intersections to alert users that the road is being treated. All signs shall be removed by the Purchaser within 30 days of treatment.

3406 - Prior to the application of lignin sulfonate dust palliatives, the roadbed shall be bladed and shaped to remove surface irregularities and excess loose material. The prepared surface must have 1/2 to 1 inch of relatively loose material and be visibly moist and drying.

3406b - A light application of water to promote penetration shall be made in advance of the application of the specified dust palliative to allow the drying process to begin and to eliminate any saturated surface conditions.

3406c - The prepared roadbed shall be approved by the Authorized Officer prior to application of the specified dust palliative.

3407 - The Purchaser shall furnish in duplicate, commercial certification signed by vendor of compliance with the lignin sulfonate dust palliatives material requirements specified under Subsection 3412b. Commercial certification includes the date, identification number of truck or trailer, net mass, and brand name with each shipment. Also provide the net volume and specific gravity at 60 degrees F, percent solids by mass, and PH.

3408 - Dust palliatives shall be applied with standard commercial distribution equipment operated in a manner that the material is uniformly applied on variable widths of surface at controlled rates.

3409 - The Purchaser shall notify the Authorized Officer a minimum of 5 days in advance of application of required dust palliative.

3410 - The Purchaser shall submit an application schedule for all dust palliative work to the

Authorized Officer for approval. All work shall be in accordance with the approved plan.

3411 - Required lignin sulfonate dust palliatives shall only be applied when the atmospheric temperature is 45° F and steady or rising and when the weather is not foggy or rainy. Do not apply dust palliative if rain is anticipated within 24 hours of application or when the ground is frozen.

3412 - The Purchaser shall apply to the prepared roadbed specified under Subsection 3405, a lignin sulfonate dust palliative conforming to the material requirements of Subsection 3412b. The rate of application shall be 0.5 gallons per yd^2 surface. A second application at the rate of 0.3 gallons per yd^2 shall be applied at a time designated by the Authorized Officer.

Applied materials not penetrating the road surface shall be blade mixed with additional water into the top 1 to 1½ inches of the surfacing at the Contractor's expense.

3412a - If required, the lignin sulfonate shall be field diluted within the application vehicle and be circulated for at least 5 minutes to assure mixing. An air gap shall be provided between any water source and the materials being diluted. Accidental spills shall be contained to prevent entry in water courses or ponded water. The surface of adjacent structures and trees shall be protected from spattering or marring.

A wetting agent may be used in addition to the certified compound or mixed with the road surface preparation watering. A mix of less than 1:6000 is recommended.

Water used to dilute lignin sulfonate concentrate shall be clean and free of oil, salt, acid, alkali, vegetable matter, or any other substance that contaminates the finished product.

3412b - Specifications for Lignin Sulfonate:

Lignin sulfonate shall be the chemical residue produced as a byproduct of the acid sulfite pulping process and supplied as a water solution. The base cation shall be ammonia, calcium, or sodium. The product shall be water soluble to allow field dilution. Dilute with water until the mixture contains a minimum 48 percent concentration with the following properties:

Solids	50%
Specific gravity	1.25
PH, AASHTO T289	4.5 min.

Ensure that the material does not exceed the following chemical constituents:

phosphorous	25.00 ppm
cyanide	0.20 ppm
arsenic	5.00 ppm
copper	0.20 ppm
lead	1.00 ppm
mercury	0.05 ppm
chromium	0.50 ppm
cadium	0.20 ppm
barium	10.00 ppm
selenium	5.00 ppm
zinc	10.00 ppm

Apply when the ambient air temperature is 45° F or above.

3413 - Sampling of lignin sulfonate material may be required to validate certificates furnished by the Purchaser. When sampling is directed by the Government, the actual samples will be taken by the Purchaser or his representative in the presence of the Authorized Officer.

DECOMMISSIONING – 3500

3501 - Decommissioning and long-term closure work includes installing water bars, camouflaging the entrance, placement of slash or placement of soil stabilization material, and blocking road from access by vehicles as listed in Exhibit D4, Road Decommissioning Worklist. This work is required for road acceptance under Section 18 of this contract.

3503 - Decommissioning and long term closure shall be performed on existing roads in accordance with these specifications, and as shown on the plans at the following locations:

Road No.	From Sta./M.P.	To Sta./M.P.	Decommission Type
33-5-10.08	0.00	0.22	Long Term Closure
33-5-03.02 C	1.13	1.64	Water Bar Only
33-5-05.00	0.00	0.05	Long Term Closure
33-5-04.00	0.00	0.36	Long Term Closure
33-5-04.02	0.00	0.51	Long Term Closure
TR 22-07	0+00	12+52	Decommission
TR 22-01	0+00	5+58	Decommission
TR 10-04	0+00	2+50	Decommission
TR 03-06	0+00	9+62	Decommission
TR 03-04P	0+00	3+26	Decommission
TR 04-04	0+00	2+09	Decommission
TR 05-04	0+00	13+21	Decommission

3504 - Decommissioning and long-term closure work shall be completed after road use. All decommissioning work shall be performed during the following seasonal periods to address soil moisture:

From: September 1	To: October 15 (of the same year)

3506 - Stockpiled slash shall be used to protect exposed areas created by the Purchaser's decommissioning long-term closure operations described in these sections. Slash shall be uniformly spread and placed without bunching. The operation shall produce a dense, uniform mat. All slash stockpiles created by the purchaser shall be utilized for decommissioning operations. Where slash is not available, exposed soil areas shall be stabilized in accordance with Section 1800 of Exhibit C18.

3508 - Protect areas with camouflaging and soil stabilization from damage by Purchaser traffic or construction equipment. Damaged areas shall be repaired by the Purchaser.

3509 - Access shall be blocked with barricades as shown on the Barricade and Water Bar

Details Exhibit D7, Decompaction and Culvert Removal Details Exhibit D8, Typical Road Camouflage Details Exhibit D9, and at locations as shown on Exhibits D4 and D5.

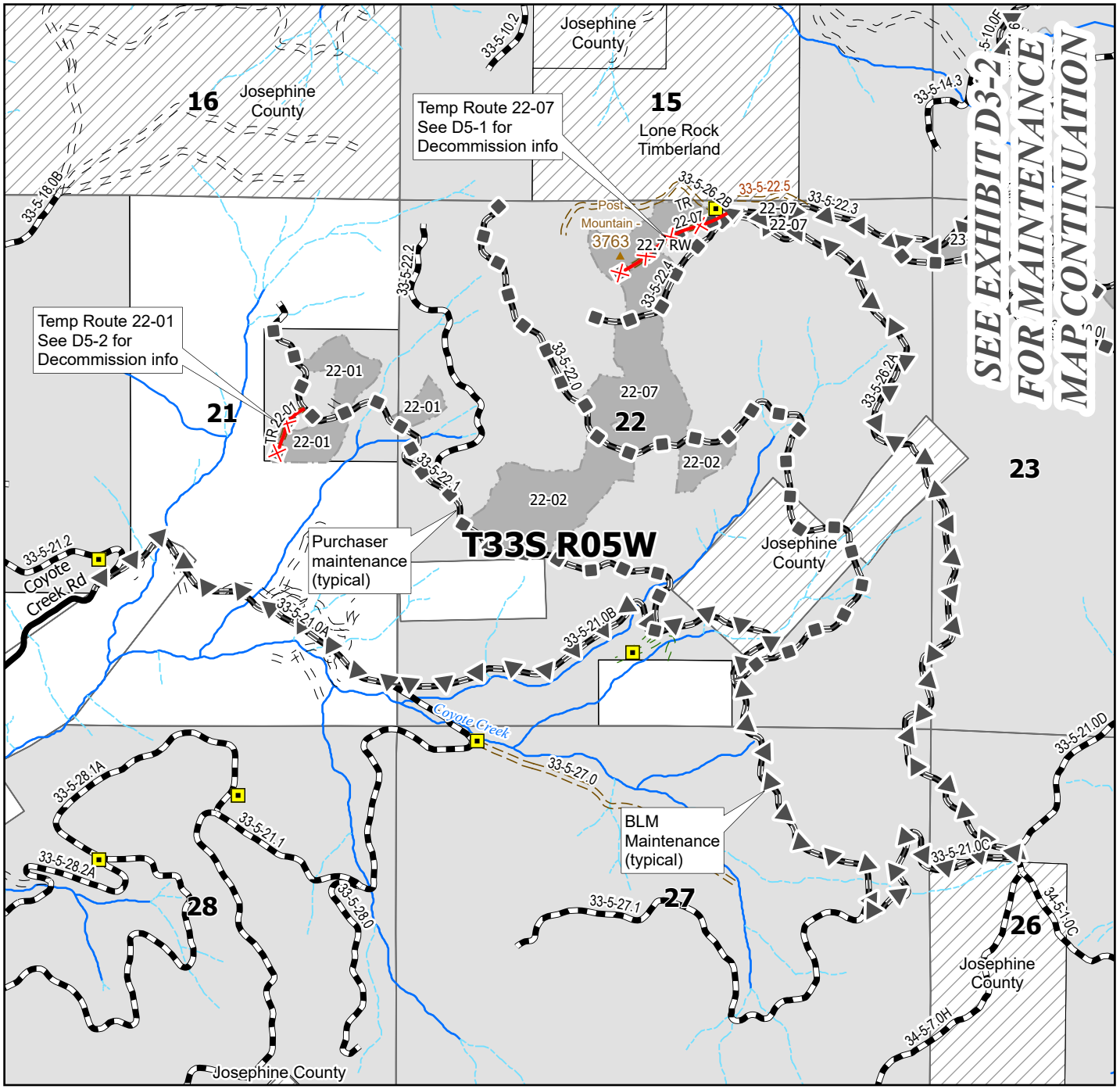
3510 - Sections of roadway where ripping or subsoiling are required shall be cleared of all vegetation and slash. The resultant slash shall be stockpiled in a manner that will allow retrieval and uniform spreading in accordance with Subsection 3506. No vegetation or slash shall be mixed with excavated material to be placed.

3511 - Ripping, subsoiling, and water barring shall be done on designated roadways and landings. Ripping shall be done with wing-toothed rippers or excavators modified for tillage.

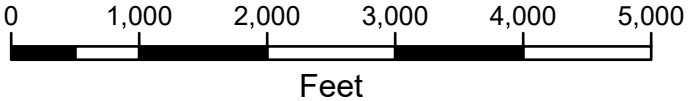
3513 - Water bars shall be installed across full width of roadway at spacing shown in the worklist, specifications, and drawings. Water bars shall be constructed as shown on Exhibit D7. No water bar will be installed closer than 50 feet to a draw crossing.

3514 - Protection of exposed surfaces shall be accomplished by placement of soil stabilization material in accordance with Section 1800 and placement of slash described in Subsection 3506 on designated roadways, disturbed areas, landings, and other areas disturbed by the purchaser's operations in accordance with these specifications and as shown in the plans.

Exhibit D3-1







Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD MAINTENANCE MAP
COYOTE CREEK AREA

DRAFTED BY: BLM	EXHIBIT D3
DATE: AUG 2026	SHEET: 1 OF 4

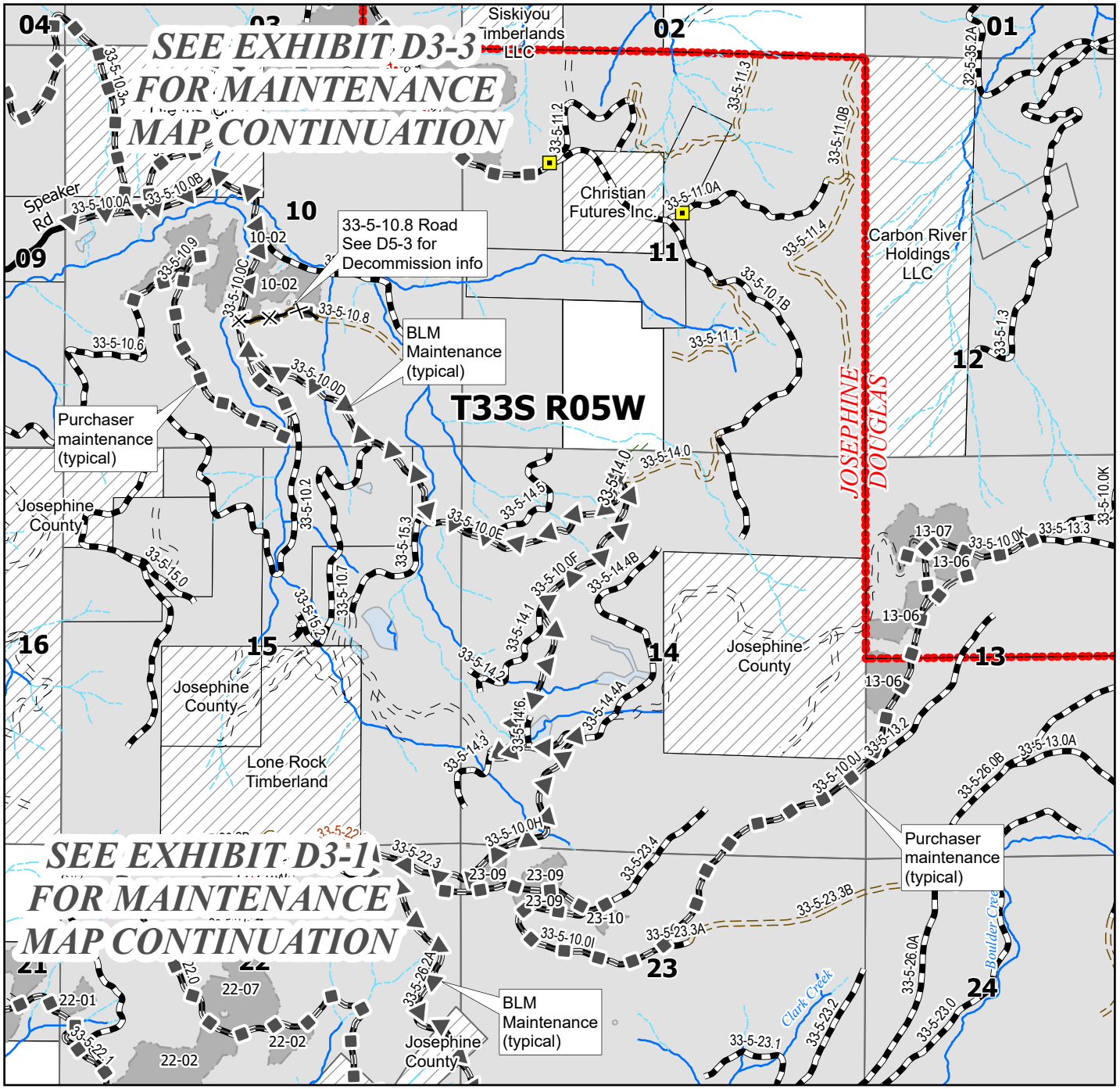


Exhibit D3-2

Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

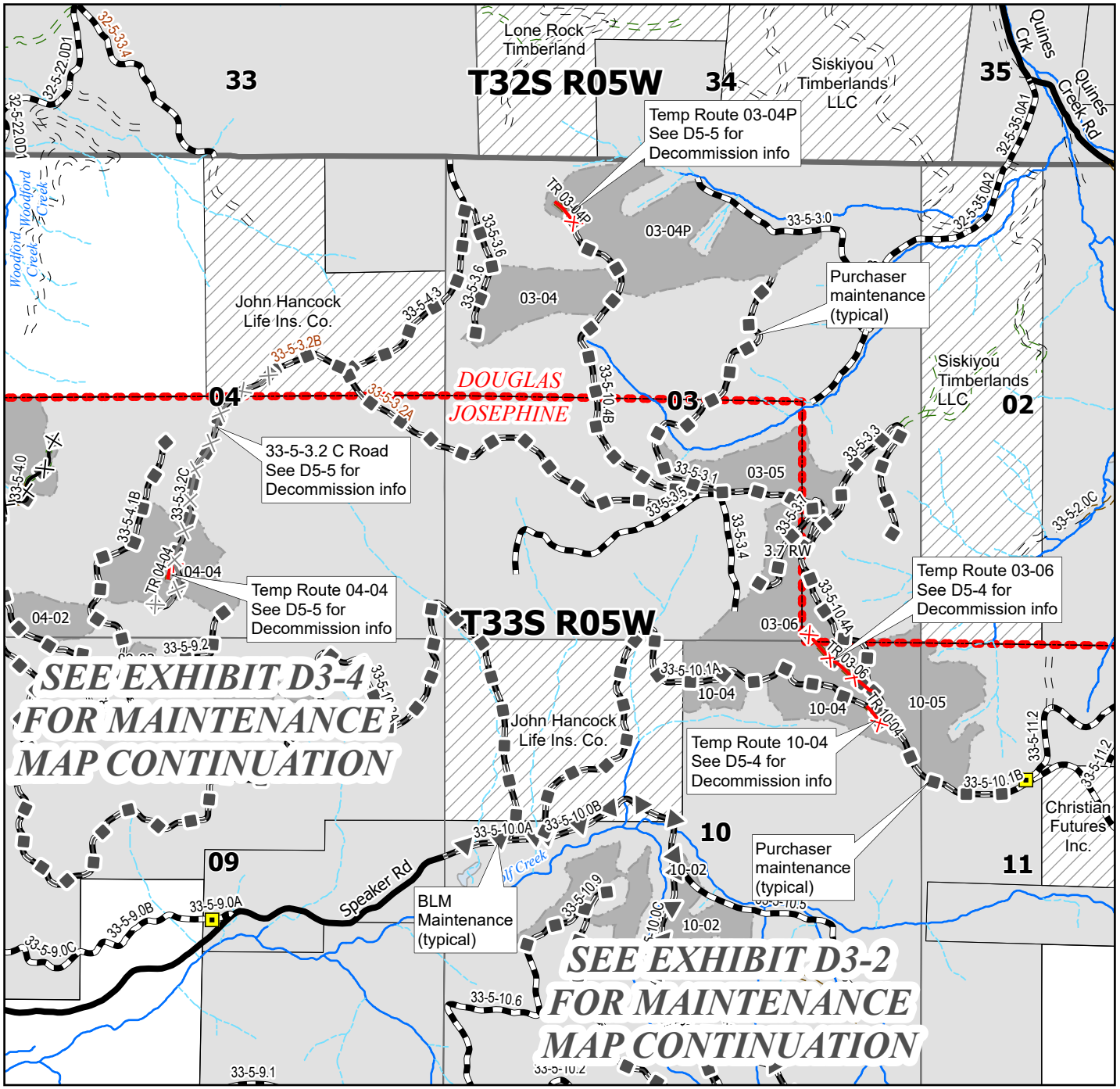
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE ROAD MAINTENANCE MAP WOLF CREEK/KING MTN AREA

DRAFTED BY: BLM	EXHIBIT D3
DATE: AUG 2026	SHEET: 2 OF 4

Exhibit D3-3



Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD MAINTENANCE MAP
WOLF CRK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT D3
DATE: AUG 2026	SHEET: 3 OF 4

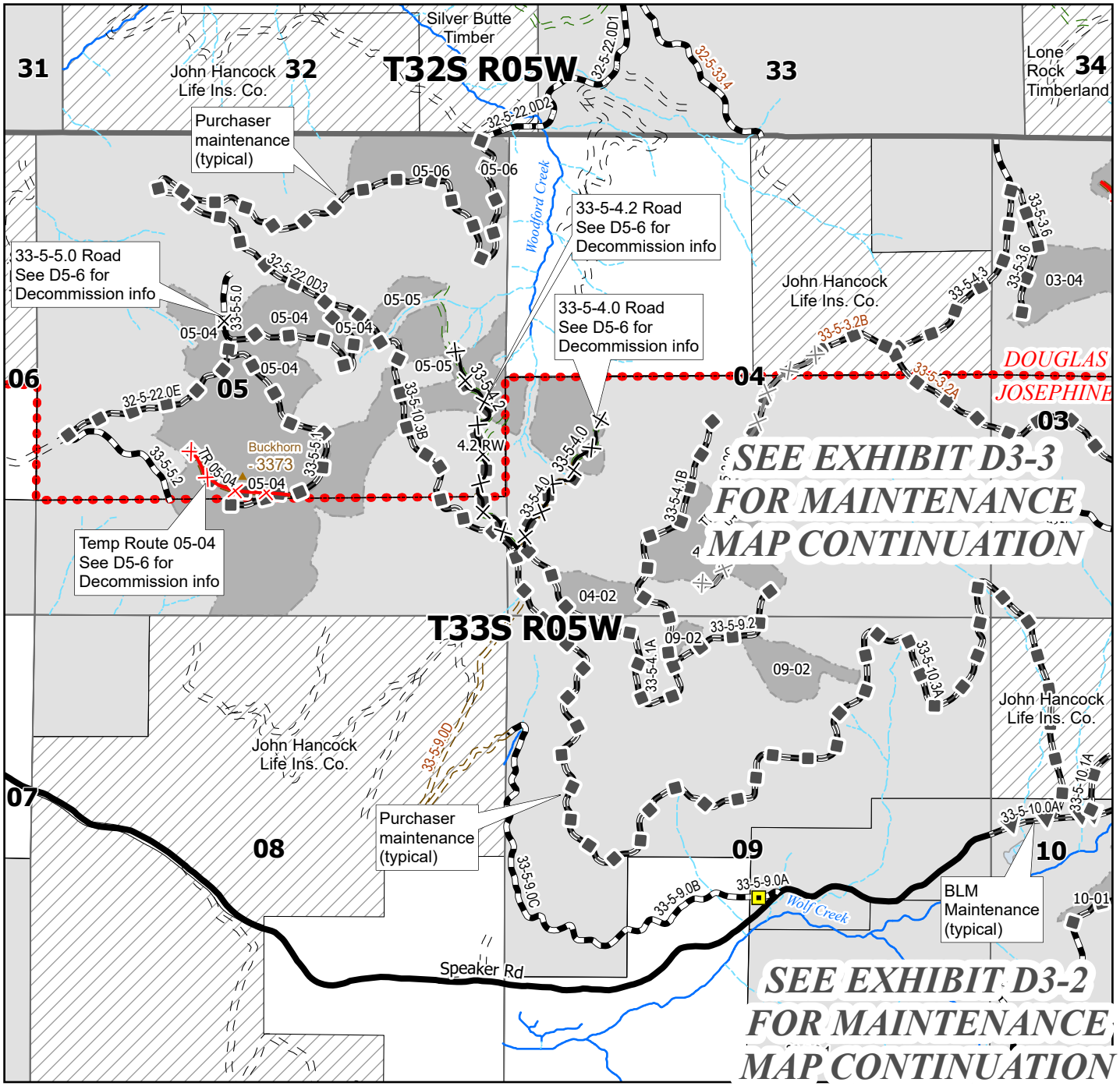


Exhibit D3-4

Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

N W E S

0 1,000 2,000 3,000 4,000 5,000

Feet

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
ROAD MAINTENANCE MAP
WOLF CRK/MURPHY ROAD AREA

DRAFTED BY: BLM	EXHIBIT D3
DATE: AUG 2026	SHEET: 4 OF 4

Roads Decommissioning Work List

Definitions:

AGG = Aggregate
BST = Bituminous
CMP = Corrugated Metal Pipe
CY = Cubic Yard
Jct. = Junction/Intersection
MP = Mile Post
NAT = Natural/Native Surface
PVT = Private (Industry, Citizen)
Seg = Segment
STA = Station

Decommission = Decommissioning shall include removing temporary culverts (if any), installing water bars per the Water Bar Spacing by Erosion Class Table shown in Exhibit D7, and unless otherwise noted in the work list, and camouflaging and barricading road entrances. All disturbed soils shall be seeded with approved native seed species and mulched with weed-free straw or approved native slash materials. Camouflaged entrances shall consist of logs, slash, boulders, and other debris placed along road entrances for a minimum of 100 feet or to the first curve or hillcrest to discourage vehicle use per Exhibit D9.

Long Term Closure = Long Term Closure shall include installing water bars per the Water Bar Spacing by Erosion Class Table shown in Exhibit D7, stabilizing, or removing fills on unstable areas, and barricading the road entrance.

Camouflaging = Camouflaged entrances shall consist of logs, slash, boulders, and other debris placed along road entrances for a minimum of 100 feet or to the first curve or hillcrest to discourage vehicle use per Exhibit D9.

Barricade = Barricade entrance only.

Water Bar = Water bar work only.

WOLF CREEK / KING MTN ROAD SYSTEM

33-5-10.8 Road - NAT (See Exhibit D5-3 for Map)

MP	Description
0.00	Jct. w/ 33-5-10.0 Road. Upon completion of log haul, begin long term closure work. See Exhibit D7 for barricade and water bar construction specifications.
0.02	Construct earth barricade.
0.04	Construct water bar.
0.07	Construct water bar.
0.10	Construct water bar.
0.14	Construct water bar.
0.17	Construct water bar.
0.20	Construct water bar.
0.22	End long term closure work.

WOLF CREEK / LEVENS GULCH RD SYSTEM

33-5-3.2 A-C Road – AGG (See Exhibit D5-5 for Map)

MP	Description
0.00	Jct. w/ 33-5-10.4 Road.
0.90	Jct. w/ 33-5-04.3 Road on right. End segment A.
1.03	End segment B.

1.13	Property line (into BLM). Upon completion of log haul, begin water bar work. See Exhibit D7 for water bar construction specifications.
1.14	Construct water bar.
1.18	Construct water bar.
1.22	Construct water bar.
1.26	Construct water bar.
1.30	Construct water bar.
1.34	Construct water bar.
1.38	Construct water bar.
1.42	Construct water bar.
1.46	Construct water bar.
1.50	Construct water bar.
1.55	Construct water bar.
1.60	Construct water bar.
1.64	End long term closure work.

WOLF CREEK / MURPHY RD SYSTEM

33-5-5.0 Road – AGG (See Exhibit D5-6 for Map)

MP	Description
0.00	Jct. w/ 32-5-22.0 Road. Upon completion of log haul, begin long term closure work. See Exhibit D7 for barricade construction specifications.
0.02	Reconstruct earth barricade.
0.05	End long term closure work.

33-5-4.0 Road – NAT (See Exhibit D5-6 for Map)

MP	Description
0.00	Jct. w/ 33-5-4.1 Road. Upon completion of log haul, begin long term closure work. See Exhibit D7 for barricade construction specifications.
0.01	Reconstruct earth barricade.
0.36	End long term closure work.

33-5-4.2 Road – NAT (See Exhibit D5-6 for Map)

MP	Description
0.00	Jct. w/ 33-5-4.1 Road. Upon completion of log haul, begin long term closure work. See Exhibit D7 for barricade construction specifications.
0.01	Construct earth barricade.
0.51	End long term closure work.

Temporary Roads

Temporary Road 22-07 (See Exhibit D5-1 for Map)

STA	Description
0+00	Jct. w/ 33-5-26.2 and 33-5-22.4 Roads. Upon completion of log haul, begin decommissioning work and entrance camouflage. See Exhibit D7 for barricade and water bar construction specifications, and Exhibit D9 for road camouflaging.
0+50	Construct earth barricade.
2+00	Construct water bar.
3+50	Construct water bar.
5+00	Construct water bar.
6+50	Construct water bar.
8+00	Construct water bar.

9+50	Construct water bar.
11+00	Construct water bar.
12+52	End decommissioning work.

Temporary Road 22-01 (See Exhibit D5-2 for Map)

STA	Description
0+00	Jct. w/ 33-5-22.1 Road. Upon completion of log haul, begin decommissioning work and entrance camouflage. See Exhibit D7 for barricade and water bar construction specifications, and Exhibit D9 for road camouflaging.
0+50	Construct earth barricade.
2+00	Construct water bar.
3+50	Construct water bar.
5+00	Construct water bar.
5+58	End decommissioning work.

Temporary Road 10-04 (See Exhibit D5-4 for Map)

STA	Description
0+00	Jct. w/ 33-5-10.1 Road. Upon completion of log haul, begin decommissioning work and entrance camouflage. See Exhibit D7 for barricade and water bar construction specifications, and Exhibit D9 for road camouflaging.
0+50	Construct earth barricade.
2+00	Construct water bar.
2+50	End long term closure work.

Temporary Road 03-06 (See Exhibit D5-4 for Map)

STA	Description
0+00	Jct. w/ 33-5-10.4 Road. Upon completion of log haul, begin decommissioning work and entrance camouflage. See Exhibit D7 for barricade and water bar construction specifications, and Exhibit D9 for road camouflaging.
0+50	Construct earth barricade.
2+00	Construct water bar.
3+50	Construct water bar.
5+00	Construct water bar.
6+50	Construct water bar.
8+00	Construct water bar.
9+50	Construct water bar.
9+62	End long term closure work.

Temporary Road 03-04P (See Exhibit D5-5 for Map)

STA	Description
0+00	Jct. w/ 33-5-10.4 Road. Upon completion of log haul, begin decommissioning work and entrance camouflage. See Exhibit D7 for barricade and water bar construction specifications, and Exhibit D9 for road camouflaging.
0+50	Construct earth barricade.
1+50	Construct water bar.
3+00	Construct water bar.
3+26	End long term closure work.

Temporary Road 04-04 (See Exhibit D5-5 for Map)

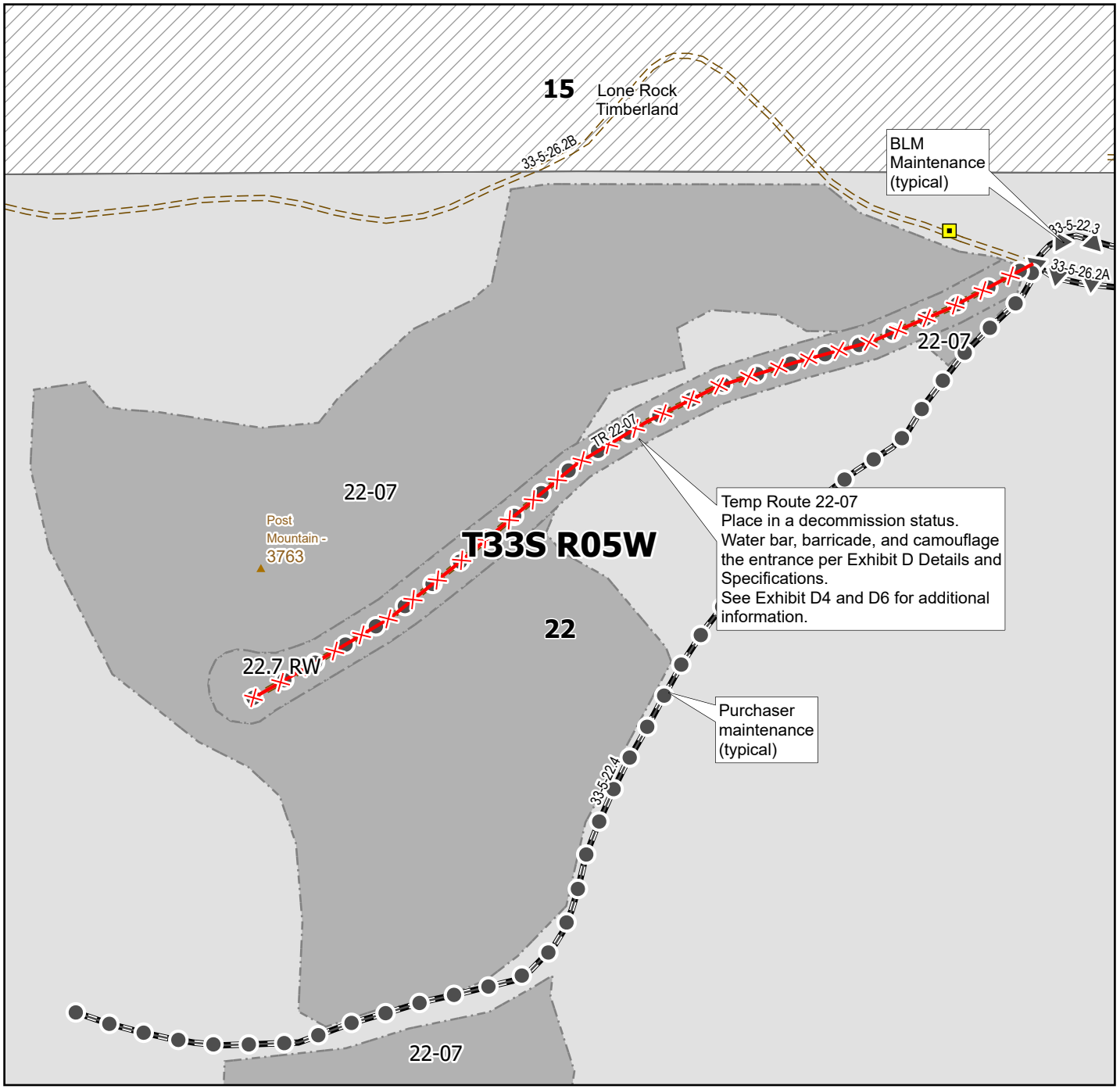
STA	Description
0+00	Jct. w/ 33-5-3.2 Road. Upon completion of log haul, begin decommissioning work and entrance camouflage. See Exhibit D7 for barricade and water bar construction specifications, and Exhibit D9 for road camouflaging.

0+50	Construct earth barricade.
1+50	Construct water bar.
2+09	End long term closure work.

Temporary Road 05-04 (See Exhibit D5-6 for Map)

STA	Description
0+00	Jct. w/ 33-5-5.1 Road. Upon completion of log haul, begin decommissioning work and entrance camouflage. See Exhibit D7 for barricade and water bar construction specifications, and Exhibit D9 for road camouflaging.
0+50	Construct earth barricade.
2+00	Construct water bar.
3+50	Construct water bar.
5+00	Construct water bar.
6+50	Construct water bar.
8+00	Construct water bar.
9+50	Construct water bar.
11+00	Construct water bar.
12+50	Construct water bar.
13+21	End long term closure work.

Exhibit D5-1



Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

N W E S

0 100 200 300 400 500
Feet

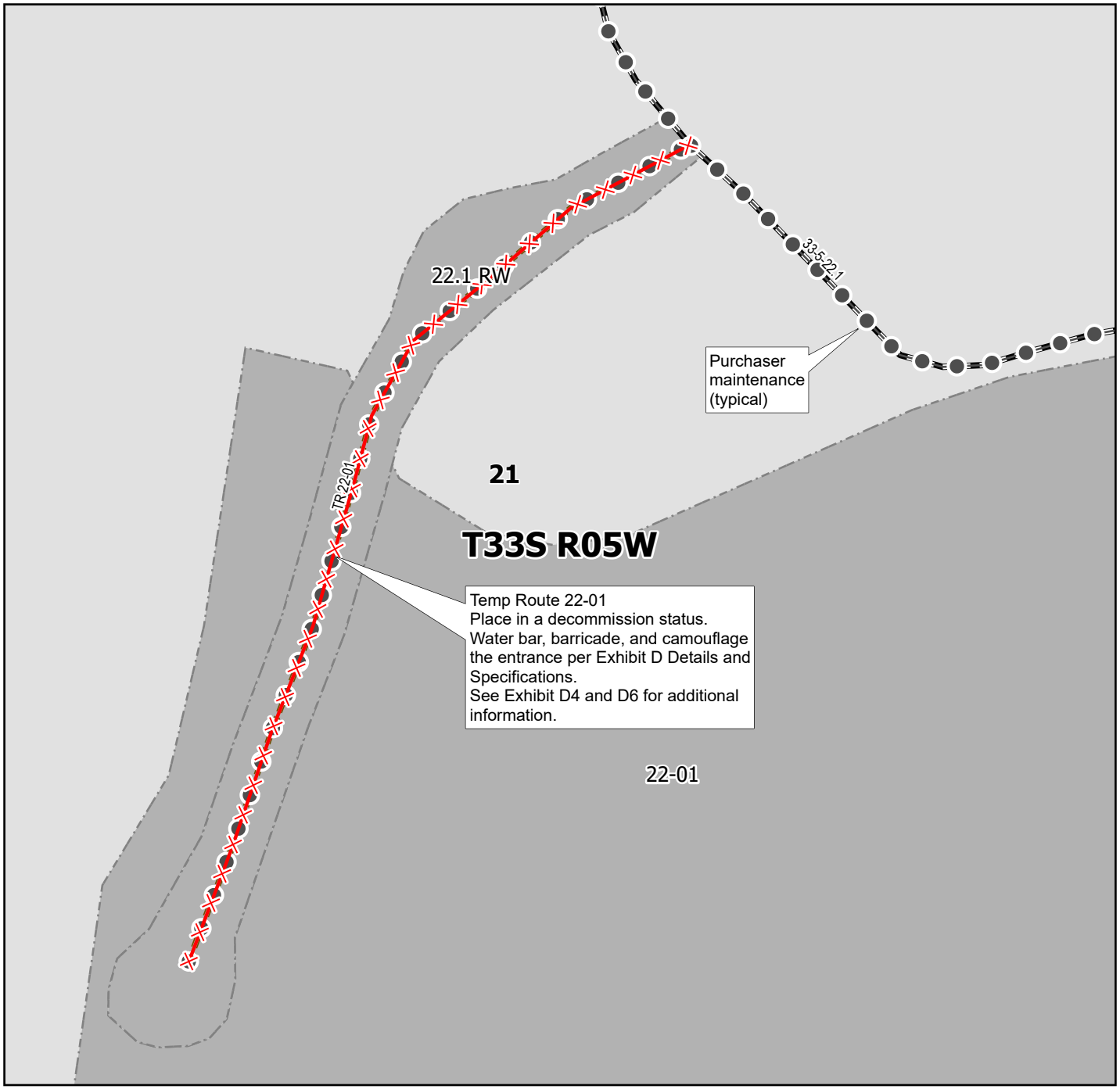
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
DECOMMISSIONING MAP
COYOTE CREEK AREA

DRAFTED BY: BLM	EXHIBIT D5
DATE: AUG 2026	SHEET: 1 OF 6

Exhibit D5-2



Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

N W E S

0 50 100 150 200 250
Feet

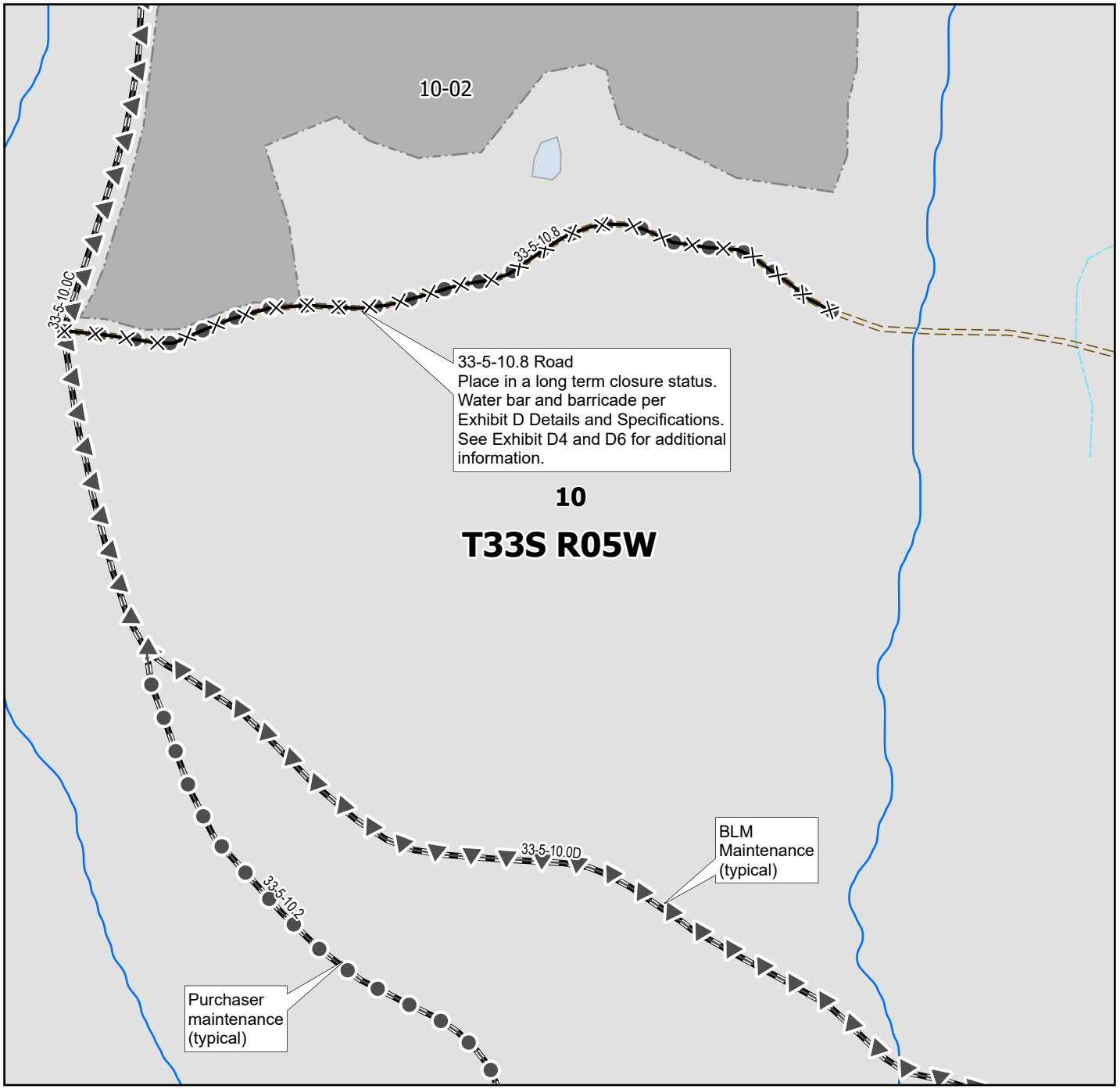
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
DECOMMISSIONING MAP
COYOTE CREEK AREA

DRAFTED BY: BLM	EXHIBIT D5
DATE: AUG 2026	SHEET: 2 OF 6

Exhibit D5-3



Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

N
W E
S

0 100 200 300 400 500
Feet

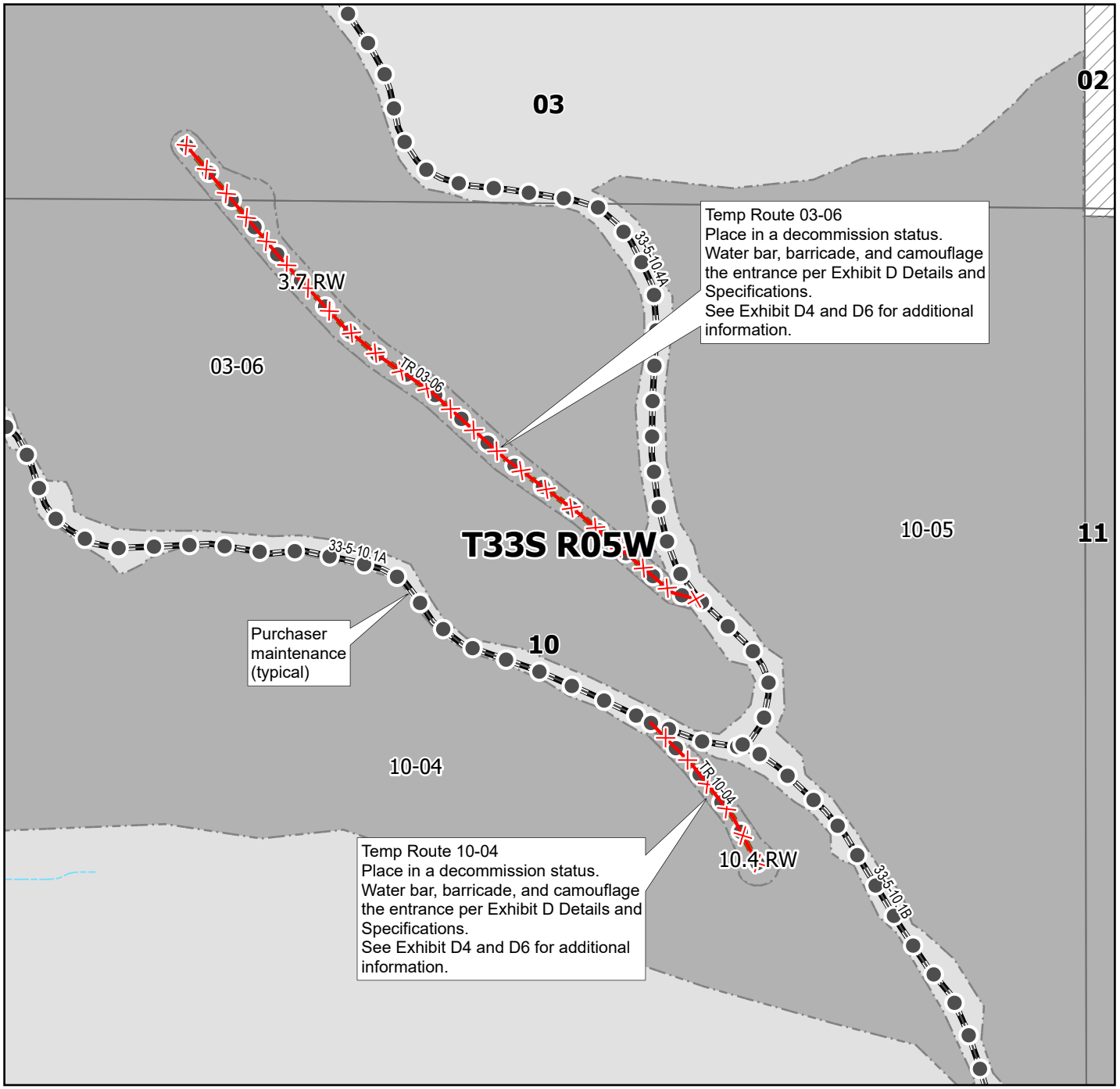
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
DECOMMISSIONING MAP
WOLF CREEK/KING MTN AREA

DRAFTED BY: BLM	EXHIBIT D5
DATE: AUG 2026	SHEET: 3 OF 6

Exhibit D5-4



Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

N W E S

0 100 200 300 400 500
Feet

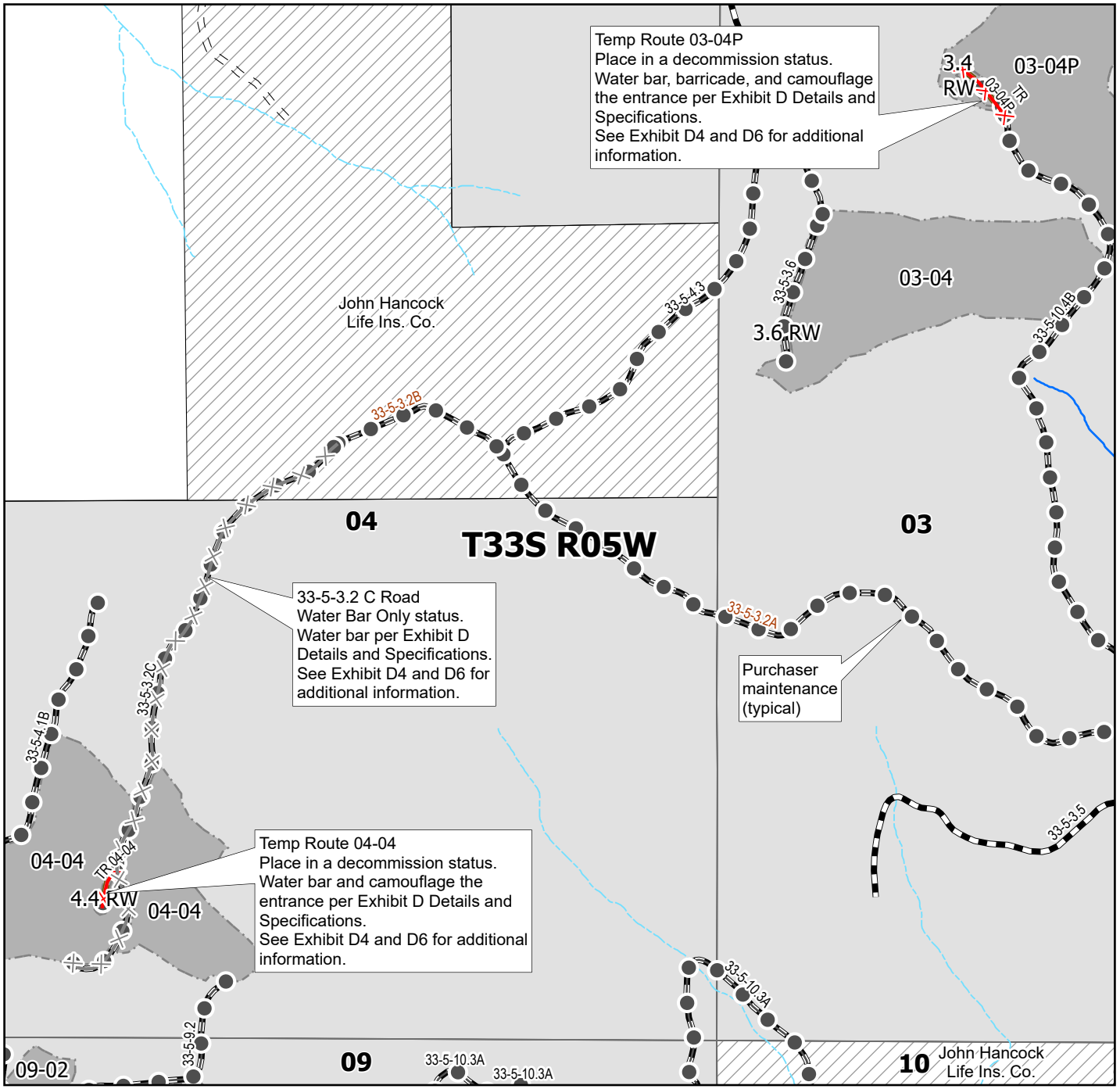
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

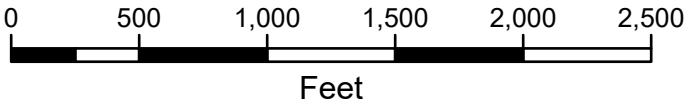
PETER'S FOLLY TIMBER SALE
DECOMMISSIONING MAP
WOLF CRK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT D5
DATE: AUG 2026	SHEET: 4 OF 6

Exhibit D5-5







Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

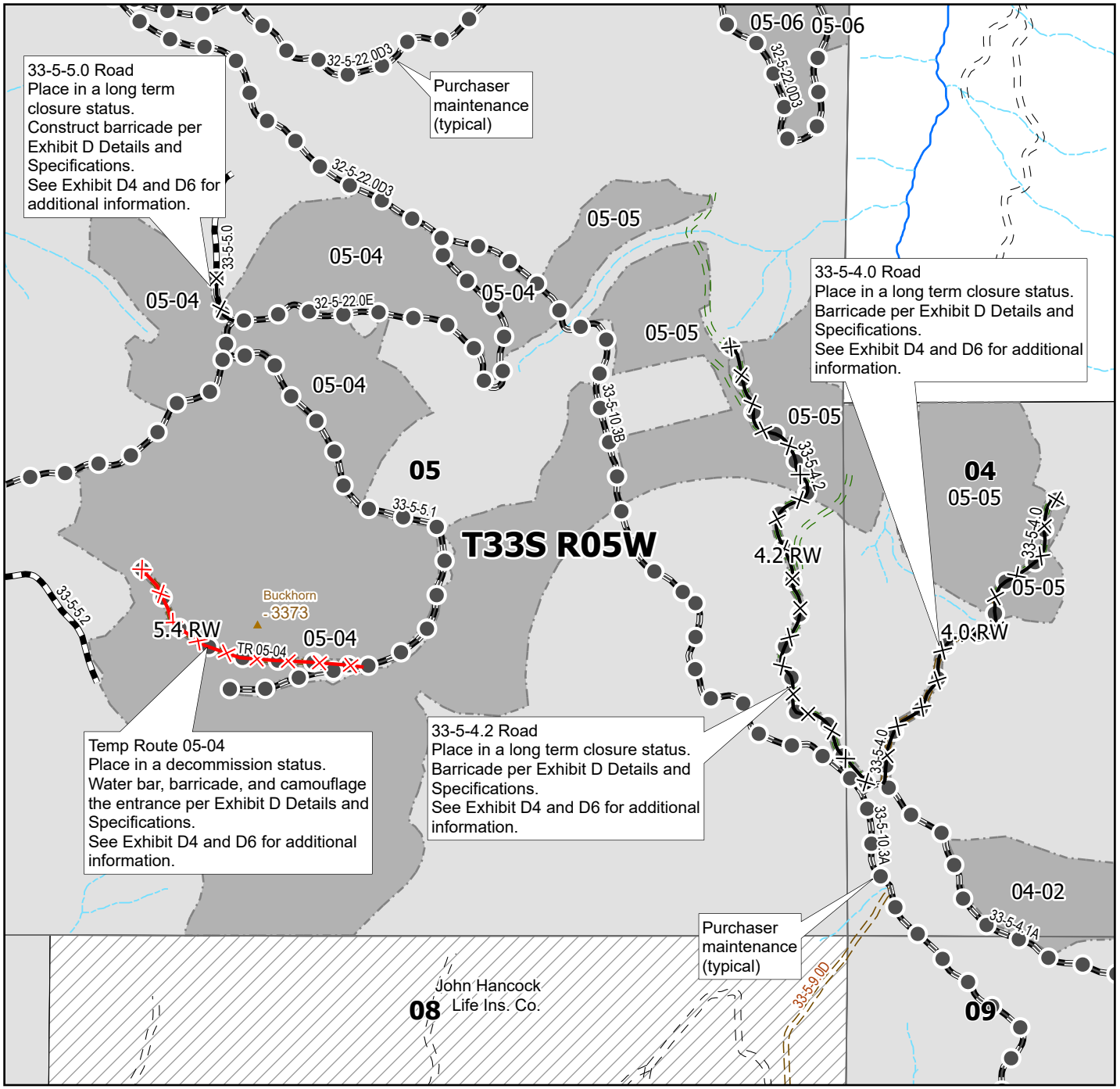
Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
DECOMMISSIONING MAP
WOLF CRK/LEVENS GULCH AREA

DRAFTED BY: BLM	EXHIBIT D5
DATE: AUG 2026	SHEET: 5 OF 6

Exhibit D5-6



Legend

Land Ownership
- Bureau of Land Management
- Private Individual
- Industrial Land

Peters Folly TS Units

Roads by Surface Type
- Paved Road
- Rocked Road
- Natural Surface
- Null or Not Known

Maintenance Responsibility
- BLM
- Purchaser

Roads - Decommission
- Decommission
- Long Term Closure
- Water Bar Only
- GP Gates

N W E S

0 500 1,000 1,500 2,000 2,500

Feet

Rev No.	Description	Date	Approval

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETER'S FOLLY TIMBER SALE
DECOMMISSIONING MAP
WOLF CRK/MURPHY ROAD AREA

DRAFTED BY: BLM	EXHIBIT D5
DATE: AUG 2026	SHEET: 6 OF 6

EXHIBIT D6-1

ROAD NUMBER	FROM	TO	LENGTH	MAINTENANCE RESPONSIBILITY			DUST ABATEMENT / WATERING	SPOT ROCKING **	ROAD CLOSURE AND DECOMMISSIONING					
				BLM MAINTENANCE	PURCHASER MAINTENANCE	THIRD PARTY MAINTENANCE			INSTALL EARTH/LOG BARRICADE OR MEGA-GATE	REMOVE CULVERTS	INSTALL WATER BARS	CAMOUFLAGE ROAD ENTRANCE (100 FT)	SUB-SOIL/ RIPPING/ DECOMPACT SUBGRADE	SOIL STABILIZATION (SEED & MULCH)
	MILE/STA	MILE/STA	MILE/STA	MILE	MILE	MILE	MILE	MILE	EA	EA	EA	EA	MILE/STA	ACRE
COYOTE CREEK ROAD SYSTEM														
33-5-21.00 (A-C)	0.00	2.80	2.80	2.80			2.24	**						
33-5-26.02 (A)	0.00	1.70	1.70	1.70				**						
33-5-22.03	0.00	0.35	0.35	0.35				**						
33-5-22.04	0.00	0.37	0.37		0.37			**						
33-5-22.00	0.00	1.74	1.74		1.74			**						
33-5-22.01	0.00	1.20	1.20		1.20			**						
WOLF CREEK / KING MTN ROAD SYSTEM														
33-5-10.00 (A-H)	0.00	4.06	4.06	4.06				**						
33-5-10.00 (I-K)	4.06	6.75	2.69		2.69			**						
JEEP ROAD	0.00	0.12	0.12		0.12			**						
33-5-13.05	0.00	0.17	0.17		0.17			**						
33-5-23.04	0.00	0.06	0.06		0.06			**						
33-5-10.02	0.00	0.17	0.17		0.17			**						
33-5-10.06	0.00	0.82	0.82		0.82			**						
33-5-10.08	0.00	0.22	0.22		0.22			**	1		6			
PAGE 1 TOTALS			16.47	8.91	7.56		2.24	**	1		6			

DECOMMISSIONING NOTES

1. ALL TEMP ROUTE ARE TO BE CLOSED PER EXHIBIT D SPECIFICATIONS AND DECOMMISSIONING WORKLIST.

2. LONG-TERM CLOSURE WORK SHALL INCLUDE WATER BARRING AND BARRICADING.

3. DECOMMISSIONING SHALL INCLUDE CAMOUFLAGING THE ENTRANCE, WATER BARRING, SEEDING & MULCHING, AND BARRICADING.

*FOR INFORMATIONAL USE ONLY. QUANTITIES SHOWN ARE NOT PAY ITEMS.

**1,000CY OF SURFACE COURSE AGGREGATE FOR ROAD RESURFACING AND SPOT ROCKING SHALL BE FURNISHED AND PLACED ON AGGREGATE ROADS AFTER USE. ROCK SHALL BE OBTAINED FROM A COMMERCIAL SOURCE AND SHALL MEET EXHIBIT C20 SECTION 1200 SPECIFICATIONS.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETERS FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: AUGUST 2026	SHEET: 1 OF 4

EXHIBIT D6-2

ROAD NUMBER	FROM	TO	LENGTH	MAINTENANCE RESPONSIBILITY			DUST ABATEMENT/ WATERING	SPOT ROCKING	ROAD CLOSURE AND DECOMMISSIONING					
				BLM MAINTENANCE	PURCHASER MAINTENANCE	THIRD PARTY MAINTENANCE			INSTALL EARTH/LOG BARRICADE	REMOVE CULVERTS	INSTALL WATER BARS	CAMOUFLAGE ROAD ENTRANCE (100 FT)	SUB-SOIL/ RIPPING/ DECOMPACT SUBGRADE	SOIL STABILIZATION (SEED & MULCH)
	MILE/STA	MILE/STA	MILE/STA	MILE	MILE	MILE	MILE	MILE	EA	EA	EA	EA	STA	ACRE
WOLF CREEK / LEVENS GULCH RD SYSTEM														
33-5-10.01 (A-B)	0.00	1.59	1.59		1.59			**						
33-5-10.04 (A-B)	0.00	1.60	1.60		1.60			**						
33-5-03.02 (A-B)	0.00	1.03	1.03		1.03			**						
33-5-03.02 (C)	1.03	1.64	0.61		0.61			**			12			
33-5-04.03	0.00	0.48	0.48		0.48			**						
33-5-03.06	0.00	0.17	0.17		0.17			**						
33-5-03.01	0.00	0.70	0.70		0.70			**						
33-5-03.03	0.00	0.60	0.60		0.60			**						
WOLF CREEK / MURPHY RD SYSTEM														
33-5-10.03 (A-B)	0.00	3.72	3.72		3.72			**						
32-5-22.00 (D3-E)	3.76	6.62	2.86		2.86			**						
33-5-05.01	0.00	0.60	0.60		0.60			**						
33-5-05.00	0.00	0.05	0.05		0.05			**	1					
33-5-04.01 (A-B)	0.00	1.28	1.28		1.28			**						
33-5-09.02	0.00	0.30	0.30		0.30			**						
PAGE 2 TOTALS			15.59		15.59			**	1		12			

DECOMMISSIONING NOTES

1. ALL TEMP ROUTE ARE TO BE CLOSED PER EXHIBIT D SPECIFICATIONS AND DECOMMISSIONING WORKLIST.

2. LONG-TERM CLOSURE WORK SHALL INCLUDE WATER BARRING AND BARRICADING.

3. DECOMMISSIONING SHALL INCLUDE CAMOUFLAGING THE ENTRANCE, WATER BARRING, SEEDING & MULCHING, AND BARRICADING.

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**1,000CY OF SURFACE COURSE AGGREGATE FOR ROAD RESURFACING AND SPOT ROCKING SHALL BE FURNISHED AND PLACED ON AGGREGATE ROADS AFTER USE. ROCK SHALL BE OBTAINED FROM A COMMERCIAL SOURCE AND SHALL MEET EXHIBIT C20 SECTION 1200 SPECIFICATIONS.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETERS FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: AUGUST 2026	SHEET: 2 OF 4

EXHIBIT D6-3

ROAD NUMBER	FROM	TO	LENGTH	MAINTENANCE RESPONSIBILITY			DUST ABATEMENT/ WATERING	SPOT ROCKING	ROAD CLOSURE AND DECOMMISSIONING					
				BLM MAINTENANCE	PURCHASER MAINTENANCE	THIRD PARTY MAINTENANCE			INSTALL EARTH/LOG BARRICADE	REMOVE CULVERTS	INSTALL WATER BARS	CAMOUFLAGE ROAD ENTRANCE (100 FT)	SUB-SOIL/ RIPPING/ DECOMPACT SUBGRADE	SOIL STABILIZATION (SEED & MULCH)
	MILE/STA	MILE/STA	MILE/STA	MILE	MILE	MILE	MILE	MILE	EA	EA	EA	EA	STA	ACRE
WOLF CREEK / MURPHY RD SYSTEM (Continued)														
33-5-04.00	0.00	0.36	0.36		0.36			**	1					
33-5-04.02	0.00	0.51	0.51		0.51			**	1					
PAGE 3 TOTALS			0.87		0.87			**	2					

DECOMMISSIONING NOTES

1. ALL TEMP ROUTE ARE TO BE CLOSED PER EXHIBIT D SPECIFICATIONS AND DECOMMISSIONING WORKLIST.

2. LONG-TERM CLOSURE WORK SHALL INCLUDE WATER BARRING AND BARRICADING.

3. DECOMMISSIONING SHALL INCLUDE CAMOUFLAGING THE ENTRANCE, WATER BARRING, SEEDING & MULCHING, AND BARRICADING.

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**1,000CY OF SURFACE COURSE AGGREGATE FOR ROAD RESURFACING AND SPOT ROCKING SHALL BE FURNISHED AND PLACED ON AGGREGATE ROADS AFTER USE. ROCK SHALL BE OBTAINED FROM A COMMERCIAL SOURCE AND SHALL MEET EXHIBIT C20 SECTION 1200 SPECIFICATIONS.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETERS FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: AUGUST 2025	SHEET: 3 OF 4

EXHIBIT D6-4

ROAD NUMBER	FROM	TO	LENGTH	MAINTENANCE RESPONSIBILITY			DUST ABATEMENT/ WATERING	SPOT ROCKING	ROAD CLOSURE AND DECOMMISSIONING					
				BLM MAINTENANCE	PURCHASER MAINTENANCE	THIRD PARTY MAINTENANCE			INSTALL EARTH/LOG BARRICADE	REMOVE CULVERTS	INSTALL WATER BARS	CAMOUFLAGE ROAD ENTRANCE (100 FT)	SUB-SOIL/ RIPPING/ DECOMPACT SUBGRADE	SOIL STABILIZATION (SEED & MULCH)
	MILE/STA	MILE/STA	MILE/STA	MILE	MILE	MILE	MILE	MILE	EA	EA	EA	EA	STA	ACRE
P33-5-10.09	0+00	3+65	0.07		0.07									
P33-5-03.07	0+00	14+60	0.28		0.28									
P33-5-03.06 (B)	0+00	7+85	0.15		0.15									
TR 22-07	0+00	12+52	0.24		0.24				1		7	1		0.50
TR 22-01	0+00	5+58	0.11		0.11				1		3	1		0.20
TR 10-04	0+00	2+50	0.05		0.05				1		1	1		0.15
TR 03-06	0+00	9+62	0.19		0.19				1		6	1		0.25
TR 03-04P	0+00	3+26	0.06		0.06				1		2	1		0.15
TR 04-04	0+00	2+09	0.04		0.04				1		1	1		0.10
TR 05-04	0+00	13+21	0.25		0.25				1		8	1		0.50
PAGE 1 TOTALS			16.47	8.91	7.56		2.24	**	1		6			
PAGE 2 TOTALS			15.59		15.59			**	1		12			
PAGE 3 TOTALS			0.87		0.87			**	2					
PAGE 4 TOTALS			1.44		1.44				7		28	7		1.85
PROJECT TOTALS			34.37	8.91	25.46		2.24	1000	11		46	7		1.85

DECOMMISSIONING NOTES

1. ALL TEMP ROUTE ARE TO BE CLOSED PER EXHIBIT D SPECIFICATIONS AND DECOMMISSIONING WORKLIST.

2. LONG-TERM CLOSURE WORK SHALL INCLUDE WATER BARRING AND BARRICADING.

3. DECOMMISSIONING SHALL INCLUDE CAMOUFLAGING THE ENTRANCE, WATER BARRING, SEEDING & MULCHING, AND BARRICADING.

*FOR INFORMATIONAL USE ONLY. QUANTITIES SHOWN ARE NOT PAY ITEMS.

**1,000CY OF SURFACE COURSE AGGREGATE FOR ROAD RESURFACING AND SPOT ROCKING SHALL BE FURNISHED AND PLACED ON AGGREGATE ROADS AFTER USE. ROCK SHALL BE OBTAINED FROM A COMMERCIAL SOURCE AND SHALL MEET EXHIBIT C20 SECTION 1200 SPECIFICATIONS.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

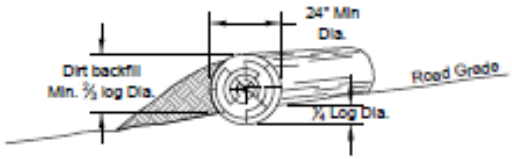
PETERS FOLLY
TIMBER SALE
ESTIMATE OF QUANTITIES*

DRAFTED BY: BLM	SCALE: NONE
DATE: AUGUST 2026	SHEET: 4 OF 4

EXHIBIT D7

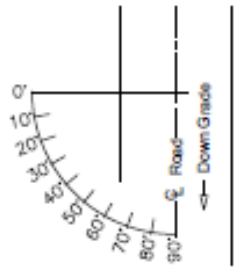


LOG BARRICADE



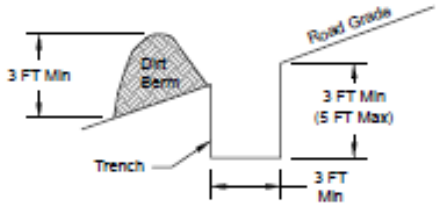
1. Log barricade shall be constructed as shown above.
2. Exact location is listed in Decommissioning Work List.
3. All barricades shall be skewed 30 degrees.
4. The log length shall extend from the cut bank to the fill slope.
5. The minimum small end diameter of the log barricade shall be 24".

SKEW DIAGRAM





TRENCH BARRICADE



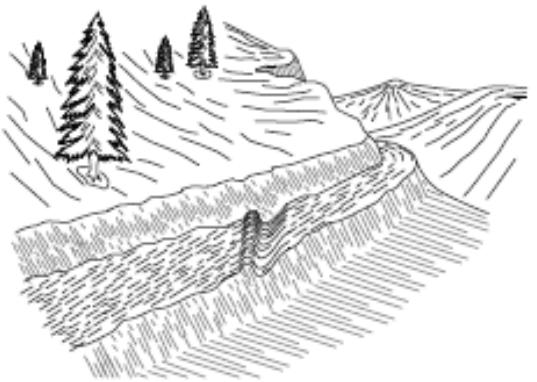
1. Trench barricade shall be constructed as shown above.
2. Exact location is listed in the Decommissioning Work List.
3. All barricades shall be skewed as needed to drain.
4. Trench barricade length shall extend from the cut bank to the fill slope or to a point sufficient to prohibit the crossing of motor vehicle traffic.

WATER BAR SPACING* BY EROSION CLASS^

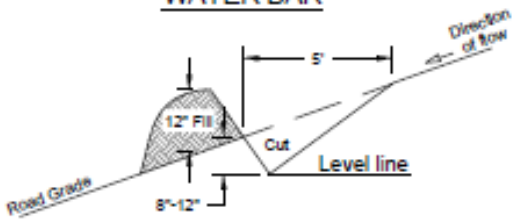
ROAD GRADE	HIGH	MODERATE	LOW
%	FEET	FEET	FEET
2-5	200	300	400
6-10	150	200	300
11-15	100	150	200
16-20	75	100	150
21-35	50	75	100
35+	50	50	50

* Spacing is determined by slope distance and is the maximum allowed for the grade.

^ The erosion classes include the following rock types:
High: Granite, sandstone, andesite porphyry, glacial or alluvial deposits, soft matrix conglomerate, volcanic ash, and pyroclastics.
Moderate: Basalt, andesite, quartzite, hard matrix conglomerate, and rhyolite.
Low: Metasediments, metavolcanics, and hard shale.



WATER BAR



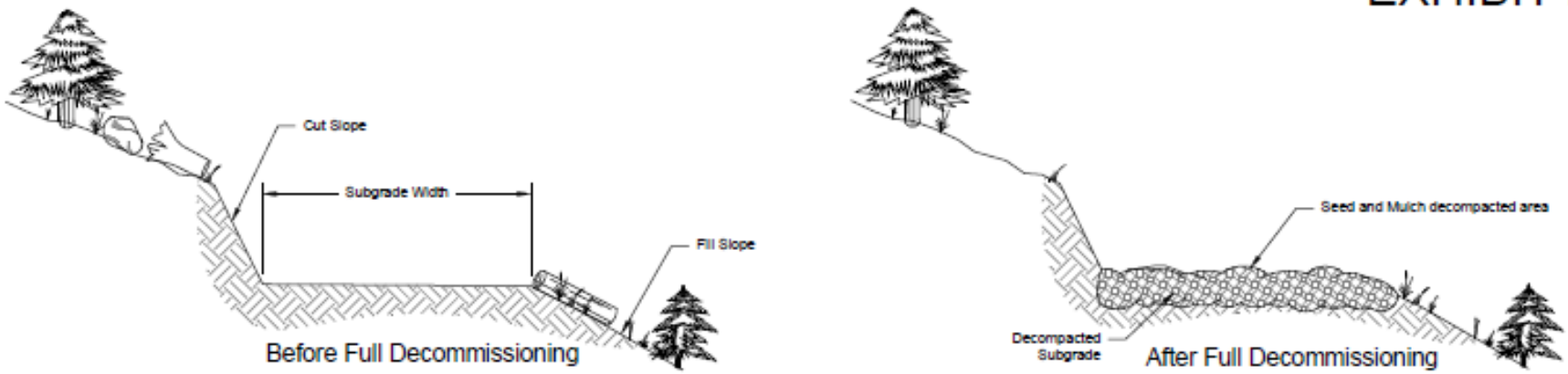
1. Water bars shall be constructed as shown above.
2. Exact location will be flagged by the Authorized Officer prior to construction.
3. All water bars shall be skewed 30 degrees.
4. Upon completion of skidding logs, for the logging season, each skid road will have cross drainage constructed as shown above.

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETERS FOLLY TIMBER SALE BARRICADE AND WATER BAR DETAILS

DRAFTED BY: BLM	SCALE: NONE
DATE: AUGUST 2026	SHEET: 1 OF 1

EXHIBIT D8



Typical Full Decommission

Notes:

1. The Purchaser shall barricade and decompact the temp route subgrade. Barricades shall be constructed as shown in Exhibit D7 Barricade and Water Bar Details.
2. Ditch lines at intersecting existing roads will be restored to their original shape.
3. Road surface shall be decompacted for its entire length using mechanical equipment. Decompact road surface to a depth of 8 to 12 inches. Where it is determined by the Authorized Officer that decompaction may cause unacceptable damage to the root systems of residual trees along a majority of the temp route, decompaction may be intermittent, or scarification may be used instead. Decompacted areas shall be seed and mulched upon completion.
4. All temporary culverts (if any) shall be removed from temp routes entirely. Excavated culvert trenches shall be left open to drain and have side slopes laid back to 1½:1. Where draw culverts are removed, the grade of the channel shall be restored to match existing stream grade. Culverts not designated as salvage for the Government shall become the property of the Contractor. The Contractor shall be responsible for legally disposing of material.
5. See Section 1800 for Seeding and Mulching Specifications.



Typical Culvert Removal - Before



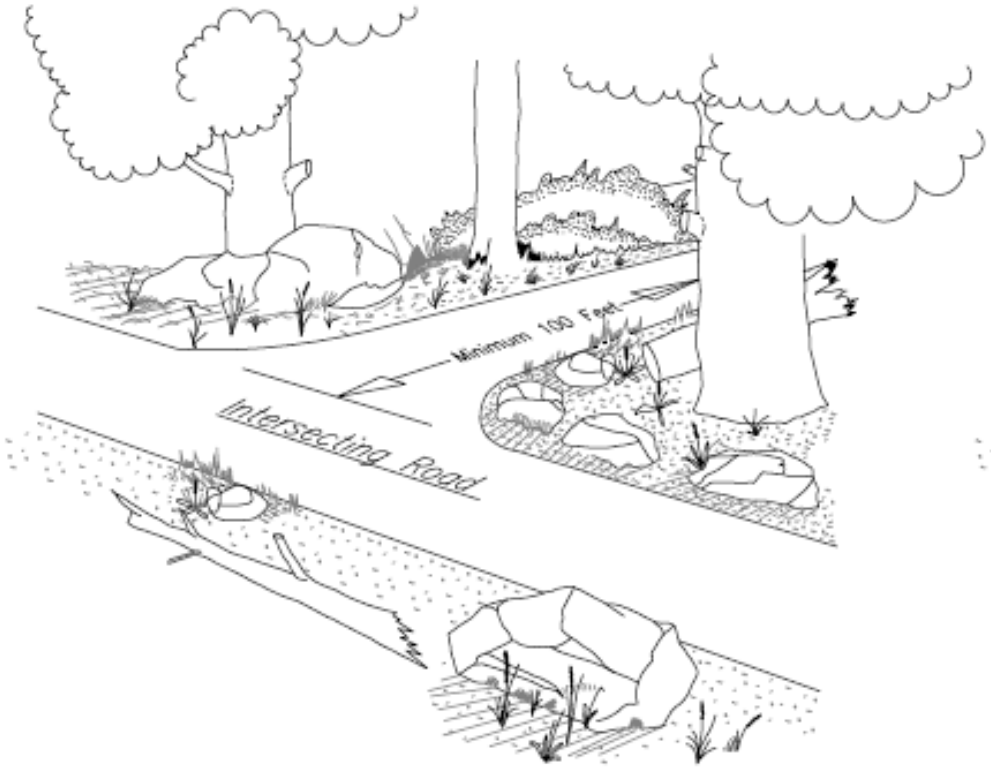
Typical Culvert Removal - After

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

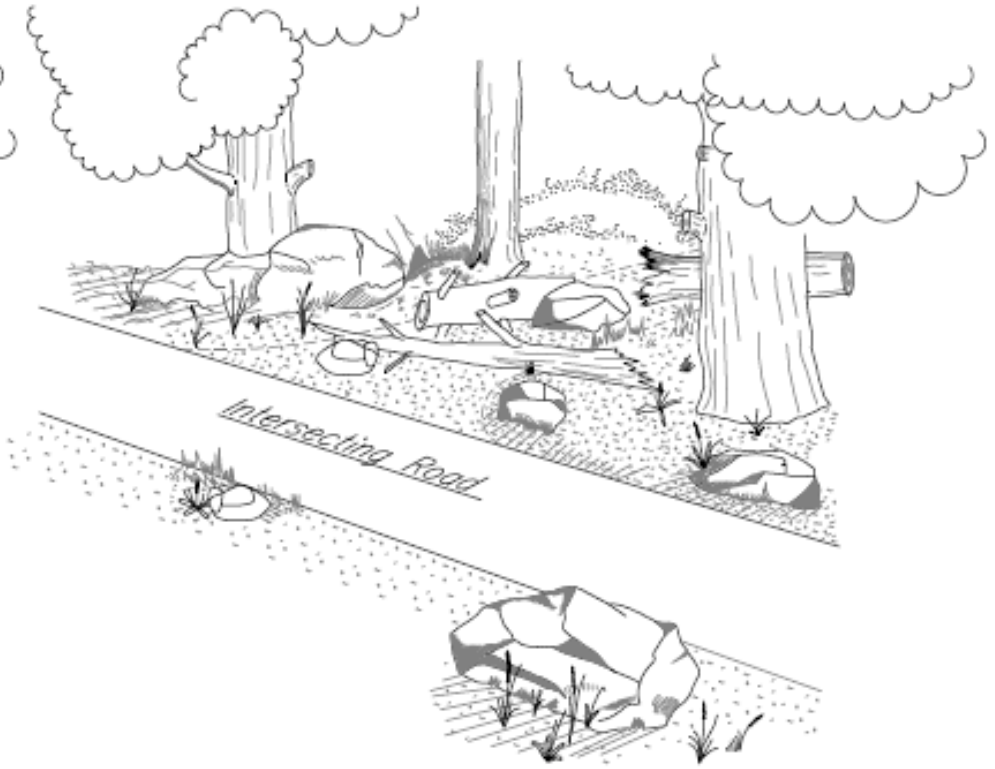
PETERS FOLLY
TIMBER SALE
DECOMPACTION AND
CULVERT REMOVAL DETAILS

DRAFTED BY: BLM	SCALE: NONE
DATE: AUGUST 2026	SHEET: 1 OF 1

EXHIBIT D9



Typical Entrance - Before



Typical Entrance - After

NOTES:

1. The Purchaser shall barricade and Camouflage the road prism and disguise the roadbed so that the road entrance and roadway are indiscernible from the intersecting road. Camouflaged entrances shall consist of logs, slash, boulders and others debris placed along road entrances for a minimum of 100 feet or to the first curve or hillcrest to discourage vehicle use. An Earth Berm or equivalent barricade shall be constructed at road entrance as approved by the Authorized Officer.

2. Where multiple entrances exist, the work shall include obscuring all road entrances. Ditchlines at intersecting roads will be restored as indicated on plan view. The Purchaser shall use soil, boulders, brush, dead material, stumps, and other debris to disguise the road prism to the extent possible. No live trees should be used without approval of the Authorized Officer.

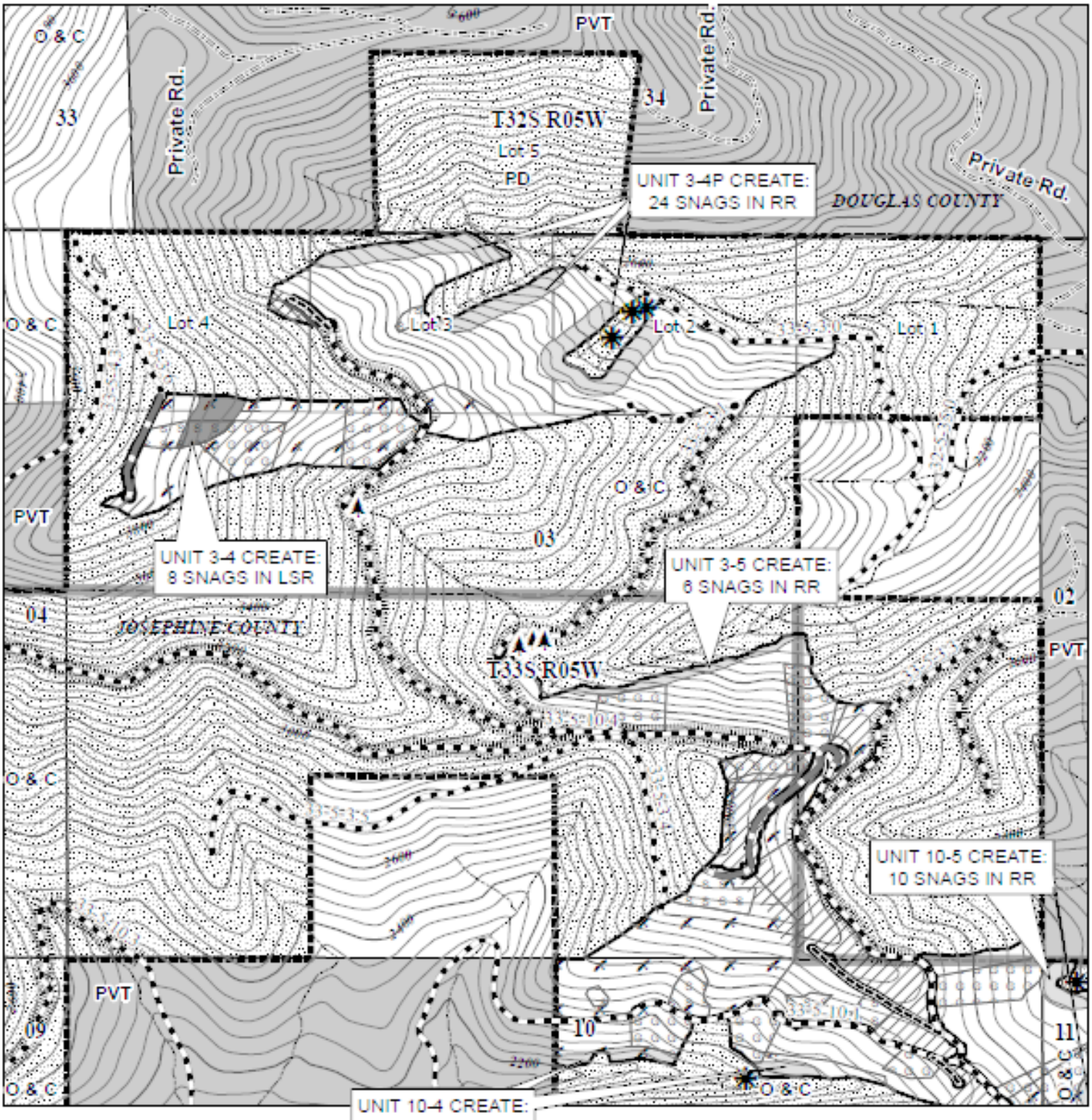
UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
MEDFORD DISTRICT - MEDFORD, OREGON

PETERS FOLLY
TIMBER SALE
TYPICAL ROAD
CAMOUFLAGE DETAIL

DRAFTED BY: BLM	SCALE: NONE
DATE: AUGUST 2026	SHEET: 1 OF 1

U.S.D.I BLM MEDFORD DISTRICT SALE NO. ORM07-TS-2026.0010
T.32 S., R.5 W., SEC. 34 & T.33 S., R.5 W., SEC. 3 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT E



0 500 1,000 2,000 Feet

1:12,000

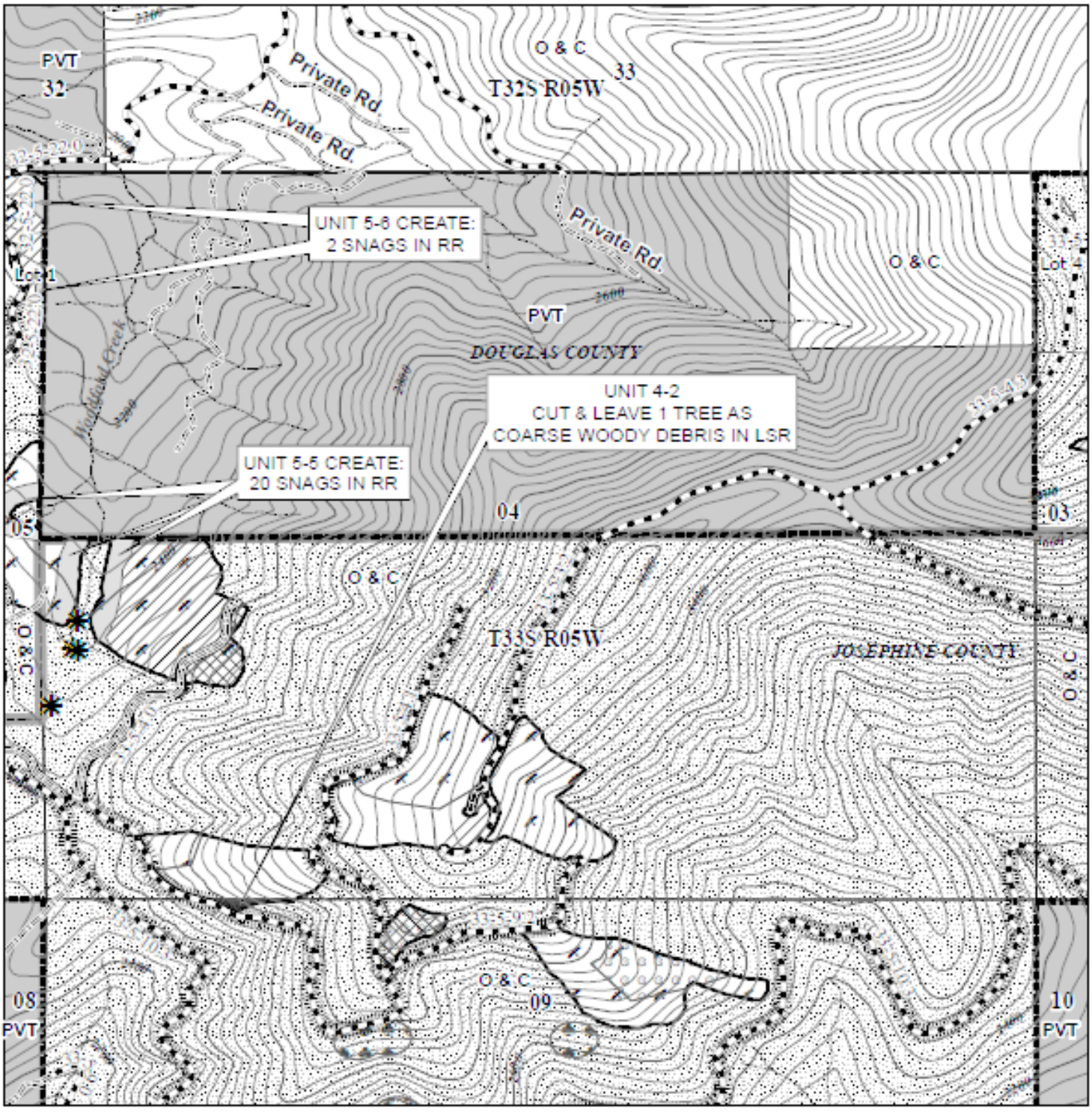
40 FOOT CONTOUR INTERVAL

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Bureau of Land Management
Medford District Office
3040 Biddle Road
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(541) 618-2200

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T.33 S., R.5 W., SEC. 4 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT E



0 500 1,000 2,000 Feet

1:12,000

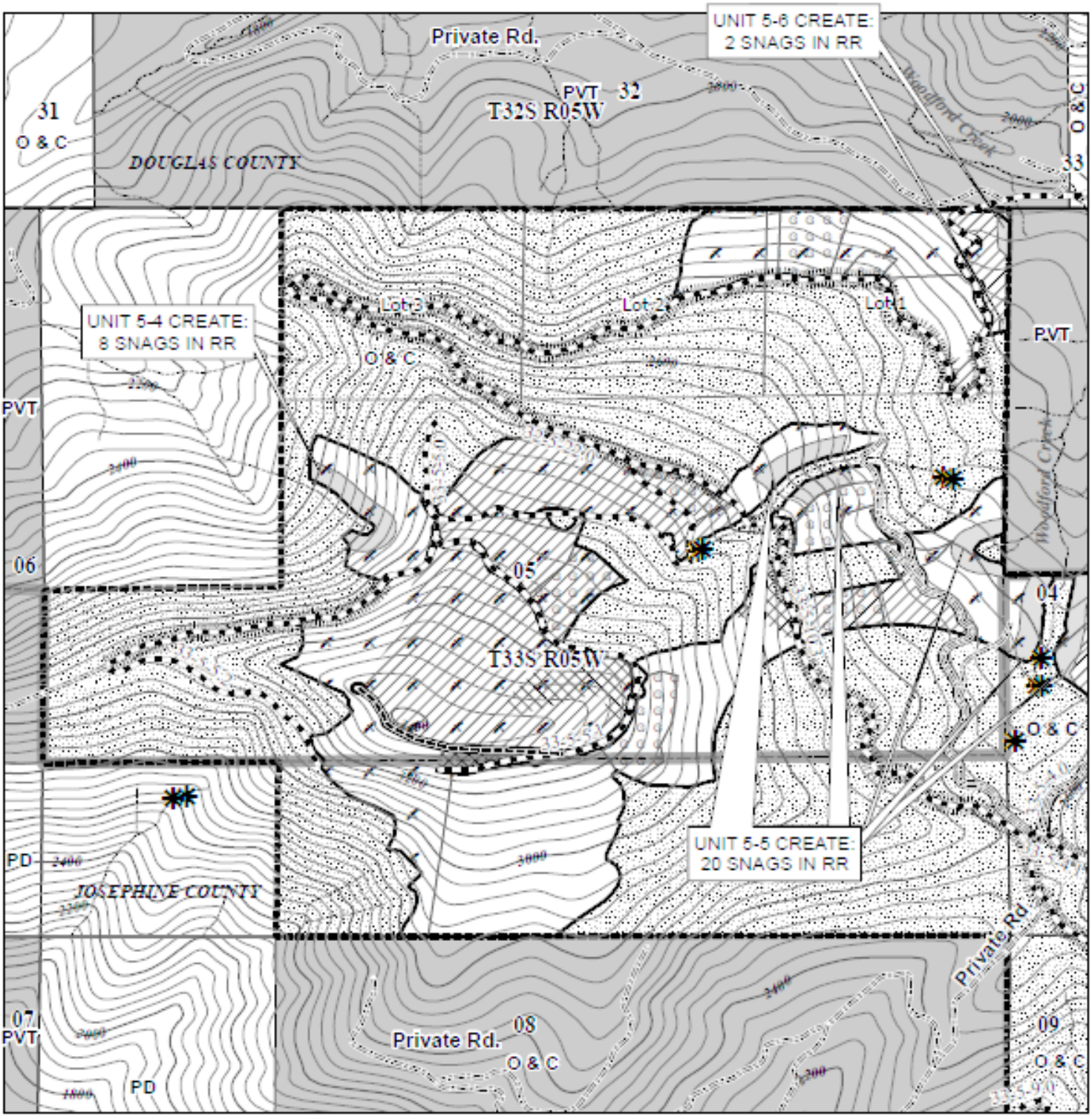
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T.33 S., R.5 W., SEC. 5 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT E



0 500 1,000 2,000 Feet

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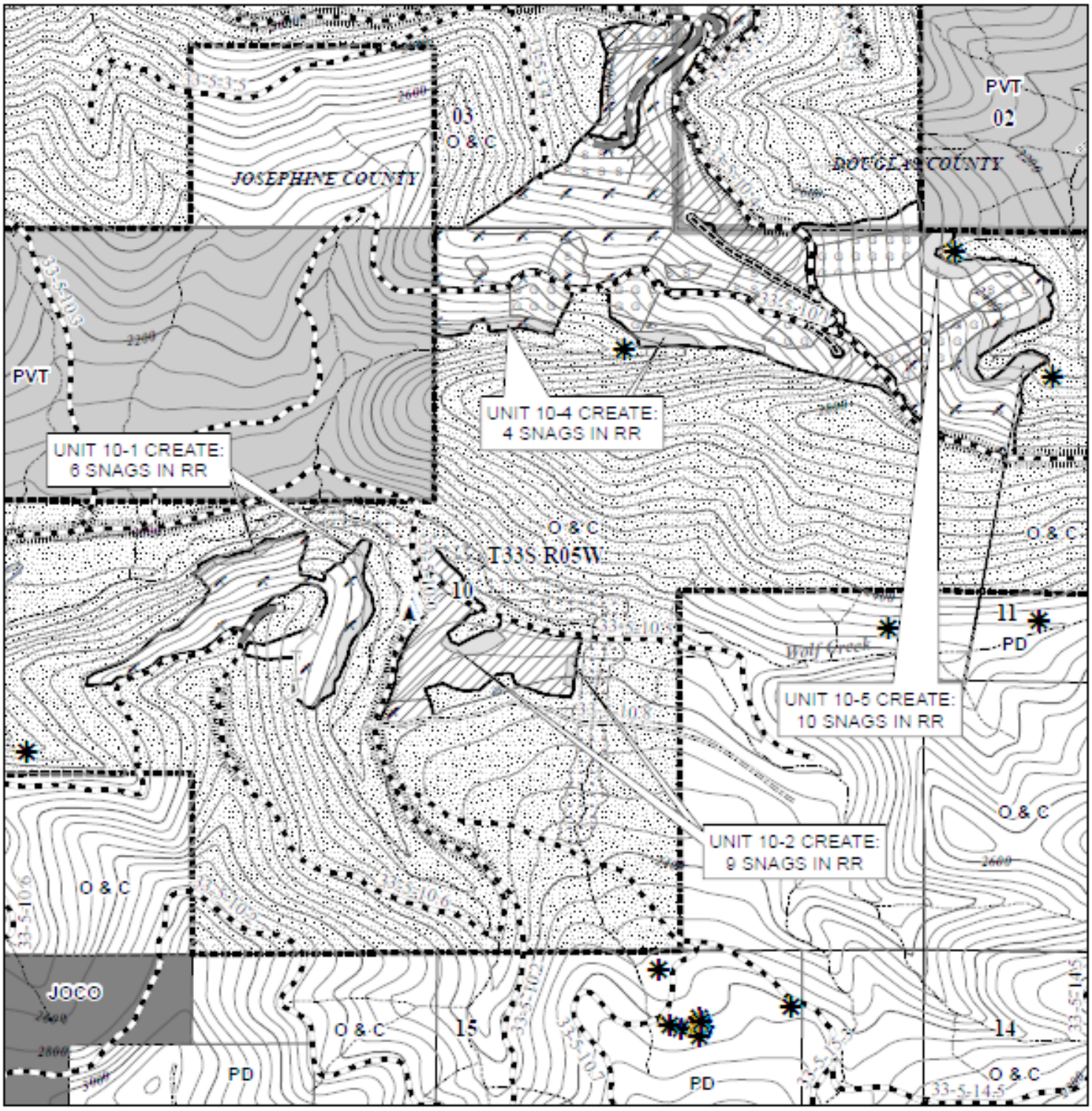
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T.33 S., R.5 W., SEC. 10 & SEC. 11 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT E



0 500 1,000 2,000 Feet

1:12,000

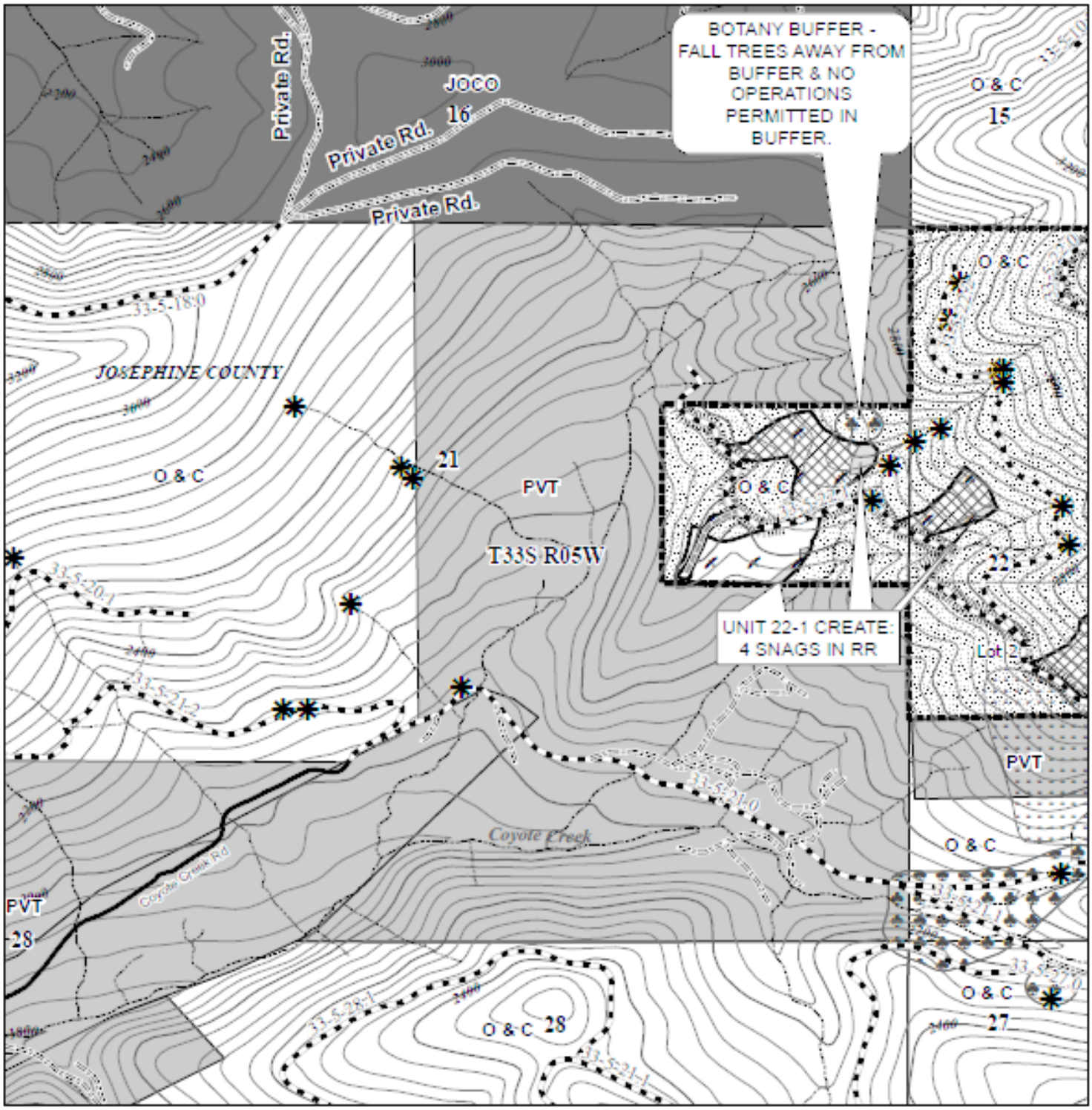
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T.33 S., R.5 W., SEC. 21 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT E



0 500 1,000 2,000 Feet

1:12,000

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LEGEND

Peter's Folly Timber Sale Units

- Cable
- Cable - Tractor Swing
- Ground-Based (Tractor)
- Ground-Based (Shovel)
- Skip
- Gap
- Peter's Folly Late Successional Reserve Coarse Woody Debris Creation Area
- Peter's Folly Late Successional Reserve Snag Creation Area
- Peter's Folly Riparian Reserve Snag Creation Area
- Northern Spotted Owl Seasonal Restrictions
- Roadside Clearing Units
- Cable-Tractor Swing Route

Roadside Trees w/ Special Designations

- Double blue banded - Cut & Leave Tree
- Orange-marked ponderosa pine - Leave Tree

Road Work

- Perm Construction
- Temp Construction
- Temp Reconstruction

Road Surface Type

- Paved
- Rocked
- Natural Surface
- Contract Area Boundary
- Reserve Area
- Intermittent Stream
- Perennial Stream
- Spring
- Waterbodies
- Mining Ditch
- Resource Buffer - No tree felling into or yarding through
- Plant Buffer - No tree felling into or yarding through
- Index - 200 ft. Contour
- Intermediate - 40 ft. Contour
- County
- Township & Range
- Section
- Lots

Ownership

- O&C Bureau of Land Management
- PD Bureau of Land Management
- JOCO Josephine County
- PVT Private Individual or Company

0 500 1,000 2,000 Feet

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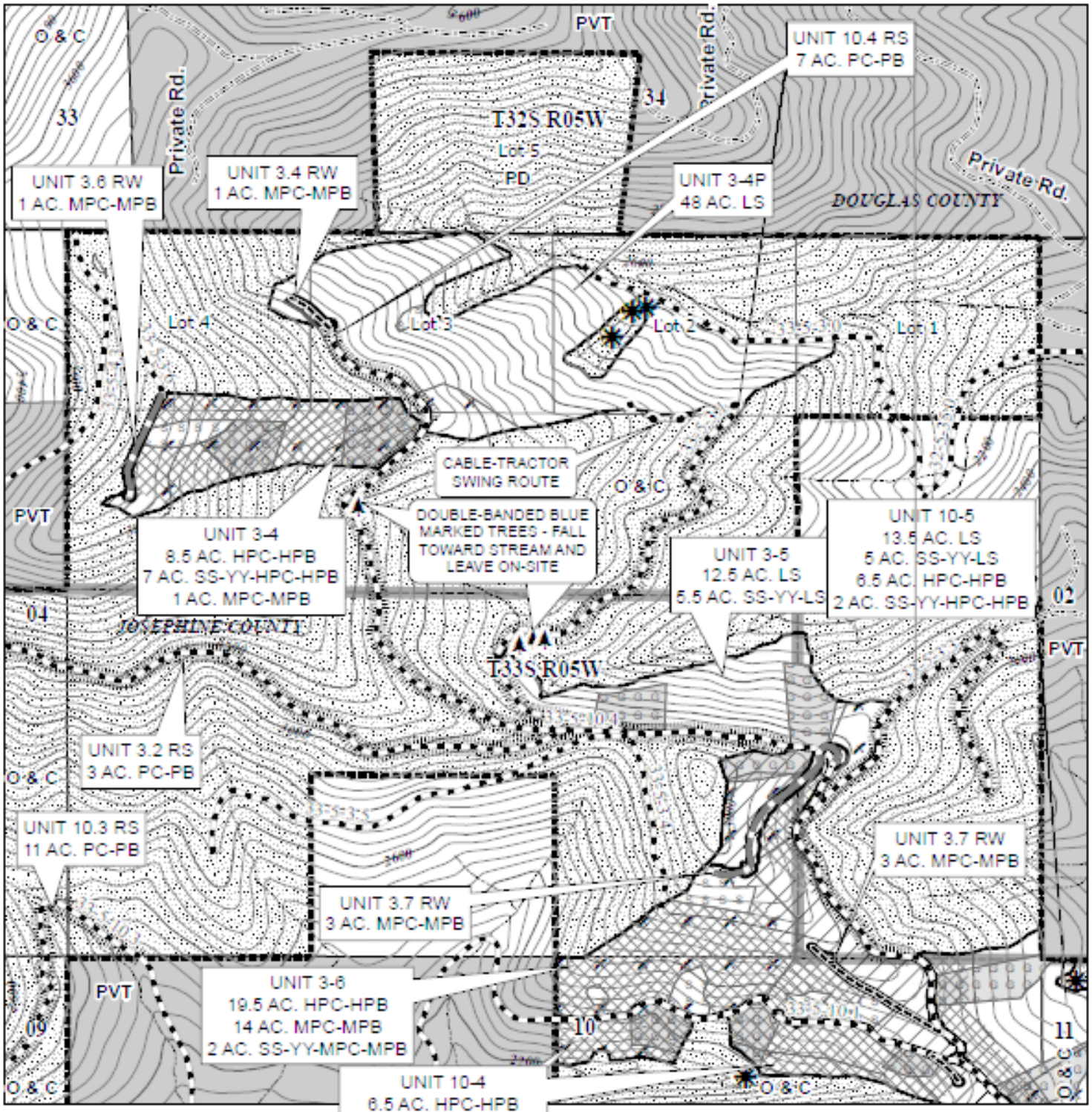
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T.32 S., R.5 W., SEC. 34 & T.33 S., R.5 W., SEC. 3 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT S



0 500 1,000 2,000 Feet

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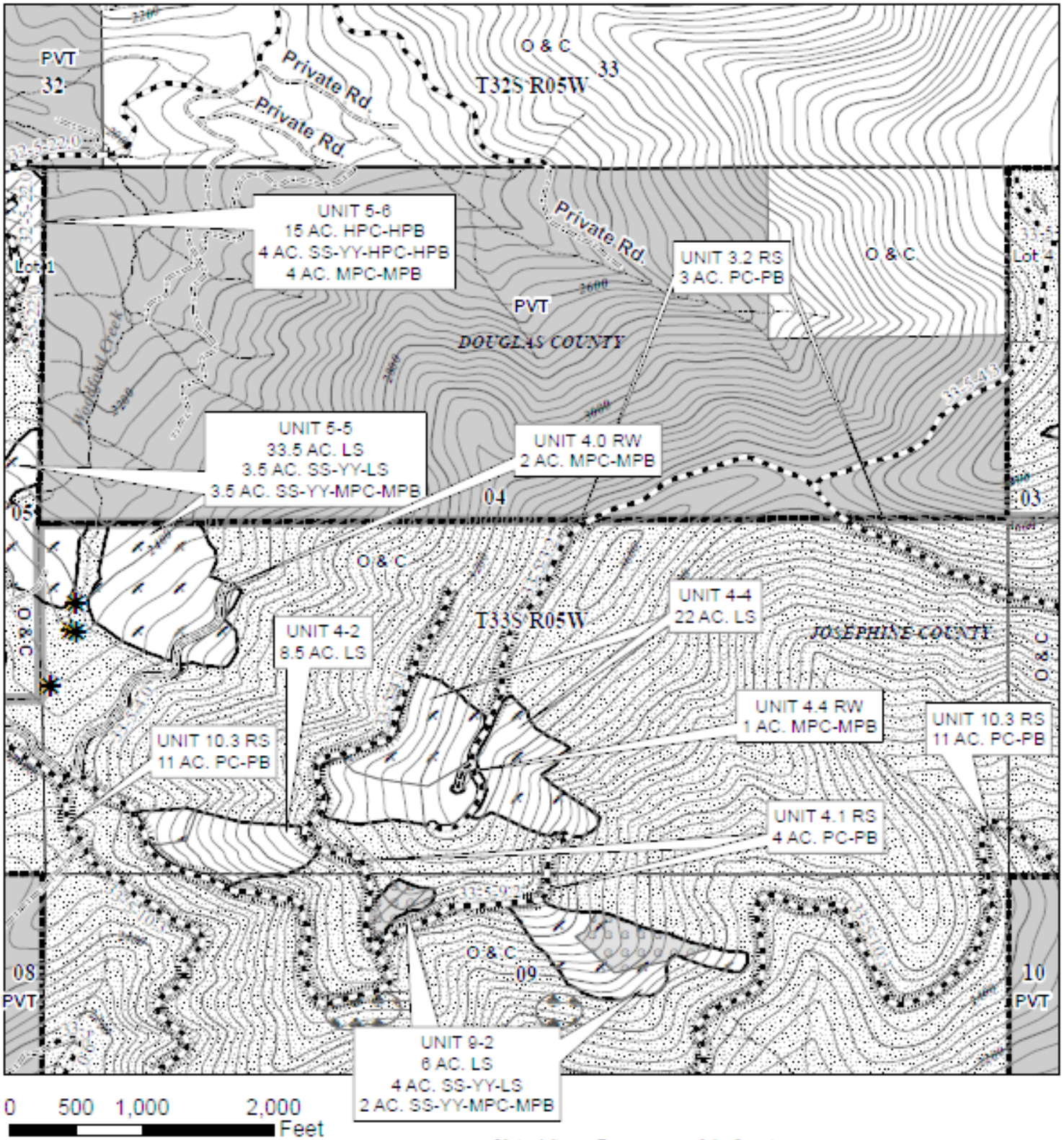
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T.33 S., R.5 W., SEC. 4 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT S



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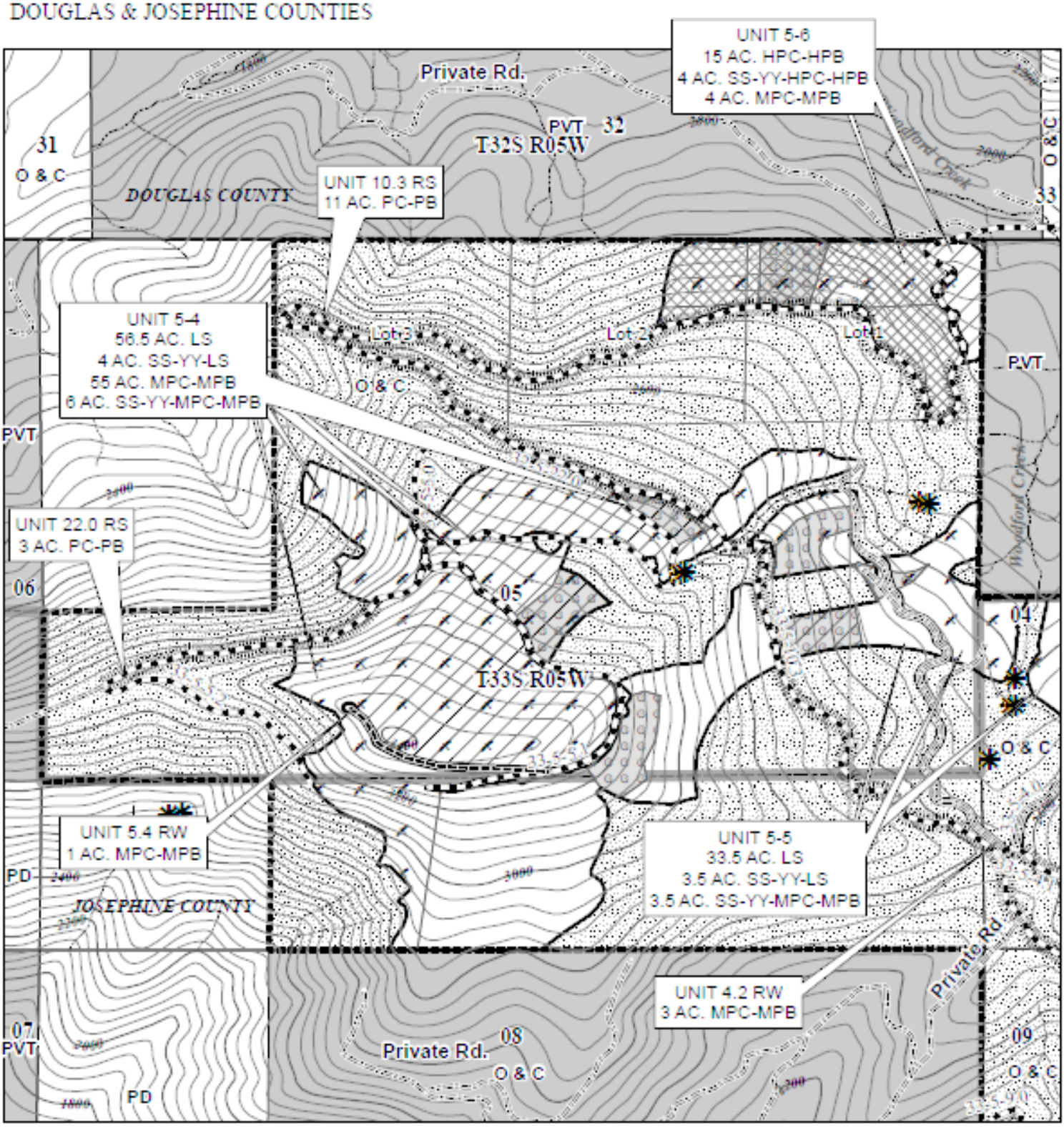
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T.33 S., R.5 W., SEC. 5 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT S



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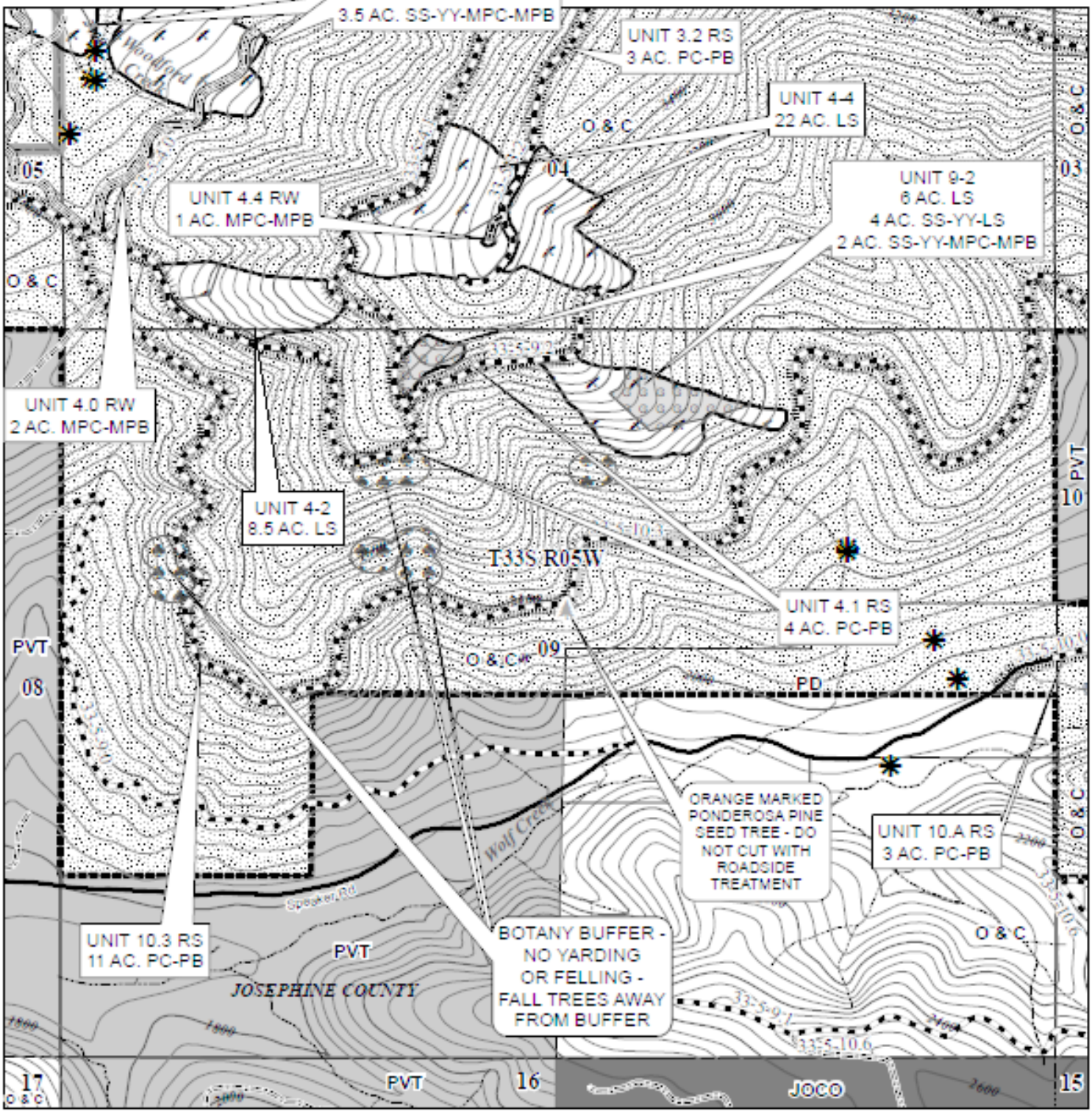
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T.33 S., R.5 W., SEC. 9 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT S
PAGE 4 OF 13



0 500 1,000 2,000 Feet

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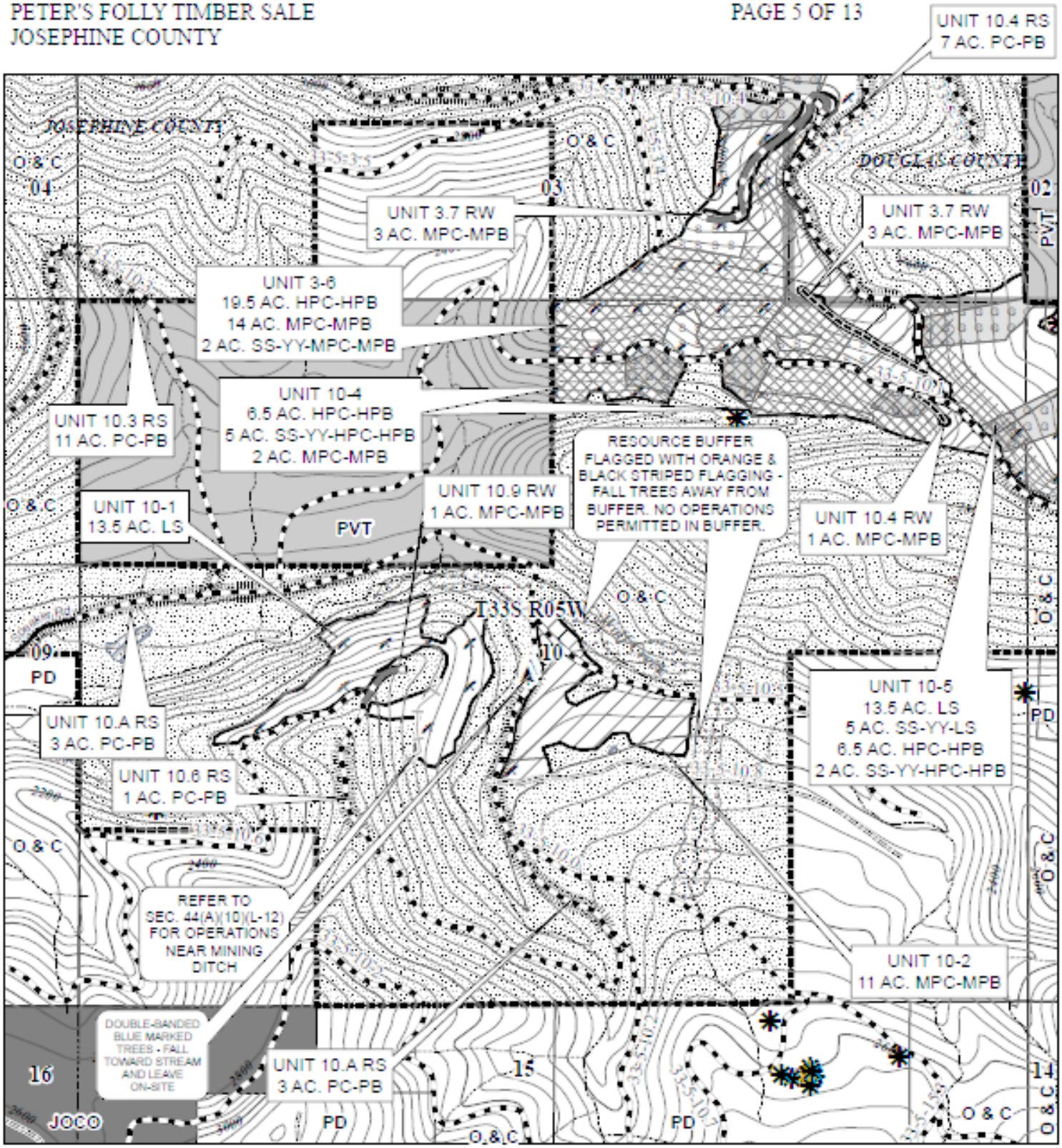
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T.33 S., R.5 W., SEC. 10 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT S



0 500 1,000 2,000
Feet

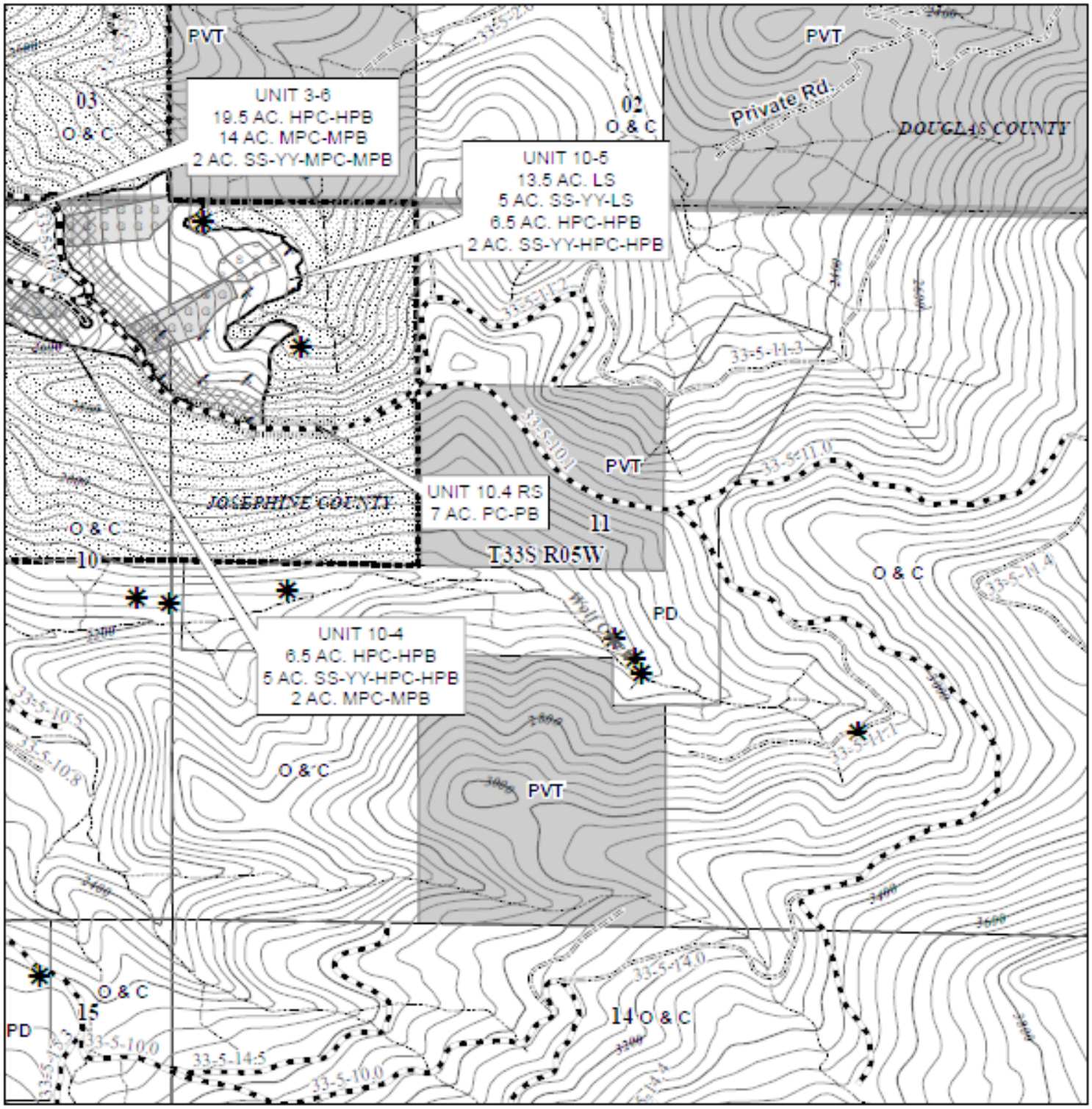
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T.33 S., R.5 W., SEC. 11 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY



0 500 1,000 2,000
Feet

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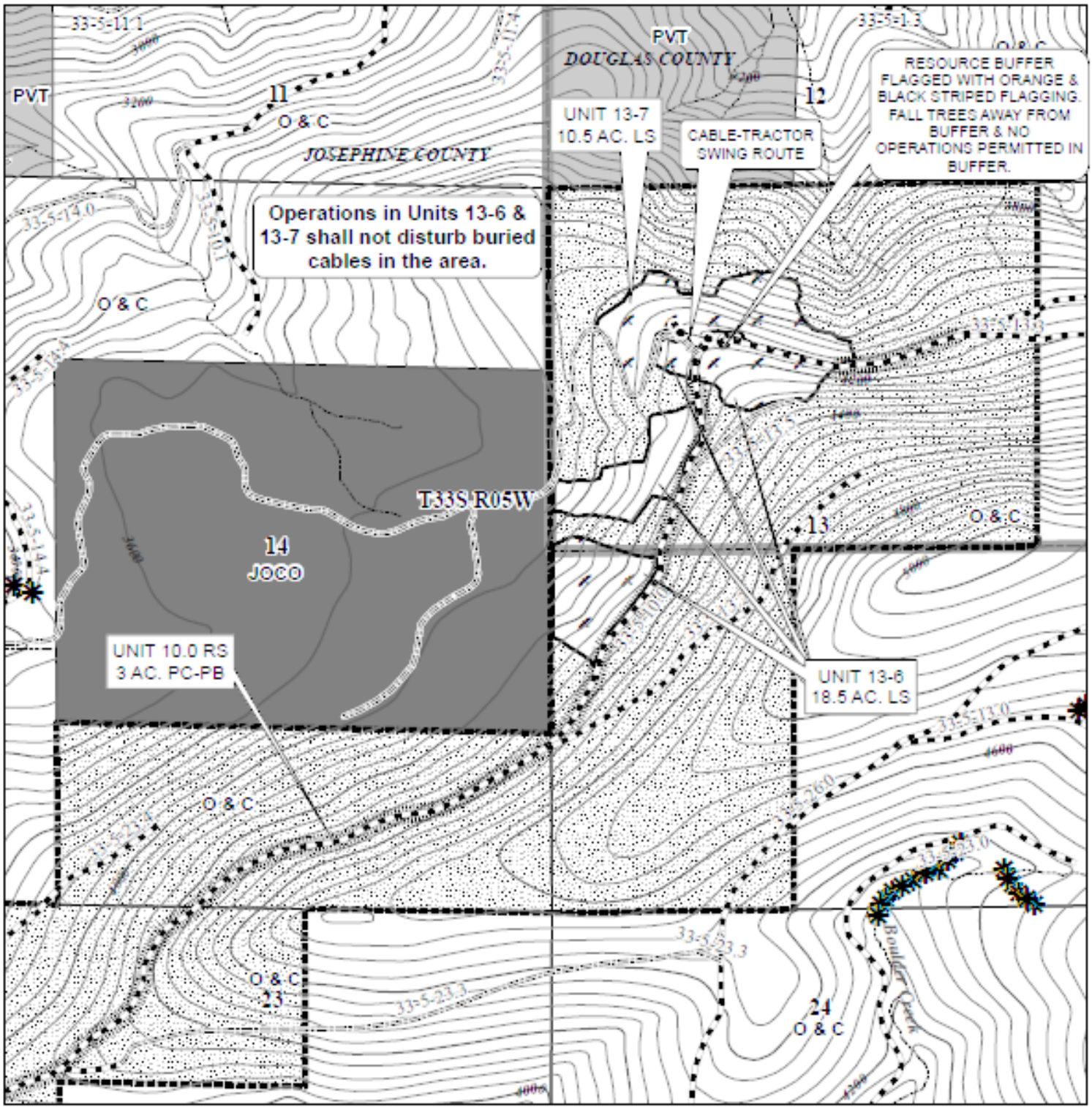
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T.33 S., R.5 W., SEC. 13 &14 WILL. MER.
PETER'S FOLLY TIMBER SALE
DOUGLAS & JOSEPHINE COUNTIES

TIMBER SALE CONTRACT MAP
EXHIBIT S



0 500 1,000 2,000 Feet

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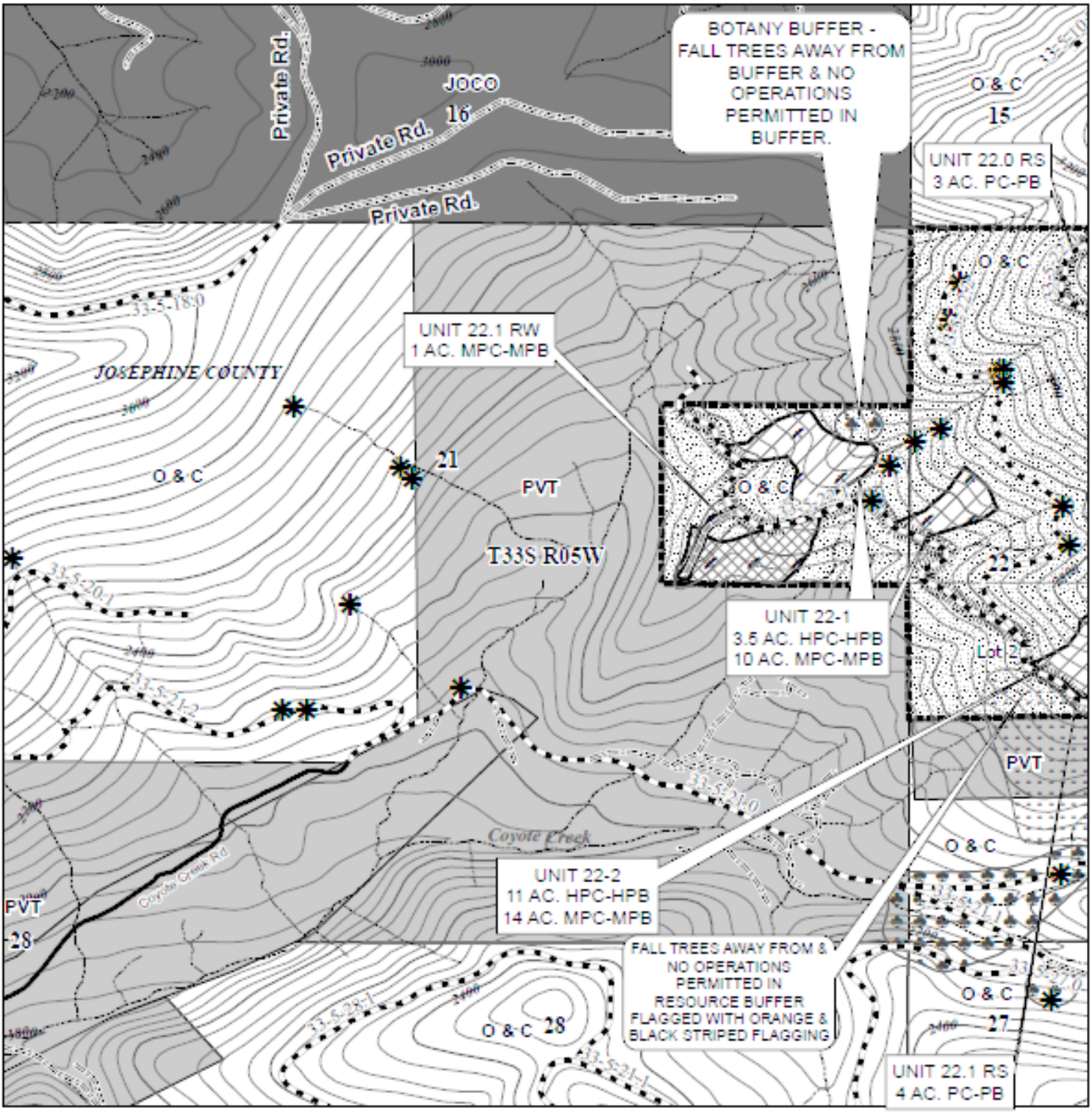
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T.33 S., R.5 W., SEC. 21 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT S



0 500 1,000 2,000
Feet

1:12,000

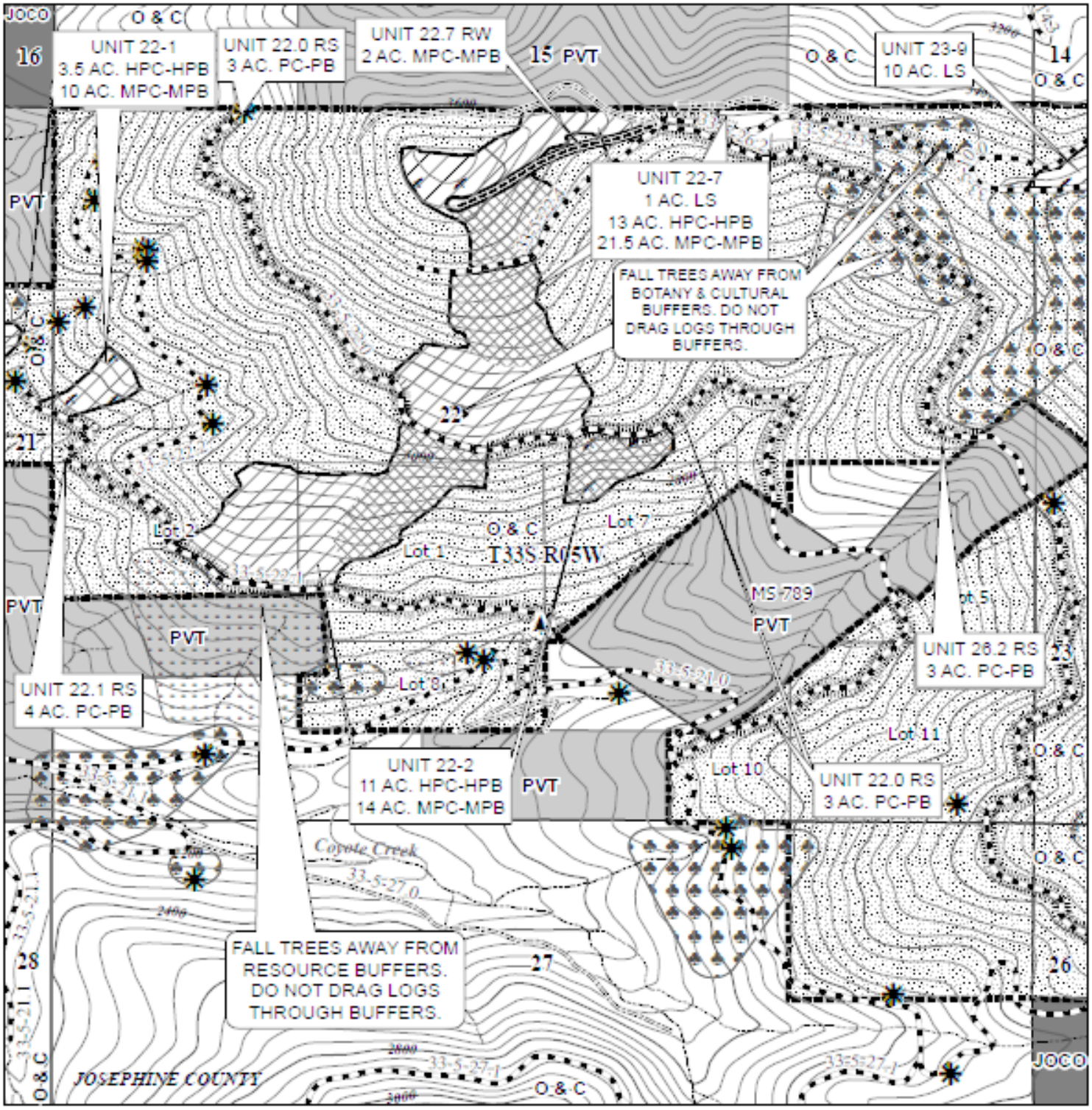
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T.33 S., R.5 W., SEC. 22 & SEC. 27 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT S



0 500 1,000 2,000
Feet

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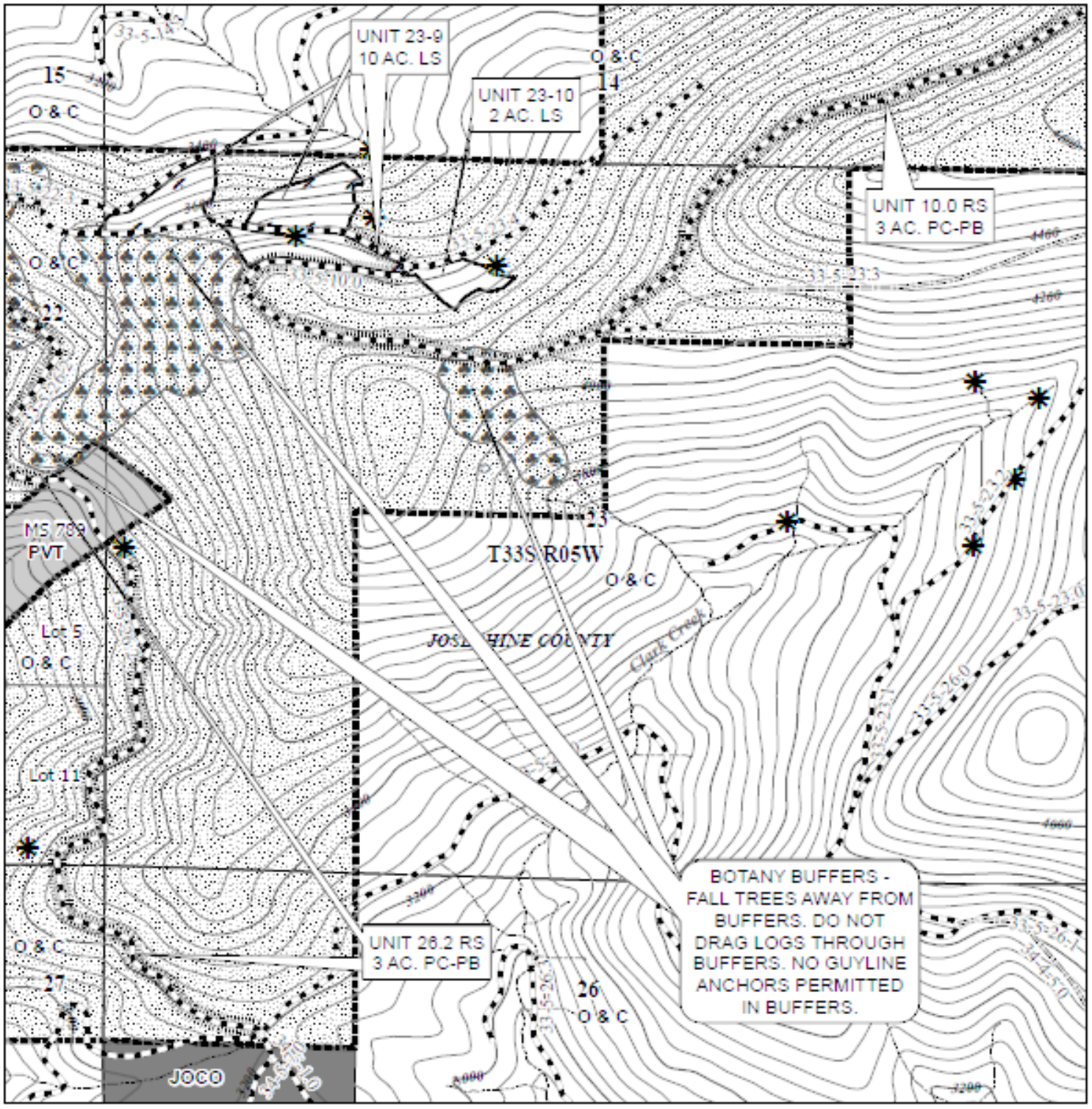
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T.33 S., R.5 W., SEC. 23 & SEC. 26 WILL. MER.
PETER'S FOLLY TIMBER SALE
JOSEPHINE COUNTY

TIMBER SALE CONTRACT MAP
EXHIBIT S



0 500 1,000 2,000 Feet

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LEGEND

Peter's Folly Timber Sale Units

- Lop & Scatter
- Selective Slash - Yum Yard Hardwoods ≤20" DBH - Lop & Scatter
- Hand Pile, Cover, & Burn
- Selective Slash - Yum Yard Hardwoods ≤20" DBH - Hand Pile, Cover, & Burn
- Machine Pile, Cover, & Burn
- Selective Slash - Yum Yard Hardwoods ≤20" DBH - Machine Pile, Cover, & Burn
- Skip
- Gap
- Northern Spotted Owl Seasonal Restrictions
- Cable-Tractor Swing Route
- Roadside Clearing Units

Roadside Trees w/ Special Designations

- Double blue banded - Cut & Leave Tree
- Orange-marked ponderosa pine - Leave Tree

Road Work

- Perm Construction
- Temp Construction
- Temp Reconstruction

Road Surface Type

- Paved
- Rocked
- Natural Surface
- Contract Area Boundary
- Reserve Area
- Spring
- Waterbodies
- Mining Ditch
- Resource Buffer - No tree felling into or yarding through
- Plant Buffer - No tree felling into or yarding through
- County
- Township & Range
- Section
- Lots

Ownership

- O&C Bureau of Land Management
- PD Bureau of Land Management
- JOCO Josephine County
- PVT Private Individual or Company

0 500 1,000 2,000 Feet

1:12,000

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40 FOOT CONTOUR INTERVAL

SLASH DISPOSAL SUMMARY BY UNIT AND PRESCRIPTION

UNIT	UNIT ACRES	SLASH TREATMENT ACRES (INCLUDING EXTERNAL LANDINGS)	LOP & SCATTER ACRES	SELECTIVE SLASH - YUM YARD LOP & SCATTER ACRES	HAND PILE, COVER & BURN ACRES	SELECTIVE SLASH - YUM YARD - HAND PILE ACRES	MACHINE PILE, COVER & BURN ACRES	SELECTIVE SLASH - MACHINE PILE ACRES	COVER & BURN ROADSIDE PILES ACRES	LANDINGS COVER & BURN ACRES
3-4	20	18.00			8.50	7.00	1.00			1.50
3.6 RW	1	1.00					1.00			
3-4P	52	51.00	48.00							3.00
3.4 RW	1	1.00					1.00			
3-5	21	21.00	12.50	5.50						3.00
3-6	44	39.00			19.50		14.00	2.00		3.50
3.7 RW	3	3.00					3.00			
4-2	9	9.00	8.50							0.50
4-4	24	24.00	22.00							2.00
4.4 RW	1	1.00					1.00			
5-4	130	130.00	56.50	4.00			55.00	6.00		8.50
5.4 RW	1	1.00					1.00			
5-5	44	44.00	33.50	3.50				3.50		3.50
4.0 RW	2	2.00					2.00			
4.2 RW	3	3.00					3.00			
5-6	27	26.00			15.00	4.00	4.00			3.00
9-2	13	13.00	6.00	4.00				2.00		1.00
10-1	16	16.00	13.50							2.50
10.9 RW	1	1.00					1.00			
10-2	13	13.00					11.00			2.00
10-4	17	17.00			6.50	5.00	2.00			3.50
10.4 RW	1	1.00					1.00			
10-5	32	30.50	13.50	5.00	6.50	2.00				3.50
13-6	22	22.00	18.50							3.50
13-7	13	13.00	10.50							2.50
22-1	15	15.50			3.50		10.00			2.00
22.1 RW	1	1.00					1.00			
22-2	27	27.00			11.00		14.00			2.00
22-7	38	38.00	1.00		13.00		21.50			2.50
22.7 RW	2	2.00					2.00			
23-9	13	13.00	10.00							3.00
23-10	2	2.25	2.00							0.25
3.2 RS	3	3.00							3.00	
4.1 RS	4	4.00							4.00	
10.A RS	3	3.00							3.00	
10.0 RS	3	3.00							3.00	
10.3 RS	11	11.00							11.00	
10.4 RS	7	7.00							7.00	
10.6 RS	1	1.00							1.00	
22.0 RS	3	3.00							3.00	
22.B RS	1	1.00							1.00	
22.1 RS	4	4.00							4.00	
26.2 RS	3	3.00							3.00	
TOTAL	**652**	**642.25**	**256.0**	**22.0**	**83.5**	**18.0**	**149.5**	**13.5**	**43.0**	**56.8**

* BOUNDARIES OF HARVEST UNITS ARE POSTED AND PAINTED IN ORANGE

LS = LOP & SCATTER

HPC-HPB= HAND PILE & COVER, HAND PILE BURN

MPC-MPB= MACHINE PILE & COVER, MACHINE PILE BURN

SS = SELECTIVE SLASH

YY= YUM YARD

PC-PB = PILE COVER & PILE BURN

RX = PRESCRIPTION

0 500 1,000 2,000 Feet

1:12,000

40 FOOT CONTOUR INTERVAL

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Bureau of Land Management
Medford District Office
3040 Biddle Road
Medford, OR 97504
(541) 618-2200

LEGEND

UNIT	UNIT ACRES	SLASH DISPOSAL TREAMENT PRESCRIPTION	TREATMENT AREA DESCRIPTION
3-4	20	HPC-HPB/SS-YY-HPC-HPB/MPC-MPB	SELECTIVE SLASH & YUM YARD THE GAP RX AREAS. HANDPILE ALL OF CABLE YARD AREA. MACHINE PILE ALL OF GROUND-BASED YARD AREA.
3.6 RW	1	MPC-MPB	MACHINE PILE WHOLE UNIT.
3-4P	52	LS	LOP & SCATTER WHOLE UNIT.
3.4 RW	1	MPC-MPB	MACHINE PILE WHOLE UNIT.
3-5	21	LS/SS-YY-LS	SELECTIVE SLASH & YUM YARD THE GAP RX AREA. LOP & SCATTER WHOLE UNIT.
3-6	44	HPC-HPB/MPC-MPB/SS-MPC-MPB	SELECTIVE SLASH & YUM YARD THE GAP RX AREAS. MACHINE PILE ALL OF THE GROUND-BASED YARD AREAS. HANDPILE THE CABLE YARD AREAS.
3.7 RW	3	MPC-MPB	MACHINE PILE WHOLE UNIT.
4-2	9	LS	LOP & SCATTER WHOLE UNIT.
4-4	24	LS	LOP & SCATTER WHOLE UNIT.
4.4 RW	1	MPC-MPB	MACHINE PILE WHOLE UNIT.
5-4	130	LS/SS-YY-LS/MPC-MPB/SS-MPC-MPB	SELECTIVE SLASH & MACHINE PILE GAP RX AREAS THAT ARE GROUND-BASED YARD. MACHINE PILE THE REST OF THE GROUND-BASED YARD AREAS. SELECTIVE SLASH & YUM YARD GAP RX THAT IS CABLE YARD. LOP & SCATTER ALL CABLE YARD AREAS.
5.4 RW	1	MPC-MPB	MACHINE PILE WHOLE UNIT.
5-5	44	LS/SS-YY-LS/ SS-MPC-MPB	SELECTIVE SLASH & MACHINE PILE GAP RX AREAS W/ GROUND-BASED YARD. SELECTIVE SLASH, YUM YARD, & LOP & SCATTER GAP RX AREAS W/ CABLE YARD. LOP & SCATTER REST OF UNIT.
4.0 RW	2	MPC-MPB	MACHINE PILE WHOLE UNIT.
4.2 RW	3	MPC-MPB	MACHINE PILE WHOLE UNIT.
5-6	27	SS-YY-HPC-HPB/ MPC-MPB	MACHINE PILE GROUND-BASED YARD AREA EAST OF RD. 33-5-22.0. SELECTIVE SLASH & YUM YARD THE GAP RX AREA. HANDPILE REST OF UNIT.
9-2	13	LS/SS-YY-LS/ SS-MPC-MPB	SELECTIVE SLASH & MACHINE PILE GAP RX W/ GROUND-BASED YARD. SELECTIVE SLASH & YUM YARD GAP RX W/ CABLE YARD. LOP & SCATTER REST OF CABLE YARD PORTIONS OF UNIT.
10-1	16	LS	LOP & SCATTER WHOLE UNIT.
10.9 RW	1	MPC-MPB	MACHINE PILE WHOLE UNIT.
10-2	13	MPC-MPB	MACHINE PILE WHOLE UNIT.
10-4	17	HPC-HPB/SS-YY-HPC-HPB/MPC-MPB	MACHINE PILE GROUND-BASED YARD AREA. SELECTIVE SLASH & YUM YARD GAP RX AREAS. HANDPILE REST OF UNIT.
10.4 RW	1	MPC-MPB	MACHINE PILE WHOLE UNIT.
10-5	32	LS/SS-YY-LS/HPC-HPB/SS-YY-HPC-HPB	HANDPILE 200 FT. BELOW RD. 33-5-10.4. SELECTIVE SLASH & YUM YARD GAP RX AREAS. LOP & SCATTER OUTSIDE OF HANDPILE AREA.
13-6	22	LS	LOP & SCATTER WHOLE UNIT.
13-7	13	LS	LOP & SCATTER WHOLE UNIT.
22-1	15	HPC-HPB/MPC-MPB	MACHINE PILE GROUND-BASED YARD AREAS. HANDPILE CABLE YARD AREAS.
22.1 RW	1	MPC-MPB	MACHINE PILE WHOLE UNIT.
22-2	27	HPC-HPB/MPC-MPB	MACHINE PILE GROUND-BASED YARD AREAS. HANDPILE CABLE YARD AREAS.
22-7	38	LS/HPC-HPB/MPC-MPB	HANDPILE CABLE YARD AREAS. MACHINE PILE THE GROUND-BASED YARD AREAS ABOVE & BELOW THE 33-5-22.4 RD. LOP & SCATTER REST OF UNIT ABOVE & BELOW THE 33-5-22.3 RD.
22.7 RW	2	MPC-MPB	MACHINE PILE WHOLE UNIT.
23-9	13	LS	LOP & SCATTER WHOLE UNIT.
23-10	2	LS	LOP & SCATTER WHOLE UNIT.
3.2 RS	3	PC-PB	COVER & BURN ROADSIDE PILES.
4.1 RS	4	PC-PB	COVER & BURN ROADSIDE PILES.
10.A RS	3	PC-PB	COVER & BURN ROADSIDE PILES.
10.0 RS	3	PC-PB	COVER & BURN ROADSIDE PILES.
10.3 RS	11	PC-PB	COVER & BURN ROADSIDE PILES.
10.4 RS	7	PC-PB	COVER & BURN ROADSIDE PILES.
10.6 RS	1	PC-PB	COVER & BURN ROADSIDE PILES.
22.0 RS	3	PC-PB	COVER & BURN ROADSIDE PILES.
22.B RS	1	PC-PB	COVER & BURN ROADSIDE PILES.
22.1 RS	4	PC-PB	COVER & BURN ROADSIDE PILES.
26.2 RS	3	PC-PB	COVER & BURN ROADSIDE PILES.
TOTAL	652		

0 500 1,000 2,000 Feet

1:12,000

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