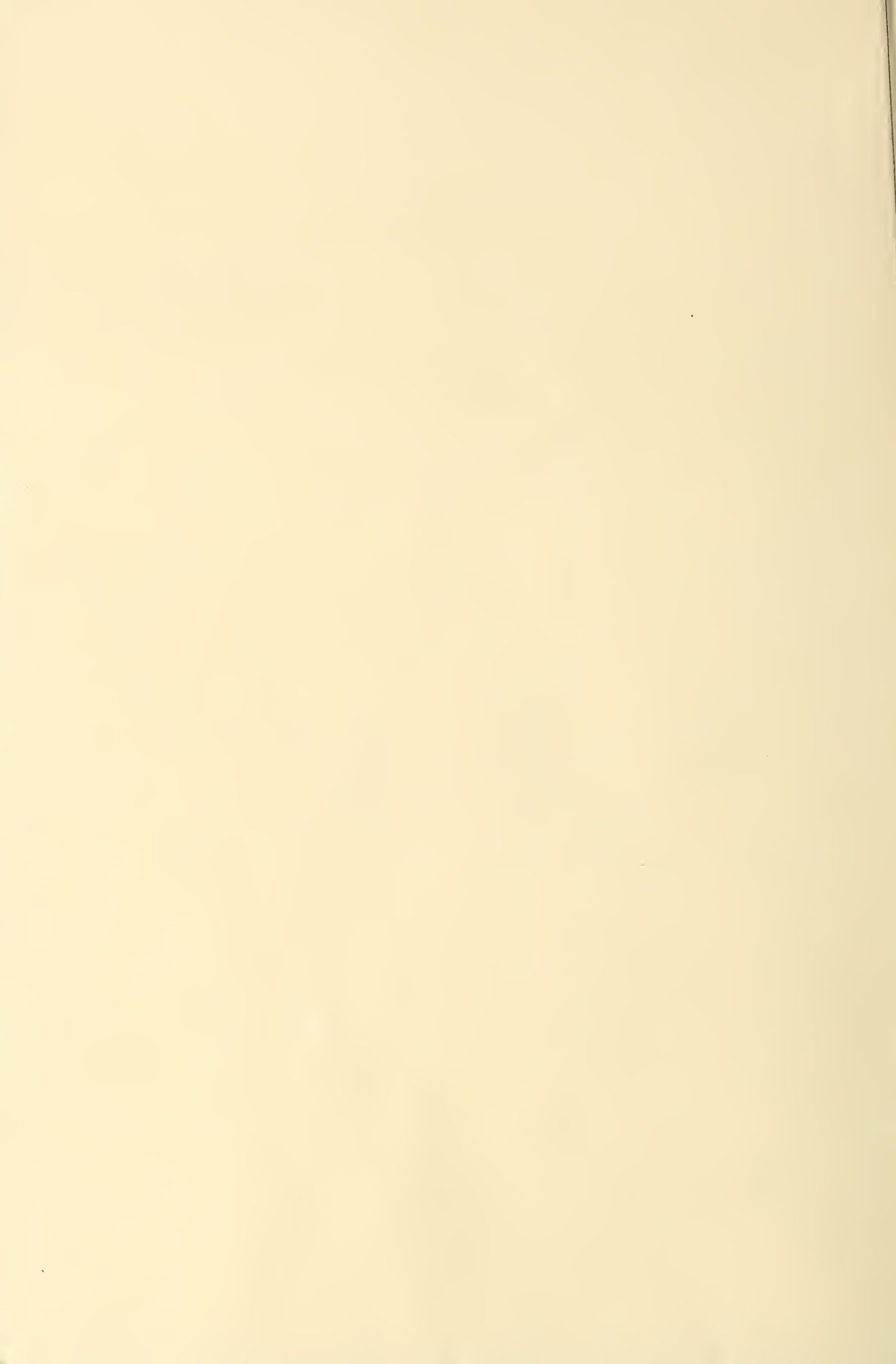


## **Historic, Archive Document**

Do not assume content reflects current scientific knowledge, policies, or practices.





25D11  
R23

C 3



United States  
Department of  
Agriculture

Forest Service

Tongass  
National  
Forest

R10-MB-292b

April 1995



# Polk Inlet Timber Sale

## Final Environmental Impact Statement

### Volume II

LIBRARY  
MAY 23 1995  
FOREST SERVICE  
TONGASS NATIONAL FOREST



**Foster Wheeler Environmental Corporation**  
*(Formerly Ebasco Environmental)*  
**10900 NE 8th Street**  
**Bellevue, Washington 98004**  
**Contract No. 53-0109-2-00345**  
**Polk Inlet Environmental Impact Statement**





# Appendix A

## Reasons for Scheduling the Environmental Analysis of the Polk Inlet Project Area





# Reasons For Scheduling The Environmental Analysis Of The Polk Inlet Project Area

## KPC Long-term Timber Sale Contract Offerings

This appendix explains why the Polk Inlet Project Area is scheduled for environmental analysis at this time.

### Summary

Reasons for scheduling the Polk Inlet Project Area at this time, for detailed consideration of timber harvest under the Ketchikan Pulp Company Long-term Timber Sale Contract, may be summarized as follows:

1. A significant portion of the Polk Inlet Project Area is within the designated primary sale area for the Ketchikan Pulp Company Long-term Timber Sale Contract, and contains a sufficient amount of harvestable timber volume designated as LUD III or IV, and therefore appropriate for harvest under the Tongass National Forest Land Management Plan (TLMP). Available information indicates harvest of the amount of timber being considered for this project can occur consistent with Forest Plan Standards and Guidelines and other requirements for resource protection. Consideration of areas outside the designated sale area at this time would not meet Ketchikan Pulp Company Contract requirements and is otherwise not necessary or reasonable.
2. Other areas with available timber inside the designated sale area will be necessary for harvest within the remainder of the Ketchikan Pulp Company Contract term (by 2004) in order to meet contract volume requirements. Effects on subsistence resources are projected to differ little according to which sequence these areas are subjected to harvest. Harvesting other areas on the Tongass National Forest with available timber is expected to have similar potential effects on resources, including those used for subsistence because of widespread distribution of subsistence use and other factors. Harvest of these other areas is foreseeable, in any case, over the forest planning horizon under either the existing or proposed revised Forest Plan.
3. Providing substantially less timber volume than required by the Ketchikan Pulp Company Contract in order to avoid harvest in the Polk Inlet Project Area or other project areas would not meet contract requirements and is otherwise not necessary or reasonable.
4. It is reasonable to schedule harvest in the Polk Inlet Project Area at present rather than other areas in terms of previous harvest entry and access, level of controversy over subsistence and other effects, and the ability to complete the National Environmental Policy Act (NEPA) process and make timber available to meet contract requirements by the time it is reasonably necessary to do so. Other areas that are reasonable to consider for harvest in the near future are the subject of other project EISs that are currently ongoing or scheduled to begin soon.

More detail regarding the scheduling of the environmental analysis for the Polk Inlet Project Area is presented in this appendix in three subsections:



## Ketchikan Pulp Company Contract Requirements

### Contract Background

In 1951, the Forest Service and Ketchikan Pulp Company (APC) entered into a contract for sale and harvest of timber in Southeast Alaska for a 50-year period beginning in 1954 and ending in 2004. A primary function of this long-term contract was to "establish a new industrial enterprise which will be an important and significant step in the industrial development of Alaska" (Forest Service 1956).

The current management situation consists of a valid contract between the Forest Service and KPC, contract number A10fs-1042. This contract bestows rights and obligations on both parties. One obligation for the Forest Service is to provide the agreed upon volume from an identified contract sale area on the Tongass National Forest. Contract section B0.62 states in part "Forest Service shall seek to specify sufficient Offerings to maintain a Current Timber Supply in all Offering Areas that total at least three years of operations hereunder or until the contract termination date, whichever comes first, and which meets the the production requirements of Purchaser's manufacturing facilities." This three year supply equates to approximately 615 million board feet.

"Current Timber Supply" is defined in the contract generally as timber which the Forest Service has specified according to Forest Service planning procedures and for which the NEPA process has been completed. The Forest Service specifies timber through approving in writing a timber "Offering" under the contract, comparable to an independent timber sale. This approval in writing is represented by issuance of an "A Division" contract document for the Offering. An EIS such as the Polk Inlet Project Area EIS may cover one or up to several such Offerings, which may be specified by the Forest Service and therefore added to the contract "Current Timber Supply" concurrently or sequentially after issuance of the Record of Decision for the Project. Generally, layout on the ground of roads and harvest units selected in the Record of Decision (ROD) will be completed for each Offering prior to issuance of the "A Division" approval document.

The Forest Service Timber Sale Preparation Handbook (FSH 2409.18 Chapter 10) details the process utilized to prepare timber sales. This process also guides the preparation of timber Offerings under the KPC Contract. The timber sale preparation process is summarized below. Included in brackets is information describing modifications to the process specific to the KPC Contract. The Handbook states:

The timber sale preparation process begins with the identification of the sale area and ends with the award of the timber sale contract [as described above, the process for the KPC Contract ends with the issuance of an "A Division" contract document for the Offering]. These activities pass through specific stages, called "gates", each of which requires specific outputs before proceeding to the next gate. . . Following are descriptions of work processes at each gate.

Gate 1. Begin sale preparation activities with scoping or position statement development. Identify the purpose and need for the project, public issues, interested outside parties, management issues, resource opportunities in the

sale area, a range of possible volume targets, and initial transportation system needs. . .

Gate 2. During the sale area design (environmental analysis) phase, develop alternative designs and analyze them for environmental effects. Concurrently, develop an analysis file to store the information that is gathered. Once a course of action is selected, develop a sale implementation plan that provides detailed instructions for field layout of all sale elements. The end product of the sale area design phase is the selection of the preferred alternative and signature of the decision notice by the official authorized to approve the project. . .

Gate 3. Activities leading to sale plan implementation include the data gathering and the on-the-ground marking, designating, and delineating needed to properly support the appraisal, the preparation of the contract, and post-award sale administration efforts. The sale passes through gate 3 when the field work is completed. . .

Gate 4. After gathering all necessary engineering design work, cruise (volume) information, logging costs, environmental protection costs, and other elements of the timber appraisal. . . [a final timber appraisal is prepared for the offering(s) and an "A Division" contract document is issued].

Contract provisions require KPC to harvest timber, construct and operate a mill for primary manufacture and to recruit labor from residents of Southeast Alaska. To fulfill this obligation KPC operates a sawmill and a pulp mill in Ketchikan and a sawmill in Metlakatla.

#### **Why Areas Outside The Primary Sale Area Boundary Are Not Considered in Detail**

Since authorization of the KPC contract in 1951, several laws have changed the land base from which the authorized timber volume could be removed. The Alaska Native Claims Settlement Act (ANCSA) authorized substitution to replace areas selected by the Native Companies. The Alaska National Interest Lands Conservation Act (ANILCA) authorized substitution for areas designated by Congress as Wilderness in that statute which were in the primary sale area. The substitutions for Native selections and Wilderness selections were accomplished prior to the Polk Inlet Project Area environmental analysis process.

Section B0.3 of the contract, *Description of Timber*, states in part:

The Ketchikan Pulp & Paper Company . . . ,hereby agrees to purchase from an area definitely designated on the attached maps which are part of this agreement, within pulptimber Allotments E, F, and G. . . The estimated amount to be cut under the methods of marking described in B2.3 is 1,500,000,000 cubic feet of western hemlock, Sitka spruce, western redcedar, Alaska cedar, and other species of timber, more or less.

Section B0.31 of the contract, *Additional Areas*, states in part:

In the event the quantity of timber available for cutting within the above described area is insufficient for full scale operation until June 30, 2004 . . . the Regional Forester shall designate additional cutting areas within Pulptimber Allotments E, F, and G to meet such needs of such plants for the period ending June 30, 2004, provided, that the Regional Forester is not obligated to make available for cutting more than the 1,500,000,000 cubic feet of material covered by this agreement. . .



Section B0.61 of the Contract, *Timber Offering Schedule*, provides in part:

"To the extent authorized by law, Offering Areas may be identified for harvest outside the sale area, as needed to meet sale volume requirements."

The western portion of the Polk Inlet Project Area lies within the "primary sale area" in Allotments G described in contract section B0.3 and the eastern portion lies within the "rest of Allotment F". Current data indicates that there remains sufficient timber available within the designated sale area, including the additional areas described in Contract section B0.31 above, to provide the remaining unharvested portion of the total contract volume of 1,500,000,000 cubic feet, consistent with Forest Plan Standards and Guidelines and other requirements for environmental protection. The most recent Supplement to the Draft EIS for the Tongass Land Management Revision (TLMP SDEIS), which considers reductions in timber base due to the Tongass Timber Reform Act (TTRA), indicates this for the "current direction" alternative. For the current preferred alternative for the TLMP revision, the TLMP SDEIS indicates that there is at present easily enough available volume within the primary designated sale area to meet contract volume requirements for the next several years at least, while still meeting all constraints associated with the alternative. At some point in the future however, volume will also be required from the contingency areas to fulfill the contract volume requirements. This evaluation is incorporated by reference and further described in the last section in this Appendix, *Forest Plan Implementation*.

Although, providing volume outside of the primary sale area is not necessary at this time under the terms of the contract, it will be necessary in the reasonably near future to do so. Polk Inlet includes area outside the primary sale area and will consider volume for contribution to the KPC contract or the Ketchikan Area Independent Sale Program. Modifying the contract does not meet the purpose and need for the project. Although KPC has indicated that the Forest Service has the discretion to consider obtaining volume from outside the designated sale area, it has not expressed an interest obtaining timber from other areas in lieu of the Polk Inlet Project Area. The criteria for modification in 36 CFR 223.112,113 have not been met, considering the information in the TLMP SDEIS, and this EIS. Congress in enacting the Tongass Timber Reform Act declined to modify the contract sale area, and by directing in section 301(e) of the statute that the Secretary of Agriculture report to Congress on the effects of eliminating the sale area, indicated an intent to reserve this decision to the legislature.

#### **Why Providing Less Than The Contract Volume Was Not Considered In Detail**

Congress in section 301(e) of the TTRA also indicated its intent to reserve to itself the question of providing less than the contract volume obligation to KPC. Providing less than the contract volume would not meet the purpose and need for the Polk Inlet Project. The Forest Service can expect a large monetary claim from KPC for not meeting contract volume obligations, for which there is no current funding. To the contrary, recent federal appropriations legislation has dedicated additional money to providing additional timber offerings to KPC and other Tongass National Forest timber purchasers. Volume from independent timber sales or sources outside the Tongass National Forest do not fulfill KPC Contract requirements. In any case, there is not sufficient projected volume from other sources to meet KPC volume requirements.

Logs from Native Company lands cannot substantially meet the total needs of KPC. Owners of private timberland are able to sell their sawlogs on the export market for much higher prices than can be paid by local manufacturing. KPC is not prohibited under the Contract from purchasing timber from Native Companies or other sources, subject to the requirement that, ". . . at least three-fourths of the pulpwood requirements of the pulp manufacturing



plant and other processing facilities operated in conjunction with this sale shall be cut from the areas covered by this agreement during the period prior to July 1, 1964, and during each 5-year operating period subsequent to that date. " (KPC contract B0.53). There are no provisions in the Contract to offset such purchases by adjusting the Contract timber volume. Harvest from Native Company lands is decreasing, reducing potential pulp as well as sawlog availability from these lands (TLMP SDEIS page 3-339).

Canadian timber has been mentioned in the past as a source of supply for Southeast mills. Southeast Alaska pulp mills have purchased pulp logs from British Columbia (BC) in the past. However, the political and economic situation in British Columbia has changed to decrease the likelihood of substantial supply from this source. The June 1988 issue of British Columbia Lumberman, page W14, states that a substantial increase in demand for BC forest products is expected to decrease log exports. The Forest Minister stated: "Our main objective is to use BC timber to manufacture wood products in this province." It has been more recently stated that British Columbia is considering prohibiting log exports and is facing increased environmental pressures (TLMP SDEIS, page 3-339).

Trying to meet the long-term volume contractual obligations from outside the long-term timber sale boundaries would decrease the availability of timber for the independent timber sale program, including the Small Business Set Aside Program; obtaining a substantial portion of long-term contract timber from outside the designated sale areas would probably decrease the independent sale program by an equivalent amount under the current TLMP allowable sale quantity. Under the current Plan, an annual average of 271 MMBF net sawlog of the ASQ is needed to meet the long-term sale requirements, leaving an annual average of 179 MMBF net sawlog for the independent program.

The TLMP SDEIS (table 3-134, page 3-368) shows for the current Plan as amended by the TTRA (Alternative C) the contribution to ASQ net sawlog (MMBF) by Allotment Area. Contingency Areas of Allotment E, F, and G of the KPC contract area contribute 125 MMBF annual average (28%) to the ASQ. Designating any part of this volume for the long-term sale could directly reduce the portion of the ASQ available for the independent program. The timber volume included in the action alternatives in the Polk Inlet Project Area EIS and scheduled from this area in the TLMP for the long-term contract could affect the Small Business Administration timber sale program agreed to with the SBA of 80 MMBF. Section 105 of the Tongass Timber Reform Act reflects Congressional intent that the SBA program continue.

Lack of an adequate timber supply to support these programs could affect the existing mill infrastructures and employment. The TLMP SDEIS (table 3-118, page 3-337) shows that lumber mill capacity for independent operators is about 220 MMBF annually (380 MMBF minus the Wrangell and KPC Sawmills). During good market conditions, the short term sales program has purchased up to 174 MMBF and harvested up to 149 MMBF annually which translates into about 67 percent of the mill capacity (TLMP SDEIS, table 3-114, page 3-325). Therefore, under good market conditions, the existing infrastructure can absorb the available supply. Elimination of short term sales under the independent and set-aside programs would translate into a loss of between 815 and 1144 timber-related jobs (TLMP SDEIS page 3-370, 3-610).

### **Current Timber Supply And Contract Volume Needs**

This section provides an updated look at the long-term contract timber volume projected to be available to KPC. It includes a tentative schedule projecting how volume is to be made available to meet contract obligations which states; "Forest Service shall seek to to specify sufficient Offerings to maintain a Current Timber Supply in all Offering Areas that

totals at least three years of operations hereunder or until contract termination date, whichever comes first, and which meets the production requirements of the Purchaser's manufacturing facilities." (Contract Section B0.62).

Generally, there is a need for approximately 2,500 million board feet of timber volume remaining over the life of the KPC contract. This equates to an average of approximately 205 million board feet per year. Table 1 shows the volume available as of January 1, 1992 and displays how timber volume would be scheduled through 2004 to help meet current timber supply needs.

**Table 1**  
**Current Timber Supply and Projected Harvest to 2004.<sup>1</sup>**  
**(MMBF/YEAR)**

Year	93	94	95	96	97	98	99	00	01	02	03	04
NEPA COMPLETED												
89-94	120											
Frosty	33											
Starfish	45											
12 Mile	12											
Shelter Cove	17											
NEPA REQUIRED												
CPOW	290											
North Revilla	200											
Polk Inlet	125											
Lab Bay		85										
Control Lake		187										
Upper Carroll		130										
Heceta			75									
Sea Level			67									
Three Creeks			49									
Vixen Inlet				175								
Port Stewart				135								

Year	93	94	95	96	97	98	99	00	01	02	03	04
Chasina					166							
Tuxekan					59							
Ratz					40							
North POW						103						
Moira						119						
South POW							80					
Honker							119					
Luck Lake								107				
Lower Carroll								41				
Chomondeley								75				
NEPA Cleared Volume	615	402	191	310	265	222	199	223				
Initial Wood Supply	230	640	837	823	928	988	1005	999	1017	812	607	402
Projected Harvest	205	205	205	205	205	205	205	205	205	205	205	205
Ending Wood Supply	640	837	823	928	988	1005	999	1017	812	607	402	197

Note: Approximately 197 MMBF of the above figures is anticipated to be included in the Ketchikan Area's independent sale program. Numbers shown in parentheses indicate EISs in progress.

<sup>1</sup> All volume figures shown include sawlog and utility volume and are in MMBF.

The Polk Inlet Project Area EIS can offer volume to help meet KPC contract obligations starting in 1994. This amount of volume is reasonably necessary to help maintain a three year Current Timber Supply of at least 615 million board feet of timber. Based on the scenario shown in table 1, operations in Polk Inlet Project Area could begin in 1994 with all operations substantially complete by 1997.

## Tongass Land Management Plan

### TLMP As Amended Winter 1985-86

Chapter 1 of this EIS includes an explanation of how this project relates to the Tongass Land Management Plan. That section describes the Land Use Designations (LUDs) which allocate land areas to different types of management. Chapter 1 also explains that these LUDs were assigned to land areas known as Value Comparison Units (VCUs), and that one or more contiguous VCUs were formed into Management Areas (MAs). This section also describes the management emphasis for the Management Areas likely to be affected by the Polk Inlet Project.



The Tongass Land Management Plan, As Amended Winter 1985-1986, not only detailed Management Direction/Emphasis for each Management Area, it also scheduled specific Management Activities for specific time periods. In particular it scheduled timber sale preparation activities for 1985-89 and 1990-94. Table 2 displays the Management Areas scheduled for timber sale preparation during 1990-94.

**Table 2**  
**TLMP, As Amended Winter 1985-86, Activity Schedule**

Management Area	Name	Years Scheduled	Activity Scheduled
K17	Hollis	90-94	Timber Sale Prep
K18	Scowl - W. Cholm.	90-94	Timber Sale Prep

The Allowable Sale Quantity (ASQ), calculated in TLMP and used in Congressional deliberations and decisions on ANILCA, assumed harvest in all LUD III and LUD IV VCUs, in compliance with the Southeast Area Guide, on a three entry, 100 year rotation. Some selected areas were scheduled for 4 entries in 120 years (LUD IV) and 6 entries in 200 years (LUD III) for visual considerations. A three entry rotation assumes the first entry will be made within 30 to 40 years. If areas are not entered, and the ASQ is harvested, other areas will have to receive a heavier entry, resulting in a pattern of high percentage first entries being established, and therefore creating conditions under which the three-entry rotation may not be achievable.

The TLMP as amended also scheduled as anticipated management outputs from the Ketchikan Area timber volume ranging from 195.0 million to 220.3 million annually (Tongass Land Management Plan Amended Winter 1985-86, page 5).

**Supplemental TLMP Revision Draft EIS (TLMP SDEIS)**

1. Sufficient Volume for KPC Contract Needs in TLMP SDEIS.

The TLMP SDEIS Chapter 3 section on timber (pages 3-354 and 355) provides the following summary statements in terms of the timber supply and the long-term timber sale programs.

If utility volume is included, Alternatives B, C, D, and P would meet or exceed the projected demand for National Forest timber (400 MMBF). Alternative A would provide 89 percent of the projected demand.

All of the first-decade Allowable Sale Quantity (ASQ, sawlog) in Alternative A would be needed to satisfy the long-term contracts; Alternative B would need 82 percent of the ASQ; Alternative C, 69 percent; Alternative D, 66 percent; and Alternative P, 75 percent.

These statements show that timber supply exceeds the level which is required to satisfy the long-term timber sale contracts (both APC and KPC). The data to support these statements is displayed in table 3-127 on page 3-355 and table 3-135 on page 3-371 of TLMP SDEIS. Table 3-135, in particular, shows the Long-Term and Short-Term Sales program volumes for the decade.

TLMP SDEIS also presents a discussion of timber supply within the KPC long-term contract sale area. As of October 1990 (the date of the TLMP SDEIS analysis), the remaining KPC Long-term Timber Sale Contract volume requirement was 2,443 MMBF, including utility (TLMP SDEIS , table 3-116, page 3-329, table 3-133, page 3-366). TLMP SDEIS alternatives A, B, C, D, and P provide, respectively, 3,800 MMBF, 4,180 MMBF, 5,930 MMBF, 5,920 MMBF and 5,480 MMBF, including utility, from the KPC designated sale area (allotments E, F, and G (TLMP SDEIS, table 3-133, page 3-366). So the all alternatives in the TLMP SDEIS indicates more than sufficient timber remaining available in the designated KPC sale area to meet remaining contract volume requirements, consistent with resource protection requirements and other constraints projected in the document.

Further analysis in TLMP SDEIS is related to suitable-available acres. These are acres of forest that are identified as suitable for timber harvest and which are assigned management prescriptions within the TLMP SDEIS that allow consideration of timber harvest. For each alternative, TLMP SDEIS analysis confirms that the identified suitable-available acres contain more than enough potentially available timber within the sale area to meet the remaining volume commitment. These figures appear in table 3-134, pages 3-368 and 3-369, TLMP SDEIS and are summarized in the following table.

**Table 3  
Timber Volume Available Within The Contract Area**

<b>Alt.</b>	<b>Allotment Area</b>	<b>Suitable- Available (Acres)</b>	<b>Old Growth Standing Vol (MMBF)</b>
A	E-Primary	141,194	2,098
	F-Primary	38,960	698
	G-Primary	101,493	1,499
	Rest of E	39,166	826
	Rest of F	129,743	2,891
	Rest of G	157,426	2,806
		-----	607,982
B	E-Primary	154,484	2,408
	F-Primary	42,193	793
	G-Primary	122,586	1,868
	Rest of E	45,926	984
	Rest of F	147,347	3,291
	Rest of G	153,245	2,678
		-----	665,781
C	E-Primary	169,584	2,772
	F-Primary	47,769	915
	G-Primary	139,423	2,223
	Rest of E	75,551	1,702
	Rest of F	234,232	5,367
	Rest of G	227,707	4,407
		-----	894,266
D	E-Primary	179,257	2,931
	F-Primary	49,889	939
	G-Primary	145,925	2,356
	Rest of E	47,065	1,010
	Rest of F	213,401	4,853
	Rest of G	240,790	4,676
		-----	876,327
P	E-Primary	161,578	2,586
	F-Primary	45,262	859
	G-Primary	135,737	1,401
	Rest of E	65,954	1,462
	Rest of F	217,768	4,981
	Rest of G	199,856	3,809
		-----	826,155



Furthermore, TLMP SDEIS displays the number of acres of tentatively suitable lands that are scheduled to be harvested over the planning horizon for each Management Area (TLMP SDEIS, table 3-138, page 3-378). This table indicates that the scheduling of the Polk Inlet Project Area and other project areas within the KPC sale area to meet contract volume requirements over the next several years is anticipated. In addition, this table shows that there are adequate suitable acres in these Management Areas, scheduled to be harvested, to provide that volume. A portion of table 3-138 is displayed below in table 4. It displays, for Alternative P, the scheduled suitable acres by Management Area. Table 4 is similar to table 2 which showed the Management Areas scheduled for timber sale preparation during 1991-95. A comparison of these two tables indicates that the Management Areas identified as appropriate for timber harvest activities in the existing TLMP (as amended winter 1985-86) are also identified as appropriate in alternative P of TLMP SDEIS.

**Table 4  
TLMP SDEIS Alternative P Scheduled Acres (selected Management Areas)**

Mgmt. Area	Name	Acres Scheduled	Percent Of MA	Total MA Acres
K17	Hollis	30,371	36.0	84,280
K18	Scowl-W.Cholm.	41,806	39.2	106,686

## 2. Cumulative Effects

The TLMP SDEIS considers the cumulative effects for forest-wide acres managed for timber production for both the long-term and short-term timber sale programs. These effects are discussed on pages 3-371 through 3-381. Cumulative effects for other resources are discussed at the end of their respective sections.

Analysis points to the need to schedule harvest in VCUs assigned management prescriptions which permit consideration of timber harvest, including the VCUs within the Polk Inlet Project Area. These VCUs in the current Forest plan, and in the draft revised Forest Plan would be needed to help meet the Tongass National Forest Allowable Sale Quantity, and also the contractual timber volume needs for the KPC Long-term Timber Sale. The forest-wide cumulative effects analysis in the TLMP SDEIS supports the conclusion that this harvest can be accomplished within existing and proposed revised TLMP standards and guidelines and other requirements for resource protection.

## 3. Subsistence

With the passage of the ANILCA, Congress recognized the importance of subsistence resources to rural residents of Alaska. In particular, prior to any disposition of public lands, an agency must first complete a subsistence effects evaluation, including consideration of the availability of other lands (ANILCA 810 (a)).

Based on a review of available harvest volumes for each VCU in the KPC contract area, it appeared that in order to meet contract volume commitments, most of the LUD III and IV

VCUs would need some level of harvest prior to the end of the KPC contract in 2004. A tentative offering schedule was developed and approved for implementation based on this analysis. In short, almost all LUD III and IV VCUs in the KPC Long-term Sale would be scheduled for harvest within the next 10 to 15 years, indicating a level of impact to all subsistence use areas. However, the most significant impacts on the subsistence resource habitat would not occur until 20 to 30 years after the timber harvest when the second growth canopy closes. When those impacts to subsistence resources are viewed from a reference point 20 years in the future, the particular importance of which areas are scheduled first during a 5-year period appears to be minor.

In considering communities that may be most affected by any proposed timber harvest in the Polk Inlet Project Area, Craig, Hollis, Hydaburg, Kasaan, and Klawock appear to have the strongest cultural and subsistence ties to the area. Each community has its own level of reliance on subsistence as well as its own level of reliance on the Polk Inlet Project Area for supplying subsistence resources. The following information about each community's subsistence use is a summary of more detailed information provided in chapters 3 and 4 of the Polk Inlet Project EIS.

**Craig** Areas adjacent to the road system are some of the major subsistence use areas within the project area. Ten percent of Craig's deer came from the Project Area WAA's between 1987 and 1990. Analysis shows that there is an adequate number of deer to meet the current subsistence and sport hunting demand for deer now, however, it may be necessary to restrict the sport harvest of deer in the future.

**Hollis** Significant use of the project area is made by Hollis residents for subsistence resources. Thirty percent of Hollis's deer came from the Project Area WAA's between 1987 and 1990. Analysis shows that there is an adequate number of deer to meet the current subsistence demand for deer now, however, it may be necessary to restrict the sport harvest of deer in the future.

**Hydaburg** Hydaburg subsistence use within the Project Area is dispersed throughout the Project Area, according to TRUCS maps. Thirty-nine percent of Hydaburg's deer came from the Project Area WAA's between 1987 and 1990. Analysis shows that there is an adequate number of deer to meet the current subsistence and sport hunting demand for deer now, however, it may be necessary to restrict the sport harvest of deer in the future.

**Kasaan** Areas used for subsistence purposes include primarily the northern portion of the project area and is a relatively small proportion of areas used for community subsistence.

**Klawock** Subsistence harvest methods within the community of Klawock have been changing since the road tie with Hollis was made in 1984. Prior to that time subsistence harvest was mostly tied to boating activities. Increasing use of the project area is being experienced. At this time approximately three percent of Klawock's deer came from the Project Area WAA's between 1987 and 1990. Analysis shows that there is an adequate number of deer to meet the current subsistence demand for deer now, however, it may be necessary to restrict the sport harvest of deer in the future.

As a result of several considerations, including the availability of subsistence resources in undisturbed areas of Prince of Wales Island, including LUD I and LUD II areas within or adjacent to the Project Area (such as the Karta Wilderness), the relative independence of most communities from subsistence resources in the Project Area, as well as analysis contained in the Tongass Land Management Plan SDEIS, the Forest Service determined to schedule an environmental analysis of the Polk Inlet Area ahead of other Project Area analyses. Other projects including Central Prince of Wales, Lab Bay, North Revilla, Port



Stewart, Vixen Inlet, Upper Carroll, Ratz Harbor, Heceta Island, Control Lake, Three Creeks, and Sea Level are undergoing, or, will undergo environmental analysis within the next 3 to 5 years.

Extensive forestwide cumulative effect analysis has been included in the TLMP SDEIS (TLMP SDEIS pages 3-628 through 3-765). That analysis, and the tables of data shown in appendix K of TLMP SDEIS are incorporated by reference into this document. The data in appendix K and L indicates subsistence hunting of deer and other uses in virtually every area of the Tongass with substantial quantities of harvestable timber. The following information is extracted directly out of the Tongass Land Management Plan Revision, Supplement to the Draft Environmental Impact Statement, pages 3-762 and 3-763:

In conducting the subsistence evaluation it is determined that, in combination with other past present and reasonably foreseeable future actions, none of the alternatives would pose a significant possibility of significant restriction for salmon, other finfish, marine mammals, invertebrates, plants, mountain goat, moose, waterfowl, sea birds, or other small game. Together these resources account for an average of 79 percent of the total harvest of subsistence resources (Kruse and Muth, 1990).

In considering the impacts of future actions that may take place under the proposed alternatives on deer, two types of analysis was conducted. Potential effects were first determined for those WAAs where residents have successfully harvested deer, then for those WAAs where residents have ever gone to harvest deer. Both 10 percent and 20 percent harvest levels of the deer population were used.

Considering only those WAAs where residents successfully harvested deer and assuming a harvest level of 10 percent of the population, there would be sufficient deer in all alternatives for the next 50 years to meet all subsistence needs for all communities except Gustavus, Hoonah, Kake, Pelican, Sitka, and Yakutat (appendix K). For these communities, there would be insufficient habitat capability to support harvest by all subsistence users (regardless of the community of origin). However, at 20 percent of the population, all subsistence needs for these communities would be met by all alternatives for the next 50 years (appendix K).

If instead of considering only those WAAs in which hunters were successful, we consider all WAAs ever hunted by community residents, then there would be sufficient deer habitat capability to support all subsistence hunters in the WAAs used for hunting by all subsistence communities except for Pelican and Gustavus. If instead of assuming a 10 percent harvest level, a 20 percent harvest level is used, there would be sufficient habitat capability to support all subsistence harvest in all WAAs used for hunting by all subsistence communities.

As a result of the analysis of the impacts of projects that would be permissible under each of the alternatives considered for adoption in the Forest Plan, it has been determined that all of the alternatives, if all permissible projects were fully implemented, have the potential to impact subsistence uses of deer, brown bear, and furbearers (specifically martens) due to potential effects of projects on abundance/distribution, and competition.

The analysis shown in chapter 3 of this Project EIS is supported by the analysis shown above in the TLMP SDEIS. The conclusion stated above, "it has been determined that all of the alternatives, if all of the permissible projects were fully implemented, have the potential to impact subsistence uses of deer. . .", supports the conclusion that any environmental analysis area within the Tongass would have a similar chance of having a significant

possibility of a significant restriction on subsistence resources for Sitka Black-tailed deer, and other mammals.

The analysis for ANILCA section 810 are shown in the Subsistence section of chapter 4, in this EIS. The determinations made from the ANILCA section 810 analysis and findings will be a part of the Record of Decision for this project.

## **Forest Plan Implementation**

### **Review of Available Volume**

A review was conducted of each VCU within the designated sale area for available volume. This analysis was based on computer inventories and Allowable Sale Quantity (ASQ) calculations from TLMP Draft Revision (1991a).

The review used the following guidelines to identify likely areas to schedule for environmental analysis in the near future:

- (1) Evaluate by area the total available volume within the designated sale area. Between 1991 and 1993, there is a need to identify a potential harvest of 700 MMBF.
- (2) Identify a tentative operating schedule which addresses volume to be offered from the Ketchikan Area.
- (3) Prepare a schedule of environmental analysis areas which shows how the Ketchikan Area will meet the tentative operating schedule from 1991 through the end of the contract. This schedule must provide a minimum of 615 MMBF 'current timber supply' through the end of the contract.

The results of the first step by the working group analysis are presented in table 5. The results of this volume review, further supported by TLMP revision information, provided the basis for scheduling the next series of environmental analyses.

**Table 5**  
**Available Volume By VCU In The KPC Contract Boundary (9/89).**

<b>Project Area</b>	<b>MAs In Analysis Area</b>	<b>(MMBF)</b>
<b>AA 1 Cental Prince of Wales</b>		
Central Prince of Wales	K03 (Portion), K07, K08, K09, K10	291
Ratz (2nd Entry)	K09 (Portion)	40
Honker (2nd Entry )	K08 (Portion)	119
Luck Lake (2nd Entry)	K08 (Portion), K09 (Portion)	107
Tuxekan (2nd Entry)	K07	59
<b>AA 2 - Lab Bay</b>		
Lab Bay	K01, K03 (Portion)	85
North POW (2nd Entry)	K01, K03 (Portion)	103
<b>AA 3 - Polk Inlet</b>		
Polk Inlet	K17, K18	125
Chomondeley (2nd Entry)	K18, K19	75
<b>AA 4 - North Revilla</b>		
North Revilla	K32 (Portion)	200
<b>AA 6 - Sea Level</b>		
Sea Level	K35	67
<b>AA 7 - Control Lake</b>		
Control Lake	K05, K08	187
<b>AA 8 - Upper Carroll</b>		
Upper Carroll	K32 (Portion)	130
<b>AA 9 - Three Creeks</b>		
Three Creeks	K39	49
<b>AA 10 - Vixen Inlet</b>		
Vixen Inlet	K29	175
<b>AA 11 - Port Stewart</b>		
Port Stewart	K30	135
<b>AA 12 - Lower Carroll</b>		
Lower Carroll	K34, K35	41
<b>AA 13 - South POW</b>		
South Pow	K28	80
<b>AA 14 - Heceta</b>		
Heceta	K11	75
<b>AA 15 - Chasina</b>		
Chasina	K24	166
<b>AA 16 - Moira</b>		
Moira	K25	119

**Analysis Area Reviews**

For each area identified as having sufficient volume available to consider for further environmental analysis at this time, a review was conducted to decide which areas to schedule first, considering the current TLMP and proposed revised TLMP schedule, and other factors described below. The results of this review and supporting reasons for each area appear below:



Central Prince of Wales - This project area is located within TLMP management areas K03, K07, K08, K09 and K10. The area has had extensive harvesting in the past. No additional log transfer facilities (LTF's) are required to harvest timber in this area. The majority of the road system is already in place, only limited additional road construction would be required. The area is entirely within the primary sale area. This area was given the highest priority due to its location within primary sale area, ease of access, prior harvest and no additional LTF construction.

Polk Inlet - This project area is located within TLMP management area K17 and K18. The K17 portion of the area is located within the primary sale area. The area has had extensive harvesting in the past. Roads have been developed previously into the area but construction is difficult due to the terrain. A logging system transportation analysis was completed for the area as part of the 1989-1994 EIS. Three new LTF's will be required to enter the area but they have already been approved for construction under the 1989-1994 EIS and their required permits have been acquired or in process. The area was given a high priority since it has a large portion located within primary sale area, has had previous harvest, and has had prior road development. The area was not given highest priority due to LTF construction and difficult access.

North Revilla - This project area is located within TLMP management area K32. The area has had extensive harvesting in the past. It is located within the primary sale. A large amount of new road construction will be needed in the area. Road construction into the area is difficult due to steep terrain and unstable slopes. Nine LTFs will be required to access the area, of which three will require new construction. The area was given high priority since it is located within the primary sale area, has had prior harvest and road construction, and a logging system transportation analysis had already been completed for the area. It was not given highest priority due to the requirement of three new LTFs and difficult road construction.

Lab Bay - This project area is located within TLMP management area K01 and K03. The area has had extensive harvesting in the past. One additional LTF will be required, other timber will utilize two existing LTF's. The vast majority of timber will have to pass through these two existing LTFs. The limited number of additional LTF's in the area could create a bottle neck getting wood from the field into the water. The area was given a high priority since it is in the primary sale area, has current road access, and has had previous harvest. It was not given highest priority due to a limited number of LTF's to put logs into the water.

Sea Level - This project area is located within TLMP management area K35. The area has had limited harvesting in the past. The area is within the KPC long term contract, however it is outside the primary sale area boundary. Road construction is difficult in the area but no new LTF's are required to access the timber. This area was given a moderate priority for scheduling due to being within the timber sale contract and not requiring any new LTF's.

Control Lake - This project area is located within TLMP management area K08 and K05. The area has had extensive harvesting in the past. No additional log transfer facilities (LTF's) are required to harvest timber in this area. The majority of the road system is already in place, only limited additional road construction would be required. The area is within the long-term contract area, but not within the primary sale area portion. This area was given a moderate priority since it had ease of access, prior harvest and no additional LTF construction but was not within the primary sale area.

Heceta - This project area is located within TLMP management area K11. The area has had extensive harvesting in the past. The area is within the KPC long term contract, however it is outside primary sale area boundary. Remaining volume available for harvest in the area is low. The project area is a small island off the west coast of Prince of Wales Island and faces the open ocean. This makes the logistics associated with timber harvest activities difficult. This area was given a moderate priority for scheduling due not being in the primary sale area, low potential volume, and difficult logistic problems.

Upper Carroll - This project area is located within TLMP management area K32. The area has had limited harvesting in the past. The area is within the KPC long term contract, however it is outside the primary sale area boundary. Road access in the area is difficult. One new LTF will be required. Road construction associated with this project may help complete the linkage for the transportation utility corridor planned for the area. This area was given a moderate priority for scheduling despite the potential transportation utility corridor due to difficult access and not being in the primary sale area.

Three Creeks - This project area is located within TLMP management area K39. The area has had limited harvesting in the past. The area is immediately behind the community of Ketchikan and is heavily used for recreation. The area is within the KPC long term contract, however it is outside primary sale area boundary. This area was given a moderate priority for scheduling despite good timber harvest economics due to low potential volume and high recreation values.

Vixen Inlet - This project area is located within TLMP management area K29. The area has had limited harvesting in the past. There is potentially a large amount of volume available in the area, although it is somewhat scattered. This will require a high ratio of miles of road construction per MBF of timber harvest. The area is within the KPC long term contract, however it is outside the primary sale area boundary. The project is on Cleveland Peninsula which has important wildlife and recreation values. There is currently no road access into the area. There are no existing LTF's and one new LTF would be required. This area was given a moderate priority for scheduling due the large amount of potential volume and since it is within the long term sale boundary. It was not given a high priority since it is not within the primary sale area and has high recreation and wildlife values.

Port Stewart - This project area is located within TLMP management area K30. The area has had limited harvesting in the past. There is potentially a large amount of volume available in the area, although it is somewhat scattered. This will require a high ratio of miles of road construction per MBF of timber harvest. The area is within the KPC long term contract, however it is outside the primary sale area boundary. The project is on Cleveland Peninsula which has important wildlife and recreation values. There is currently no road access into the area. There are no existing LTF's and one new LTF would be required. This area was given a moderate priority for scheduling due the large amount of potential volume and since it is within the long term sale boundary. It was not given a high priority since it is not within the primary sale area and has high recreation and wildlife values.

Lower Carroll - This project area is located within TLMP management area K34 and K35. The area has had limited harvesting in the past. The area is within the KPC long term contract, however it is outside the primary sale area boundary. The area was recently analyzed as part of the Shelter Cove EIS. As part of that EIS a logging system transportation analysis was developed for the area. Remaining volume potentially available for harvest from this area is low. This area was given a low priority for scheduling due to not being in the primary sale area, low amount of potential volume, and having been recently analyzed as part of another EIS.



South POW - This project area is located within TLMP management area K28. The area has had extensive harvesting in the past. The area is within the KPC long term contract, however it is outside primary sale area boundary. There is no existing logging system transportation analysis available for the area. The area would require the construction of three new LTF's. Road construction in the area would be very difficult. The quality and quantity of timber in the area is not very high. The result is that timber harvest in the area is likely to be economically marginal. As a result of these factors, this area was given a low priority for scheduling.

## Results of Analysis

Upon completion of the above analysis, four project areas were identified and scheduled for environmental analysis first. The four timber projects were initiated which had a high priority and were within the KPC "Primary Sale Area". The KPC contract provides direction to seek to find timber supplies within the Primary Sale Area before seeking volume within contingency areas. These four projects were needed to produce sufficient volume to provide KPC with 205 MMBF for the 1993 logging season, as well as to provide a three-year timber supply of 615 MMBF. There WAS expected to be 120 MMBF of timber volume remaining from previous projects which will be available to KPC by the beginning of the 1993 operating season. Therefore, these four timber projects need to produce a total of 700 MMBF, which, when combined with the 120 MMBF currently available, will provide volume for the 1993 logging season, plus a three-year timber supply.

This 700 MMBF was divided among the four timber projects based on the size of the project areas, as well as on their relative abilities to produce timber volume in an expedient fashion. Other factors considered in making this volume determination for the Polk Inlet project included: (1) this harvest level is consistent with the sale schedule in the TLMP (1979a, as amended); (2) sufficient volume has been determined to be available in the project area; (3) there is an extensive road network in place; (4) the number and location of Log Transfer Facilities (LTF's) is sufficient to handle this volume of timber within a three-year time frame; (5) there are existing logging camps within the area to handle this volume; and (6) the current Forest Plan (TLMP 1979a, as amended) calls for harvest in this project area.

When these four projects were initiated there was expected to be approximately 120 MMBF of timber volume (approximately 70 MMBF within the project area) remaining from a previous NEPA project (1989-94 LTS EIS) which would be available to KPC or the independent sale program by the time the Final EIS is released. However, once these four projects were underway, delays were experienced in their completion. These delays were such that only limited volume could be made available from them for the 1993 logging season. This also had an effect of delaying when a 3 year timber supply could be achieved. In an effort to provide enough volume for the 1993 logging season, and to stay on schedule for attaining a three year timber supply, four independent sales were released to KPC. These sales total 107 MMBF and include: 12-Mile (12 MMBF), Frosty (33 MMBF), Shelter Cove (17 MMBF), and Starfish (45 MMBF). Frosty and Starfish are located on the Wrangell District of the Stikine Area.

Subsequently, a schedule of additional project level environmental analysis was identified for fiscal years 1993 through 2000 to complete the Long-term Sale. This schedule has been reviewed and reaffirmed and is shown in the following memo.



United States  
Department of  
Agriculture

Forest  
Service

Region 10

Tongass National Forest  
Ketchikan Area  
Federal Building  
Ketchikan, AK 99901

Reply To: 1950

Date: April 26, 1993

Subject: Timber Sale NEPA Documents

To: Forest Supervisor

The following schedule of NEPA documents represents the proposed NEPA analysis needed to fulfill the timber sale action plan. This memo is intended to update the October 10, 1992 sale schedule memo.

**KETCHIKAN AREA DRAFT SALE SCHEDULE**  
**NEPA DOCUMENT SUMMARY**

<u>Project Name</u>	<u>Begin Project (Gate 1)</u>	<u>Issue NOI (Gate 2)</u>	<u>Issue DEIS (Gate 2)</u>	<u>Issue FEIS (Gate 3)</u>	<u>Projected Volume</u>
CPOW				7/93	290
North Revilla				7/93	200
Polk Inlet			6/93	9/93	125
Lab Bay			10/93	4/94	85
Control Lake	3/93	7/93	5/94	11/94	187
Upper Carrol	3/93	7/93	5/94	11/94	130
Heceta	3/93	7/94	5/95	11/95	75
Sea Level	3/93	7/94	5/95	11/95	67
Three Creeks	3/93	7/94	5/95	11/95	49
Vixen Inlet	5/93	7/95	5/96	11/96	175
Port Stewart	5/93	7/95	5/96	11/96	135
Chasina	3/96	7/96	5/97	11/97	166
Tuxekan	3/96	7/96	5/97	11/97	59
Ratz	3/96	7/96	5/97	11/97	40
North POW	3/97	7/97	5/98	11/98	103
Moira	3/97	7/97	5/98	11/98	119
South Pow	3/98	7/98	5/99	11/99	80
Honker	3/98	7/98	5/99	11/99	119
Luck Lake	3/99	7/99	5/00	11/00	107
Lower Carrol	3/99	7/99	5/00	11/00	41
Chomondeley	3/99	7/99	5/98	11/00	75

*David Arrasmith*



DAVID ARRASMITH  
USDT Planning Staff Officer

FS-8200-28(7-82)

Comments received on the Draft Environmental Impact Statement expressed a concern regarding the sustainability of the timber harvest levels. The concern was made for the Ketchikan Area as whole, as well as the distribution of the harvesting within the Area. To address these concerns additional analysis was performed to estimate Ketchikan Area wide timber harvest levels over the next 50 years by Management Area. This analysis was done by Management Area to give a spatial indication of where the harvests would occur. It was done for 50 years since this is the estimated period until the second growth produced by earlier cutting would become available for harvest once again. The analysis was done using the suitable land base identified in Alternative P in the TLMP Revision as the best indicator of future land allocations affecting lands available for harvest. This analysis also assumes that; 1) price increases for wood products will occur resulting in making economically marginal lands possible to harvest, and 2) there will be no further reductions in the suitable land base due to legislation, Forest Planning, or other factors. The results of this analysis are displayed below in both millions of board feet per decade (MMBF/Decade) and millions of cubic feet per decade (MMCF). The analysis indicates that although timber harvest levels can be sustained Ketchikan Area wide, there will be some shifts through time as to where that harvest incurs.

**Table 6**  
**Distribution of Ketchikan Area's Timber Harvest Over the Next 50 Years**  
**(MMBF/Decade & MMCF/Decade)**

MANGEMENT AREA	YEARS				
	1995-2004	2005-2014	2015-2024	2025-2034	2035-2044
K01 Sumner	85/ 20	151/ 33	82/ 20	141/ 33	154/ 36
K03 El Capitan-Whale Pass	142/ 33	97/ 22	144/ 37	168/ 40	33/ 8
K04 Kosciusco East	0/ 0	47/ 10	63/ 15	35/ 8	28/ 7
K05 Kosciusco West	0/ 0	246/ 56	125/ 29	27/ 6	53/ 12
K07 Tuxekan Narrows	190/ 44	212/ 46	305/ 74	258/ 61	112/ 29
K08 Honker Sweetwater	331/ 77	127/ 28	97/ 24	233/ 54	237/ 60
K09 Clarence Strait	145/ 34	78/ 17	179/ 44	213/ 50	105/ 28
K10 Thorne Bay	30/ 7	56/ 13	90/ 23	61/ 15	33/ 8
K11 Heceta	75/ 17	236/ 54	91/ 23	49/ 11	28/ 7
K14 Craig	0/ 0	124/ 28	98/ 23	283/ 67	231/ 63
K15 Control	67/ 16	78/ 17	28/ 7	146/ 34	54/ 13
SUBTOTAL Thorne Bay R.D.	1065/248	1452/324	1302/319	1614/379	1068/271
K17 Hollis	20/ 5	45/ 11	36/ 9	131/ 31	129/ 32
K18 Scowl - W. Cholmondeley	155/ 36	212/ 46	142/ 32	50/ 11	168/ 46
K19 Spiral - Clover	25/ 6	13/ 3	0/ 0	3/ 1	46/ 13
K20 Sumez	0/ 0	39/ 9	5/ 1	83/ 19	30/ 7
K21 Sukkwan	0/ 0	18/ 4	33/ 8	229/ 52	199/ 52
K22 Dall Island	0/ 0	10/ 2	12/ 3	37/ 9	59/ 15
K24 Cholmondeley Sound	166/ 38	126/ 29	26/ 6	45/ 9	2/ -
K25 Moria	119/ 27	185/ 46	26/ 6	40/ 9	29/ 8
K28 Kegan	80/ 19	49/ 13	5/ 1	5/ 1	0/ 0
SUBTOTAL Craig R.D.	565/131	697/163	285/ 66	623/142	662/173



MANGEMENT AREA	1995-2004	2005-2014	YEARS 2015-2024	2025-2034	2035-2044
K29 North Cleveland	175/ 43	6/ 2	169/ 40	23/ 5	16/ 4
K30 South Cleveland	135/ 33	15/ 3	180/ 43	49/ 11	31/ 7
K32 West Revilla	330/ 78	83/ 19	85/ 23	66/ 16	287/ 68
K34 Swan Lake	0/ 0	4/ 1	9/ 2	0/ 0	0/ 0
K35 Carrolll - Thorne	75/ 18	102/ 24	275/ 66	28/ 7	116/ 27
K39 George Inlet	82/ 19	137/ 32	42/ 10	20/ 4	45/ 11
SUBTOTAL Ketchikan R.D.	797/191	347/ 81	760/184	186/ 43	495/117
K44 Hyder	0/ 0	1/ -	9/ 2	15/ 4	20/ 5
SUBTOTAL Misty Fiords	0/ 0	1/ -	9/ 2	15/ 4	20/ 5
GRAND TOTAL Ketchikan Area*	2427/569	2495/569	2354/569	2437/569	2246/569

\* May not sum to total due to rounding.



# Appendix B

## Harvest Unit Characteristics and Mitigation Measures







Table B1  
**Summary of Harvest Unit Characteristics**

POLK INLET PROJECT UNIT LIST BY ALTERNATIVE											
(Note that "Available Volume" represents volume available for harvest after prescribed retention is subtracted)											
(Silvicultural System: A = Type A clearcut, B = Type B clearcut, C = Type C clearcut, D = Type D clearcut, P = partial cut)											
VCU	UNITS	LOGGING SYSTEM	Alt F2	Alt 3	Alt. 4	Alt. F5	DEIS Acres	FEIS Acres	Net + Utility Volume	Available Volume	Silv. System
611	201	HIGHLEAD	0	1	0	0	32.17	32.17	615	523	P,B
611	204	RUNNING SKYLINE	0	1	0	0	27.15	27.15	655	622	B
611	207	RUNNING SKYLINE	0	1	0	0	14.92	14.92	211	211	A
611	214	HIGHLEAD	0	1	0	0	29.34	29.34	165	165	A
611	215	HIGHLEAD	0	1	0	0	10.74	10.74	257	257	A
612	202	HIGHLEAD	0	1	1	0	20.72	20.72	1,073	1,073	A
612	204	HIGHLEAD	0	1	1	0	12.76	12.76	328	328	A
612	207	HIGHLEAD	0	1	1	0	59.89	59.55	2,779	2,779	A
612	211	RUNNING SKYLINE	0	1	0	0	20.26	20.26	609	579	B
612	213	HIGHLEAD	0	1	1	0	77.66	77.66	1,288	1,288	A
612	216	RUNNING SKYLINE	1	0	1	1	19.04	19.04	381	381	A
612	217	RUNNING SKYLINE	1	0	1	1	34.02	34.02	691	691	A
612	222	RUNNING SKYLINE	1	0	1	1	74.13	74.13	1,338	1,338	A
612	224	RUNNING SKYLINE	1	0	1	1	89.74	88.82	1,867	1,774	B
612	226	RUNNING SKYLINE	1	0	1	1	14.75	14.75	113	113	A
612	229	RUNNING SKYLINE	1	0	1	1	7.53	7.53	361	361	A
612	230	HIGHLEAD	1	0	1	1	19.39	19.39	208	208	A
612	231	HIGHLEAD	1	0	1	1	7.44	5.89	59	59	A
613	107*	SLACKLINE	1	1	1	1	131.72	133.20	6,531	5,925	B,D
613	202	HELICOPTER	0	1	0	0	67.82	60.12	1,044	1,044	C
613	205	HELICOPTER	0	1	0	0	16.81	16.81	267	267	C
613	206	HELICOPTER	0	1	0	0	58.62	58.62	1,898	1,898	C
613	208	HELICOPTER	0	1	0	0	68.29	68.29	1,796	1,796	C
613	210	HELICOPTER	1	1	0	1	41.04	41.04	1,236	1,236	C
613	211	HELICOPTER	1	1	0	1	75.88	75.88	1,747	1,747	C
613	216	RUNNING SKYLINE	1	1	0	1	31.84	31.20	740	740	A
613	218	RUNNING SKYLINE	0	1	1	0	69.83	69.83	1,077	1,077	A
613	219	HELICOPTER	0	1	1	0	79.22	79.22	2,000	2,000	C
613	221	HELICOPTER	1	1	1	0	66.79	66.79	1,809	1,357	P
613	222	HIGHLEAD	1	1	1	1	57.19	55.53	2,071	2,071	A
613	228	HELICOPTER	0	1	0	0	68.91	68.91	978	978	C,D
613	234	HELICOPTER	1	1	0	1	40.48	40.48	2,915	2,915	C
613	241	HELICOPTER	1	1	0	1	8.74	8.74	148	148	C
613	242	HELICOPTER	1	1	0	1	14.26	14.26	288	288	C
613	245	HELICOPTER	0	1	0	0	100.58	100.58	2,999	2,249	P
613	248	HIGHLEAD	1	1	0	1	16.52	16.52	155	147	B
613	249	HIGHLEAD	1	1	0	1	24.92	21.75	349	322	B
613	254	HIGHLEAD	1	1	1	1	116.33	99.60	6,091	5,482	B,D
613	255	HELICOPTER	1	1	0	1	34.88	34.88	791	791	C
613	264	HELICOPTER	1	1	0	1	84.81	53.96	688	516	P
613	268	HIGHLEAD	1	0	1	1	28.50	25.74	580	580	A,D
613	270	RUNNING SKYLINE	1	0	1	1	50.72	50.72	718	718	A
613	273	RUNNING SKYLINE	1	0	1	1	15.21	15.21	238	238	A
613	275	HIGHLEAD	1	0	1	1	50.85	50.85	1032	1032	A
613	280	RUNNING SKYLINE	1	0	1	1	20.08	20.08	228	228	A
613	282	HIGHLEAD	1	0	1	1	14.37	14.37	521	521	A
613	283	RUNNING SKYLINE	1	0	1	1	16.03	16.03	503	503	A
618	203	HELICOPTER	0	0	0	0	20.42	25.57	1,380	1,035	P
618	205	HELICOPTER	0	0	0	0	38.42	38.42	2,466	1,849	P
618	209	HELICOPTER	0	0	1	0	68.57	68.57	3,603	2,702	P
618	216	HELICOPTER	0	0	0	0	73.11	73.11	1,991	1,493	P
618	221	HELICOPTER	0	0	0	0	22.59	28.07	1,649	1,237	P
618	233	HIGHLEAD	0	0	1	0	25.01	25.01	1,308	1,308	A
618	235	HIGHLEAD	0	0	1	0	28.62	28.62	377	377	A
618	238	HIGHLEAD	0	0	1	0	32.63	41.89	2,138	2,138	A
618	243	HELICOPTER	0	0	0	0	36.45	36.45	548	493	P
619	111*	RUNNING SKYLINE	0	0	1	0	9.68	9.72	222	222	A
619	209	HIGHLEAD	1	0	1	1	66.91	66.91	1,223	917	P
619	212	HELICOPTER	1	0	1	0	67.87	65.73	1,419	1,419	C
619	213	HIGHLEAD	1	0	1	1	53.13	53.13	1,950	1,950	A
619	215	HIGHLEAD	1	0	1	1	54.71	54.71	2,427	2,427	A

Table B1 (continued)

## Summary of Harvest Unit Characteristics

POLK INLET PROJECT UNIT LIST BY ALTERNATIVE											
(Note that "Available Volume" represents volume available for harvest after prescribed retention is subtracted)											
(Silvicultural System: A = Type A clearcut, B = Type B clearcut, C = Type C clearcut, D = Type D clearcut, P = partial cut)											
VCU	UNITS	LOGGING SYSTEM	Alt F2	Alt 3	Alt. 4	Alt. F6	DEIS Acres	FEIS Acres	Net + Utility Volume	Available Volume	Silv. System
619	246	HELICOPTER	0	0	0	0	41.07	67.27	2,022	2,022	C
619	248	HELICOPTER	0	0	0	0	64.44	64.44	2,864	2,572	C,D
619	250	RUNNING SKYLINE	0	0	0	0	9.87	9.87	156	136	A,P
619	251	RUNNING SKYLINE	0	0	0	0	22.53	22.53	582	582	A
619	261	HELICOPTER	1	0	0	0	41.67	39.68	704	633	C,D
619	270	HIGHLEAD	1	0	1	1	17.42	17.42	401	401	A
620	128*	RUNNING SKYLINE	1	1	1	1	19.21	20.76	583	583	A
620	201	HELICOPTER	0	0	0	0	42.65	42.65	1,233	1,233	C,P
620	202	HIGHLEAD	1	1	1	1	32.05	32.05	1,038	1,038	A
620	209	HIGHLEAD	1	1	1	0	57.38	39.39	2,184	1,911	A,P
620	212	HELICOPTER	1	1	0	1	41.03	41.03	1,024	896	C,P
620	231	RUNNING SKYLINE	1	1	1	1	45.37	45.12	1,575	1,575	A
620	233	RUNNING SKYLINE	1	1	1	1	50.62	44.35	902	902	A
620	244	RUNNING SKYLINE	1	1	0	1	71.84	71.84	469	469	A
620	247	HIGHLEAD	1	1	0	1	72.61	55.14	624	624	A
620	248	HELICOPTER	1	1	0	1	12.01	12.01	172	172	C
620	250	HIGHLEAD	1	1	1	1	67.97	46.81	458	415	A,D
620	253	SHOVEL	1	1	1	1	28.20	28.20	683	616	B,D
620	263	HIGHLEAD	1	1	1	0	30.48	27.06	585	555	B
620	281	HELICOPTER	1	1	0	1	39.89	39.89	909	909	C
620	285	RUNNING SKYLINE	1	0	1	1	63.43	63.43	2,776	2,637	B
620	291	HIGHLEAD	1	0	1	1	110.77	110.77	5,268	5,268	A,D
620	295	RUNNING SKYLINE	1	0	1	1	54.15	63.36	2,574	2,446	B
620	307	HIGHLEAD	1	0	1	1	16.95	10.92	390	390	A
620	316	HELICOPTER	1	0	0	1	36.86	36.86	1,140	1,140	C
620	325	HIGHLEAD	1	0	1	0	58.99	49.38	1,468	1,468	A
620	333	HIGHLEAD	1	0	0	0	16.42	16.42	248	248	A
620	343	HELICOPTER	1	0	1	0	38.69	38.69	1,547	1,547	C
620	349	HIGHLEAD	1	0	1	1	91.49	81.45	2,357	2,130	B,D
620	360	HELICOPTER	1	1	1	1	41.09	41.09	1,303	1,303	C
620	400	HELICOPTER	1	1	0	1	42.90	42.90	665	665	C
621	201	HIGHLEAD	1	1	0	1	22.21	20.74	408	369	B,D
621	207	RUNNING SKYLINE	1	1	1	1	76.85	59.69	953	905	B
621	208	RUNNING SKYLINE	1	1	1	1	49.41	49.41	549	521	B
621	237	HIGHLEAD	1	1	1	1	102.48	102.48	1,485	1,485	B,D
621	246	SLACKLINE	0	1	1	0	28.93	28.93	311	295	B
621	248	RUNNING SKYLINE	0	1	1	0	42.93	42.93	348	330	B
621	250	RUNNING SKYLINE	0	1	1	0	4.19	4.19	76	76	A
621	251	HIGHLEAD	0	1	1	0	21.27	21.27	101	101	A
621	252	HIGHLEAD	0	1	1	0	27.78	27.78	656	590	A,D
621	254	LIVE SKYLINE	0	1	1	0	20.27	20.27	611	611	A
621	255	HIGHLEAD	0	1	1	0	94.06	94.06	3,124	2,810	A,D
621	258	STANDING SKYLINE	0	1	1	0	55.18	55.18	994	994	A
621	259	HIGHLEAD	1	1	1	0	47.04	47.04	2,243	2,243	A
621	261	HIGHLEAD	1	1	1	1	80.94	82.56	2,258	2,043	A,D
621	262	HIGHLEAD	1	1	1	1	55.91	55.91	1,314	1,314	A
621	264	HIGHLEAD	1	1	1	1	54.53	46.48	1,440	1,440	A
621	266	RUNNING SKYLINE	1	1	1	1	54.68	54.68	1,670	1,670	A
621	268	HIGHLEAD	0	1	1	0	26.39	26.39	726	726	A
621	291	HIGHLEAD	0	1	0	0	53.59	53.59	1,067	1,067	A
621	293	HELICOPTER	0	1	0	0	44.92	44.92	493	370	P
621	299	HELICOPTER	0	1	0	0	43.68	43.68	823	617	P
621	307	HELICOPTER	0	1	0	0	32.27	32.27	756	567	P
621	308	HIGHLEAD	0	1	0	0	39.64	39.64	1,436	1,436	A
621	310	HELICOPTER	0	1	0	0	37.07	37.07	804	603	P
621	311	HELICOPTER	0	1	0	0	80.00	80.00	2,101	1,575	P
621	327	HIGHLEAD	1	1	1	1	69.26	69.49	1,001	905	A,D
622	201	HELICOPTER	1	1	0	1	34.53	24.57	346	346	C
622	203	HIGHLEAD	0	1	1	0	24.53	25.70	281	281	A
622	205	HELICOPTER	1	1	0	1	49.03	49.03	881	881	C
622	208	HIGHLEAD	0	1	1	0	38.67	38.67	2,426	2,305	B



Table B1 (continued)

**Summary of Harvest Unit Characteristics**

POLK INLET PROJECT UNIT LIST BY ALTERNATIVE											
(Note that "Available Volume" represents volume available for harvest after prescribed retention is subtracted)											
(Silvicultural System: A = Type A clearcut, B = Type B clearcut, C = Type C clearcut, D = Type D clearcut, P = partial cut)											
VCU	UNITS	LOGGING SYSTEM	Alt F2	Alt 3	Alt. 4	Alt. F5	DEIS Acres	FEIS Acres	Net + Utility Volume	Available Volume	Silv. System
622	212	HIGHLEAD	0	1	0	0	19.34	16.24	528	528	A
622	247	HELICOPTER	0	1	0	0	79.01	79.01	623	467	P
622	249	HELICOPTER	1	1	0	0	24.18	24.11	1,212	1,212	C
622	254	RUNNING SKYLINE	1	1	1	0	8.97	8.97	141	141	A
622	255	HELICOPTER	1	1	0	0	50.72	50.72	704	704	C
622	257	HELICOPTER	0	1	0	0	12.89	12.89	214	214	C
622	264	RUNNING SKYLINE	1	1	1	0	82.78	82.56	3,511	3,176	A,D
622	265	HELICOPTER	1	1	0	0	4.59	4.59	102	102	C
622	266	HELICOPTER	1	1	0	0	14.75	14.75	379	379	C
622	267	HIGHLEAD	1	1	1	1	54.01	54.01	960	960	A
622	269	RUNNING SKYLINE	1	1	1	0	43.87	43.87	1,220	1,220	A
622	271	HIGHLEAD	0	1	1	0	31.12	31.12	1,182	1,182	A
622	272	HIGHLEAD	0	1	1	0	19.72	19.72	315	315	A
622	273	HELICOPTER	1	1	0	1	38.57	51.64	1,092	819	P
622	276	HELICOPTER	0	1	0	0	19.51	19.51	358	358	C
624	201	RUNNING SKYLINE	0	1	1	0	20.38	20.05	208	156	P
624	203	RUNNING SKYLINE	0	1	0	0	32.03	32.03	431	431	A
624	207	HIGHLEAD	1	1	1	1	90.37	90.00	3,355	3,015	B,D
624	210	HELICOPTER	1	1	1	1	27.16	27.16	149	149	C
624	222	HIGHLEAD	0	1	1	0	43.30	43.30	1,034	982	B
624	230	HELICOPTER	1	1	1	1	58.49	58.49	2,083	2,083	C,D
624	240	RUNNING SKYLINE	1	1	1	1	14.62	14.62	273	273	A
624	242	HELICOPTER	1	1	0	1	86.58	108.65	2,533	1,899	P
624	244	HIGHLEAD	1	1	0	1	43.07	43.07	421	421	A
624	246	HIGHLEAD	1	1	0	1	84.50	80.02	1,219	1,100	A,D
674	211	HIGHLEAD	0	0	0	0	48.87	48.87	2,286	2,286	A,D
674	213	HIGHLEAD	0	0	1	0	89.65	86.47	3,421	3,100	C
674	253	HELICOPTER	0	0	1	0	25.23	25.23	850	850	B
674	265	HIGHLEAD	0	0	1	0	24.15	24.15	692	657	A
674	283	HIGHLEAD	1	0	1	0	24.47	24.47	1,111	1,111	A
675	206	HELICOPTER	0	1	0	0	8.55	7.97	197	197	C
675	208	HIGHLEAD	0	1	0	0	29.53	29.53	640	640	A
675	209	LIVE SKYLINE	0	1	0	0	17.73	17.18	301	301	A
675	210	HIGHLEAD	0	1	0	0	27.60	27.60	253	253	A
675	226	HIGHLEAD	0	1	0	0	18.46	17.95	459	459	A
675	228	HELICOPTER	0	1	0	0	11.28	11.28	295	295	C
675	235	HIGHLEAD	0	1	0	0	24.13	27.46	719	719	A
675	237	HIGHLEAD	0	1	0	0	11.06	11.06	345	345	A
675	239	RUNNING SKYLINE	0	1	0	0	7.94	10.92	384	384	A
675	242	RUNNING SKYLINE	0	1	0	0	12.37	12.37	566	566	A
675	243	HIGHLEAD	0	1	0	0	18.80	18.80	575	575	A
<b>SUM TOTALS</b>			<b>88</b>	<b>113</b>	<b>87</b>	<b>71</b>	<b>6837.65</b>	<b>6727.77</b>	<b>185,064</b>	<b>173,117</b>	
* Unit added from '89-94 Operating Plan.											











# Appendix C

## Supplemental Resource Information







## **CONTENTS OF APPENDIX C**

**C-1—Soils**

**C-2—Wetlands, Floodplains, and Riparian Areas**

**C-3—Water, Fish, and Fisheries**

**C-4—Wildlife**

**C-5—Biodiversity**

**C-6—Transportation and Facilities**

**C-7—Visual Resources**





**Appendix C-1  
Soils**



Table C1a

### Timber Harvest Acreage for Action Alternatives Including Acreage of Helicopter, Partial and Full Suspension, and Other Logging Systems

VCU	Alternative 2				Alternative 3			
	Harvest Acreage	Helicopter Acreage	Partial or Full Suspension Acreage	Other	Harvest Acreage	Helicopter Acreage	Partial or Full Suspension Acreage	Other
611	0	0	0	0	130	11	47	72
612	314	0	279	35	186	0	15	171
613	997	430	246	321	1,239	790	233	216
618	0	0	0	0	0	0	0	0
619	333	131	10	192	22	22	0	0
620	1,085	175	285	625	655	138	187	330
621	726	16	252	458	1,296	283	331	682
622	547	245	137	165	626	324	137	165
624	497	173	67	257	497	173	67	257
674	0	0	0	0	0	0	0	0
675	0	0	0	0	188	20	38	130
Total	4,499	1,170	1,276	2,053	4,839	1,761	1,055	2,023
Percentage of Total		26	28	46		36	22	42
Total Percentage Helicopter, Partial, and Full Suspension		54				58		



Table C1a (continued)

**Timber Harvest Acreage for Action Alternatives Including Acreage of Helicopter, Partial and Full Suspension, and Other Logging Systems**

VCU	Alternative 4				Alternative 5			
	Harvest Acreage	Helicopter Acreage	Partial or Full Suspension Acreage	Other	Harvest Acreage	Helicopter Acreage	Partial or Full Suspension Acreage	Other
611	0	0	0	0	0	0	0	0
612	485	0	279	206	314	0	279	35
613	709	146	284	279	997	431	246	320
618	154	69	0	85	223	223	0	0
619	270	681	10	192	292	90	10	192
620	807	395	261	507	1,143	214	333	596
621	937	0	311	626	651	13	181	457
622	283	0	137	146	237	122	0	155
624	275	86	35	154	497	173	67	257
674	164	25	0	139	0	0	0	0
675	0	0	0	0	0	0	0	0
Total	4,084	433	1,317	2,334	4,354	1,266	1,116	1,972
Percentage of Total		11	32	57		29	26	45
Total Percentage Helicopter, Partial, and Full Suspension		43				55		

**Appendix C-2**  
**Wetlands, Floodplains, and Riparian Areas**





Table C2a

### Stream, Lake, and Estuarine Buffers for Use in Planning Timber Harvest Units in the Polk Inlet Project Area, Compared to Planning Level Riparian Management Area (RMA)

Page 1 of 2

Channel Type (Riparian LUD)	Channel Type or Area Type (S&G LUD)	1/2 Avg. Stream Width (ft)	Stream or AHMU Class	No Commercial Harvest Buffer (ft)	No Programmed Harvest Buffer (ft)	Selective Harvest Buffer (ft)	Total Buffer (ft)	Planning Level RMA (ft)
HC6	A1	10	III	0	0	0	0	100+
HC3	A2	12	III	0	0	0	0	100+
AF2	A3	7	I,IIa	100*	0	0	100	100+
AF2	A3	7	IIb	0	25	35	60	100+
AF2	A3	7	III	0	25	0	25	100+
HC5	A4	7	III	0	0	0	0	100+
HC4	A5	9	III	0	0	0	0	100+
HC1	A6	7	III	0	0	0	0	100+
HC2	A7	9	III	0	0	0	0	100+
FP3	B1	10	I	100*	0	100	200	200+
MM1	B2	9	I,IIa	100*	0	0	100	100+
MM1	B2	9	IIb,III	0	0	25	25	100+
MM2	B3	23	I,IIa	100*	0	0	100	150+
MM2	B3	23	IIb	0	0	60	60	150+
MM2	B3	23	III	0	0	0	0	150+
MC1	B4	9	I,IIa	100*	0	50	150	150+
MC1	B4	9	IIb	0	0	150	150	150+
MC1	B4	9	III	0	0	0	0	150+
AF1	B5	11	I,IIa	100*	0	50	150	150+
AF1	B5	11	IIb	0	25	35	60	150+
AF1	B5	11	III	0	25	0	25	150+
MC2	B6	15	I,IIa	100*	0	0	100	100+
MC2	B6	15	IIb,III	0	0	0	0	100+
MC3	B7	16	I,IIa	100*	0	0	100	100+
MC3	B7	16	IIb,III	0	0	0	0	100+
ES8	B8	33	I	100*	0	100	200	200+
FP4	C1	25	I	100*	100	0	200	200+
LC1	C2	27	I,IIa	100*	0	0	100	100+
LC1	C2	27	IIb	0	25	0	25	100+
FP5	C3	54	I	100*	100	0	200	200+
FP1	C4	29	I	100*	100	0	200	200+
LC2	C5	30	I,IIa	100*	0	0	100	100+
LC2	C5	30	IIb	0	25	0	25	100+
FP2	C6	30	I	100*	100	0	200	200+
ES4	E1	40	I	100*	400	0	500	500+
ES3	E2	20	I	100*	100	0	200	200+
ES2	E3	17	I	100*	100	0	200	200+
ES1	E4	14	I	100*	0	0	100	100+
ES8	E5	33	I	100*	400	0	500	500+
L	L	n/a	I (all)	100	0	400	500	500+
L(> 50 ac)	L(> 50 ac)	n/a	IIa	100	0	400	500	500+
L(> 50 ac)	L(> 50 ac)	n/a	IIb	0	100	400	500	500+
L(< 50 ac)	L(< 50 ac)	n/a	IIa	100	0	0	100	100+
L(< 50 ac)	L(< 50 ac)	n/a	IIb	0	0	100	100	100+
L(< 5 ac)	L(< 5 ac)	n/a	IIa	100	0	0	100	100+
L(< 5 ac)	L(< 5 ac)	n/a	IIb,III	0	0	0	0	100+

**Stream, Lake, and Estuarine Buffers for Use in Planning Timber Harvest Units in the Polk Inlet Project Area, Compared to Planning Level Riparian Management Area (RMA)**

Channel Type (Riparian LUD)	Channel Type or Area Type (S&G LUD)	1/2 Avg. Stream Width (ft)	Stream or AHMU Class	No Commercial Harvest Buffer (ft)	No Programmed Harvest Buffer (ft)	Selective Harvest Buffer (ft)	Total Buffer (ft)	Planning Level RMA (ft)
PA1	L1	8	I,IIa	100*	0	0	100	100+
PA1	L1	8	IIb	0	100	0	100	100+
PA2	L2	30	I,IIa	100*	50	0	150	150+
PA2	L2	30	IIb	0	150	0	150	150+
PA5	L3	13	I,IIa	100*	0	0	100	100+
PA5	L3	13	IIb	0	100	0	100	100+
PA5	L3	13	III	0	0	0	0	100+
PA3	L4	20	I,IIa	100*	0	0	100	100+
PA3	L4	20	IIb	0	100	0	100	100+
PA3	L4	20	III	0	0	0	0	100+
PA4	L5	27	I,IIa	100*	0	0	100	100+
PA4	L5	27	IIb	0	100	0	100	100+
PA4	L5	27	III	0	0	0	0	100+
- -	Beach	n/a	n/a	0	500	0	500	n/a
- -	Estuary	n/a	n/a	0	1,000	0	1,000	n/a

<sup>1</sup>No commercial timber harvest allowed within this zone.

<sup>2</sup>No programmed commercial timber harvest allowed within this zone.

<sup>3</sup>Only selective harvest methods or uneven-aged management are allowed within this zone.

IIa - denotes Class II streams that flow directly into Class I streams

IIb - denotes Class II streams that do not flow directly into Class I streams

\* - minimum TTRA buffers; Note that the total buffer equals or exceeds the minimum TTRA buffer in all situations.

+ - To determine the total width of the riparian management area for analysis, add 1/2 average stream width to the planning level RMA, and multiply the result by two.

Buffers specified for all channel types are for one side of the channel. Buffer widths are measured as slope distance from the edge of streams and lakes, and as slope distance inland from mean high tide for beach fringe and estuaries. Actual buffers prescribed in the field may be wider than indicated, depending on site specific analysis. See Forest Service Management Prescriptions (Forest Service, 1991a), and BMPs (Forest Service, 1991b) for additional requirements.

**Appendix C-3**  
**Water, Fish, and Fisheries**





## Individual Stream and Watershed Descriptions

The following is a resource summary, by VCU, of available information on the major watersheds and anadromous fish streams (identified by ADF&G stream number) in the Project Area. Information on lakes within the Project Area, which is extremely limited, is provided along with the descriptions of associated streams. Peak escapements reported are the highest number of fish counted on any single day during ADF&G spawning surveys, and are for the period 1960 to 1992, unless otherwise noted.

### **VCU 610 (Maybeso)**

This VCU comprises the 10,540-acre Maybeso Experimental Forest, located in the northwest portion of the Project Area. Large portions of the timber in this major drainage were harvested, beginning in 1953, as part of a study of timber harvest effects on streams and watersheds. A total of 2,711 acres or 26 percent of the watershed has been harvested on National Forest System land. The nearby Indian Creek drainage served originally as a control but harvest is scheduled in this drainage. Because of its Experimental Forest designation, the entirety of VCU 610 is restricted from timber harvest and no activities are planned. Much of the harvest occurred in the riparian area where 50 percent of the riparian land was harvested.

**Stream 102-60-846**—ADF&G records indicate that a short section of this unnamed stream is used by spawning pink salmon and rearing coho salmon.

**Stream 102-60-845 (Halfmile Creek)**—This stream is used by pink and chum salmon for spawning. Gravel extraction and washing operations on Halfmile Creek supplied building materials for the construction of roads in the Maybeso drainage prior to 1955. Considerable habitat degradation may have occurred at the time. Approximately 100,000 cubic yards of gravel were removed and washed, resulting in the deposition of approximately 5,000 cubic yards of silt at the mouth of this stream (James 1956).

**Stream 102-60-840 (Maybeso Creek)**—Maybeso Creek extends approximately 6 miles from its headwaters to its mouth in Twelvemile Arm/Kasaan Bay near the town of Hollis. The drainage has been extensively logged. Nearly all merchantable timber was removed for a distance of 4.5 miles along both sides of the stream beginning in 1953 (Bryant 1980), leaving few potential sources of LWD. A highly productive pink salmon stream (peak escapement of 54,500 pink salmon in 1989), Maybeso Creek also contains chum salmon, coho salmon, steelhead, cutthroat, and probably Dolly Varden char. Peak chum salmon escapement in this stream declined from 4,600 in 1964 to 113 in 1986. Since 1986, no chum salmon have been counted in the surveys: chum salmon are still present, although they are not abundant. Maybeso Creek is an important subsistence-use stream for coho salmon.

**Stream 102-60-835**—A small stream originating near the town of Hollis, Stream 102-60-835 supports a small spawning run of pink salmon.

## **VCU 611 (Outer Point)**

Located east of the town of Hollis, this VCU includes lands on both sides of upper Twelvemile Arm. Parts of this VCU are used by the townspeople of Hollis for subsistence and recreational fishing (and hunting) activities.

**Stream 102-60-85 (Pellett Creek)**—Historically, the ADF&G stream number for this stream has been 102-60-86. A single ADF&G spawning survey conducted in 1948 counted 50 pink and 2,000 chum salmon in this stream. The lower mainstem portion of this stream originates at Wolf Lake. Anadromous fish probably do not access the lake because of the stream's high gradient and the lake's elevation.

**Wolf Lake**—Wolf Lake is a small (98.7 acres), pristine lake at approximately 1,200-foot elevation. The lake is fed by several first-order and one second-order tributary. Little information exists about Wolf Lake or its tributaries. Like many mid- to high-elevation lakes in the Project Area, it may contain resident cutthroat trout.

**Stream 102-60-69**—This small unnamed stream located across Twelvemile Arm from Hollis supports a small run of pink salmon. Additionally, ADF&G records indicate numerous coho, cutthroat, and Dolly Varden rearing channels in this vicinity.

## **VCU 612 (Kina)**

This VCU includes the northeastern end of the Project Area. The major portion of this VCU, in the vicinity of Coal Bay, is surrounded by Native Corporation lands. The remainder includes the headwaters of Kina Creek, which lie just outside the Native lands.

**Stream 102-60-68 (Kina Creek)**—Kina Creek extends approximately 3 miles from its headwaters to Kina Cove. The majority of Kina Creek flows through lands held by Sealaska Corporation. A large part of the lower Kina Creek drainage has already been harvested. The creek, which originates at Kina Lake, contains pink, chum, and coho salmon, Dolly Varden, and cutthroat trout.

**Kina Lake**—Kina Lake is a small lake (57.5 acres) located on Sealaska lands. Little data exist for this lake, although it likely contains Dolly Varden and cutthroat trout and may have been formed by a beaver dam.

**Stream 102-60-66**—This unnamed stream flows approximately 2 miles to its mouth in Coal Bay. It contains pink, chum, and coho salmon. Approximately 7 percent (116 acres) of the watershed is in private ownership.



**Stream 102-60-65**—This stream flows from its source (Ives Lake) to Little Coal Bay and supports a run of pink salmon. Approximately 25 percent of the watershed (312 acres) is in private ownership.

**Ives Lake**—Ives Lake is a small (21 acres) lake at approximately 150-foot elevation. No fisheries data are available.

**Stream 102-60-64**—This stream flows north to Kasaan Bay and is a small stream supporting a run of pink salmon. All of the watershed acreage is on National Forest System land.

**Stream 102-60-62**—This stream flows north to Kasaan Bay and is a small pink salmon stream. Most of the watershed is encumbered National Forest System land.

**Stream 102-60-60**—This stream is a small pink salmon stream flowing east to Kasaan Bay (across from Kasaan Island). Almost all (99 percent) of the watershed is on National Forest System land.

#### **VCU 613 (Old Franks)**

This VCU is comprised entirely of the Old Franks drainage, which contains several large, interconnected lakes. The entire Old Franks system was intensively studied from 1978 to 1989 to determine its enhancement potential for anadromous stocks of salmon (Zadina and Haddix 1990). Installation of two fish passes during the summer of 1992 has now opened up the entire Old Franks system to anadromous fish. Concurrent work in 1992 included introducing sockeye salmon juveniles from the Karta River into Old Franks Lake. Further planting of coho salmon juveniles (also Karta River stock) is planned for 1993 (personal communication, Carol Denton, Biologist, ADF&G, September 10, 1992). Initial observations indicate coho can successfully pass both fish passes during fall 1992 while pink salmon may only be able to pass over the lower barrier (personal communication, John Hannon, Biologist, USFS, Craig, Alaska, May 20, 1993). The Old Franks project ranks as one of the most ambitious fisheries enhancement projects ever planned in Southeast Alaska. Parts of the Old Franks drainage have been or will be harvested during the 1989-94 operating period. The lower portion of the watershed, including Old Franks Lake and most of Lake Mary, is in Native ownership. Relatively little National Forest System land has been harvested in this watershed, with a total of about 3 percent of 543 acres harvested.

**Stream 102-60-44 (Old Franks Creek)**—Two falls located at 0.5 mile and 1.5 miles from saltwater that once blocked upstream anadromous fish migration during normal flow conditions now have fish passes in place. Pink, chum, coho, and sockeye salmon may now extend their migratory range above the barriers. Steelhead, Dolly Varden char, cutthroat trout, and kokanee are also present in this stream.

**Lake Mary**—Located 1.75 miles upstream from tidewater, Lake Mary is 84.5 acres in size, and has a mean depth of 19 feet. The lake supports native cutthroat trout, rainbow trout, Dolly

Varden, and kokanee. Fishing for native cutthroat trout is excellent, with the potential for landing a trophy-sized fish. The lake is temperature sensitive.

**Old Franks Lake**—Old Franks Lake, 0.02 mile upstream from Lake Mary, is 368.7 acres in size, and has a mean depth of 12 feet. The lake supports native cutthroat trout, rainbow trout, Dolly Varden, and kokanee. Fishing for resident cutthroat trout is excellent, with the potential for landing a trophy-sized fish. The lake is temperature sensitive.

**Upper Old Franks Lake**—This lake is located 0.6 mile upstream of Old Franks Lake. Upper Old Franks Lake is 240 acres in size, with a mean depth of 20 feet. A small primitive campsite exists on the lake's southern shore. The lake and campsite are accessible only by helicopter or floatplane. The lake supports native cutthroat trout, rainbow trout, Dolly Varden, and kokanee. Fishing for resident cutthroat trout is excellent. The lake is temperature sensitive.

**Small Unnamed Lake (Number Three)**—This small (6.8 acres) lake is located approximately one mile south of Lake Mary and has a mean depth of 11 feet.

**Old Franks Lake (Number Four)**—Old Franks Lake is located on the north arm of Old Franks Creek 1.5 miles from its confluence with the mainstem. This lake is 29.2 acres in size and has a mean depth of 26 feet.

#### **VCU 618 (McKenzie)**

This VCU contains the 4,000-acre Old Tom Creek Research Natural Area (restricted) as well as all lands and watersheds draining to McKenzie Inlet.

**Stream 102-60-24 (Old Tom Creek)**—Old Tom Creek, a Research Natural Area, is an important salmon producer and has been studied extensively as a control stream in fisheries and watershed investigations since 1949. No harvest has occurred in this drainage on Forest Service land. The lower 0.75 mile of this stream supports pink, chum, coho, and sockeye salmon. Steelhead are present here as well as for the next 1.5 miles upstream. A USGS gauging station and U.S. Fish and Wildlife Service (USFWS) weir cabin are located at the mouth of Old Tom Creek just above the high tide mark. A small lake feeds a first-order tributary that joins the main creek approximately 0.75 mile above tidewater. Coho and sockeye salmon are known to use the lake and tributary stream. Peak chum salmon escapements in this stream have declined dramatically. Prior to 1957, peak escapements of 10,000 to 15,000 chum were common. (A high peak of 53,000 chum was recorded in 1956). From 1960 to 1990, peak escapements ranged from 30 to 6,013 fish, with fewer than 4,000 fish recorded in most (16 out of 19) survey years.

**Stream 102-60-21**—This stream flows east to McKenzie Inlet and contains pink salmon. Dolly Varden have also been reported at its mouth, although none were collected in a 1992



trapping survey (personal communication, John Hannon, Biologist, Forest Service, September 21, 1992).

**Stream 102-60-20**—This very short, steep stream flowing east into McKenzie Inlet contains Dolly Varden— perhaps the anadromous form of this species.

**Stream 102-60-18**—This stream flows east to McKenzie Inlet with a very short (0.125-mile) pink salmon spawning reach at its mouth.

**Stream 102-60-16 (Omar Creek)**—Omar Creek enters lower McKenzie Inlet from the south and contains pink, chum, and coho salmon. Peak chum salmon escapements used to be higher (25,000 fish in 1947 and 22,500 in 1957). In the past 34 years, the highest recorded peak chum salmon escapement was 1,650 fish (in 1973). This stream also had higher peak pink salmon escapement in the 1940's (historic peak of 25,000 pink salmon in one day in 1947, dropping to 100 fish or less on any one survey date between 1958 and 1974). Since 1974, there has been some improvement in peak pink salmon escapements with 10,000 to 18,000 fish seen in 1978, 1983, 1984, 1985, and 1986. The Omar Creek watershed has had some logging in the past. The logging was mainly associated with the Khayyam Mine, which was operational around 1900. Evidence of the mine, including tailings, is visible in the upper part of the drainage. New units are planned for the Omar Creek watershed as part of the 1989-94 EIS.

**Stream 102-60-14 (McKenzie Creek)**—This stream enters lower McKenzie from the southeast and contains pink, chum, and coho salmon. Since 1962, chum salmon have declined. Prior to 1962, peak chum escapements of 1,000 to 10,000 fish were common. Since 1962, peak chum escapements have ranged from 20 to 402 fish. Logging within the watershed has occurred only at the mouth of the stream (in 1957). A barrier falls is located on this stream approximately 0.25 mile from saltwater with additional falls and a steep gradient above the falls.

**Stream 102-60-11 (Homestead Creek)**—This is a small pink and chum salmon stream entering McKenzie Inlet from the east.

#### **VCU 619 (Polk)**

This VCU includes both the east and west sides of upper Polk Inlet, including Goose Bay.

**Stream 102-60-42 (Cabin Creek)**—Cabin Creek is an important pink and chum salmon stream. A high peak escapement of 50,000 pink salmon was recorded in 1941. However, between 1950 and 1974, peak pink salmon escapements declined significantly. A high peak chum salmon escapement of 4,350 fish was recorded in 1958. Coho salmon, steelhead, Dolly Varden, and a few sockeye salmon are also present. A small lake is located 0.75 mile up from tidewater. The ADF&G records indicate that numerous coho salmon-rearing channels are present in the lower part of the watershed. The lower part of the Cabin Creek watershed is in Sealaska Corporation ownership; most of these lands have already been harvested using Alaska

State Forest Resources and Practices Act standards (66-foot-wide stream buffers with variances for large trees).

**Stream 102-60-30 (Goose Bay Creek)**—This stream enters a large tidal area with grass flats at its mouth in Goose Bay. Though it appears small on ADF&G maps, it is actually a third-order drainage. The lower part of the stream is wide and gentle in slope. Pink and chum salmon predominate, although coho are also present. About 16 percent of the watershed has been harvested on National Forest System land.

#### **VCU 620 (Dog Salmon)**

This VCU includes streams and watersheds draining to lower Polk Inlet.

**Stream 102-60-40**—This stream flows approximately 3 miles eastward from its source lake to join Polk Inlet. The stream has a 0.25-mile-long pink and chum salmon spawning reach at its mouth. The source lake is a small mid-elevation lake (1,930 feet) about which little is known. Part of this drainage was partially (20 percent) logged in the early 1960's.

**Stream 102-60-39 (Camp Creek)**—Camp Creek is immediately to the south of Stream 102-60-40 and is a third-order stream drainage. This stream is used by pink, chum, and coho salmon, cutthroat, and steelhead and was logged to the streambank prior to 1973.

**Stream 102-60-38 (Dog Salmon Creek)**—Dog Salmon Creek, located 2.5 miles northwest from the head of Polk Inlet, contains pink, chum, coho, and sockeye salmon. A fish pass, constructed in 1989, facilitates migratory passage of pink and chum salmon above a short section of bedrock rapids and falls that form a partial barrier. Coho salmon also use the fish pass. A short section of gravel road off of the Polk Road leads to a small viewing platform adjacent to the fish ladder. A tributary entering Dog Salmon Creek from the west has three large logjams that block upstream migration of pink salmon (personal communication, John Hannon, Biologist, Forest Service, September 21, 1992). The lower 20 percent of Dog Salmon Creek has been logged to streambank. Total National Forest System land harvested equals 14 percent of the watershed. Dog Salmon Creek is an important subsistence use area for sockeye salmon.

**Dog Salmon Lake**—This is a small (50 acres) lake in the headwaters of Dog Salmon Creek. The lake contains sockeye salmon. In addition, both sockeye and coho salmon spawn in a small tributary entering the lake from the southwest.

**Stream 102-60-37 (Rock Creek)**—Rock Creek drains into lower Polk Inlet from the south. The stream supports anadromous fish up to 300 feet above the main road crossing. The road crossing has been re-installed twice to maintain fish passage. Lower Rock Creek contains mainly Dolly Varden, but supports pink, chum, and coho salmon as well. The upper portion of the creek contains mainly cutthroat trout.



**Rock Lake**—A pristine 97.4-acre lake in the headwaters of Rock Creek that contains resident cutthroat trout, this lake is deep with very little littoral area. The lake and nearby Rock Butte are accessible by trail from the main Polk Road.

**Stream 102-60-36 (Polk Creek)**—Polk Creek flows into the head of Polk Inlet from the southeast and supports pink, chum, and coho salmon in its lowest half mile. Above this, a series of bedrock cascades form a migration barrier for anadromous fish. A large area of tidal flats at the stream's mouth provides habitat for clams and Dungeness crab.

**Stream 102-60-34**—This small stream flows into Polk Inlet from the east and supports a run of pink salmon on the lower 0.25 to 0.5 mile.

**Stream 102-60-33**—There is no available fisheries information on this stream. A smaller stream with no ADF&G stream catalog number flows immediately to the south of this stream and supports a run of pink salmon. It is possible that the ADF&G stream number 102-60-33 belongs instead to this second stream.

**Stream 102-60-32**—This small stream flows into Polk Inlet from the east and supports a small spawning run of pink salmon on the lower 0.25 mile.

#### **VCU 621 (Twelvemile)**

VCU 621 includes the lands and watersheds draining into lower Twelvemile Arm and the Beaver Creek drainage, which flows south to Hetta Inlet/Portage Bay. Greater than average logging has occurred in the region with total harvest of about 26 percent of the watershed and riparian harvest equal to 48 percent of the riparian management area.

**Stream 102-60-78**—This stream flows from the west to join Twelvemile Arm and has a pink salmon spawning reach in the lower 0.5 mile.

**Stream 102-60-76**—This stream, to the south of the above stream, has a pink salmon spawning reach in the lower 0.25 to 0.5 mile.

**Stream 102-60-74**—This stream flows from the west to lower Twelvemile Arm and has a pink salmon spawning reach in the lower 0.5 mile.

**Stream 102-60-73 (Cave Creek)**—Cave Creek is included in the same watershed as Twelvemile Creek (see below), to which it is tributary. Its lower 0.5 mile supports pink salmon and coho. Cave Creek has a low gradient and it originates in an area known to have karst (limestone) topography and potential cave resources.

**Stream 102-60-72 (Twelvemile Creek)**—Twelvemile Creek flows to the head of Twelvemile Arm from the south. The stream contains pink, chum, and coho salmon, and steelhead. Approximately one-third of Twelvemile Creek's drainage extends beyond the Polk Inlet Project Area boundary to the south. A large portion of the drainage within the Project Area has been previously harvested, primarily in the 1960's with a total harvest of 35 percent of National Forest System land. Much of the harvest was to streambank (72 percent of riparian lands), leaving few near-term sources of LWD until second-growth forest matures sufficiently to add significant quantities of LWD (e.g., 90 to 130 years). High peak pink and chum salmon escapements were 115,000 in 1984 and 12,000 in 1948, respectively. Peak chum salmon escapements have declined significantly since 1972, with no chum salmon observed in 13 of the past 21 years of surveys. ADF&G field survey notes taken in 1974 indicate that tidal flats at the stream's mouth likely provide a productive environment for clams; however, few crabs were noted at the time of the surveys.

**Stream 102-60-71**—Located midway up the east side of Twelvemile Arm, this stream has a 0.125- to 0.25-mile-long pink salmon spawning reach at its mouth.

**Stream 102-60-70**—South of the above stream, the lower 0.5 mile of this stream has Dolly Varden and cutthroat trout (possibly anadromous stocks).

**Stream 102-60-50 (Beaver Creek)**—One of two streams of the same name in the Project Area, this one flows south to Hetta Inlet/Portage Bay in the vicinity of Sulzer Passage and Gould Island. Coho, chum, and pink salmon use the lower 0.75 mile of this stream. Much of the watershed acreage harvested is on Native land and has occurred in the last few years. Native harvest in the watershed is ongoing. National Forest System land harvest equals 10 percent of the watershed under their management. The harvest included 19 percent of the riparian management area on National Forest System land.

#### **VCU 622 (Harris River)**

The VCU includes the Harris River drainage, major tributaries of the Harris River and Indian Creek. Local stream names in this VCU are somewhat inconsistent with the ADF&G stream catalog system. In addition, there is no Forest Service watershed number for Indian Creek. The Harris River watershed was heavily logged between 1957 and 1962, during which time a logging community developed at Hollis Anchorage to form what is now the community of Hollis. Past harvest of the Harris River watershed is 18 and 36 percent of the total and riparian area, respectively. The lower Harris River has a wide, flat floodplain, high bedload, numerous depositional areas (gravel islands), and braided channels.

**Stream 102-60-82 (Harris River)**—The Harris River is a major salmon-producing system. All four species of salmon are present as well as cutthroat trout, Dolly Varden, and steelhead. The major part of the Harris River watershed, excluding parts of Fubar, Twentymile, and Indian creeks, are private and/or encumbered lands and are thus unavailable for entry. The State



Highway to Craig parallels the river. Much of the Harris River watershed was historically harvested to streambank. The Harris River is a major recreational and subsistence fishing site. Peak escapements of 205,000 pink salmon in 1989 and 8,300 chum salmon in 1963 attest to the system's high productivity. The ADF&G reports, however, that steelhead escapement has declined. The intertidal zone at the mouth of the Harris River is highly productive for both clams and crab. Plans are underway for a watershed and fish habitat improvement program to be implemented in 1995. The plans include the addition of LWD to improve fish habitat.

**Fubar Creek**—Fubar Creek is a southern tributary of the Harris River that contains pink, chum, and coho salmon. There are slides in the upper part of the watershed. Fubar Creek is a major source of bedload entering the Harris River.

**One Duck Lake**—A small nonanadromous lake whose outlet stream joins Fubar Creek, One Duck Lake was stocked in 1991 and 1992 with juvenile steelhead trout from the ADF&G fish hatchery in Klawock. During the past 2 years, a children's fishing derby has taken place on One Duck Lake following the stocking. Even if the juvenile steelhead planted in One Duck Lake were to successfully emigrate to the Harris River and then out to sea, it is doubtful that any could return upstream to spawn. Additionally, the lake is shallow and freezes completely in colder winters. One Duck Lake is adjacent to the main road to Hydaburg, and there is a developed recreational trail and shelter nearby (the One Duck Trail begins at a trailhead across the road from the lake). The lake receives a considerable amount of recreational use.

**Twentymile Creek**—Locally known as Twentymile Creek, this stream is really the northern headwaters of the Harris River, which broadens as it bends eastward around the foothills of Harris Peak. This section of the Harris River contains pink, chum, and coho salmon, as well as steelhead. Several first-order tributaries to Twentymile Creek support mainly coho salmon.

**Stream 102-60-80 (Indian Creek)**—Indian Creek previously was used as a control in studies investigating the effects of logging on the Harris River. These studies were conducted by the Alaska Forest Research Station and the Pacific Northwest Forest and Range Experiment Station from 1949 to 1978, and are reviewed later in this document. Lands on the southern side of this drainage are scheduled to be entered during implementation of the 1989-94 EIS.

Indian Creek supports mainly pink salmon, but chum salmon, coho salmon, Dolly Varden, and cutthroat trout are also present. Peak pink salmon escapements of 5,000 to 20,000 fish are typical in a good year. Chum salmon have never been very abundant in this stream (typically 100 to 500 fish maximum prior to 1960); only 17 chum salmon have been counted in all surveys conducted from 1960 through 1992. An artificial spawning channel was constructed on Indian Creek, near Hollis, in 1961. In 1962, the channel filled with gravel and sediment and had to be reconstructed. Egg-to-fry survival in the spawning channel was reportedly poor (Gibbons et al. 1987). The spawning channel is no longer functional.

**VCU 624 (Flat Creek)**



VCU 624 includes numerous low-gradient, lower elevation streams draining to Trocadero Bay. Multiple rearing channels, beaver dams, and mining claims are common in the southern part of this VCU.

**Stream 103-60-77 (Cable Creek)**—Cable Creek flows westward to the tip of Trocadero Bay. The creek supports pink salmon, chum salmon, and steelhead in its lower 1.5 miles. The stream also contains coho salmon, cutthroat trout, and Dolly Varden char. Cable Creek has two major tributaries that join it from the south: Beaver Creek (No. 2), and Snipe Creek. The Cable Creek fish pass, located on the mainstem of Cable Creek immediately below the Hydaburg Road crossing (Forest Service Road No. 13), is scheduled to be rehabilitated in 1993 to further improve fish passage upstream. The Cable Creek drainage is low gradient, with numerous braided side channels and beaver ponds. The stream is highly productive with a peak escapement of 100,000 pink salmon in 1945, 9,000 chum salmon in 1959, and 1,000 coho salmon in 1957. Chum salmon have declined precipitously. From 1961 to 1990, the highest peak chum salmon escapement was 100 fish (in 1977), with none counted in surveys between 1962 to 1965, 1968 to 1970, and 1973 to 1976. The lower portion of Cable Creek is in State-selected lands and was logged extensively to streambank from 1964 to 1976, leaving a shortage of potential sources of LWD. Additional timber harvest is planned for 1993.

**Beaver Creek (No. 2)**—This stream flows to join Cable Creek from the southeast. It contains habitat for pink salmon and chum salmon below a short section of falls located approximately 0.75 mile from the confluence. Coho salmon occupy the stream for 2.5 to 3 miles above the falls; the coho salmon run is reported to be strong. Also present are Dolly Varden char and cutthroat trout. The lower portion of Beaver Creek is in State-selected lands and has been logged extensively. Few sources of LWD remain.

**Snipe Creek**—Snipe Creek joins Cable Creek from the south and contains pink, chum, and coho salmon, Dolly Varden, and cutthroat. Snipe Creek closely parallels Hydaburg Road for much of its length. The tip of the Snipe Creek drainage is actually outside the Project Area boundary. The lower part (0.5 mile) of the stream has been enhanced to increase instream LWD. Further enhancement is needed for the next 1.5 miles upstream (personal communication, John Hannon, Biologist, Forest Service, September 21, 1992). Current enhancement planning, however, does not include this stream.

**Stream 103-60-75 (Trocadero Creek)**—The lower reaches of Trocadero Creek are an important recreational fishing area. The stream reportedly has a spring steelhead run. Pink, chum, and coho salmon are also present, with chum salmon using mainly the lower mainstem. Coho salmon and steelhead spawn and rear further up the mainstem, and ascend into the lower sections of major tributaries, including Gulch Creek. Trocadero Creek is a highly productive salmon stream, with a peak escapement of 162,000 pink salmon in 1986 and 9,000 chum salmon in 1942. Since 1961, chum salmon peak escapements have declined to less than 500

fish in most years. Lower Trocadero Bay has a good population of Dungeness crab. Grassflats at the head of the bay are important waterfowl nesting and feeding areas.

Prior to 1977, the lower mile of Trocadero Creek and large sections of its major tributaries were clearcut to salvage a large amount of blowdown in the area. Additional harvest occurred throughout the drainage in 1987. The Trocadero Creek watershed is scheduled for basin-wide rehabilitation in 1998.

**Gulch Creek**—This stream is tributary to Trocadero Creek and contains important rearing habitat for coho salmon and steelhead.

#### **VCU 674 (West Arm)**

VCU 674 includes the Sulzer Portage, the eastern tip of Portage Bay and the West Arm of Cholmondeley Sound. Sulzer Portage, as well as the majority of the lands immediately surrounding the West Arm of Cholmondeley Sound and the west bank of Big Creek, were selected by the Haida Corporation. Cholmondeley Sound supports a major commercial chum salmon fishery and is an important shrimp harvest area.

**Stream 103-25-30 (Portage Creek)**—Draining Sulzer Portage to the west, Portage Creek supports chum, pink (93,000 in 1971), sockeye, and coho salmon, as well as cutthroat. A tributary stream enters Portage Creek from the south. This stream is mainly used by pink salmon and connects to several larger lakes including Lake Isabel, Lake Gertrude, and Lake Josephine. Lake Josephine is largely outside the Project Area boundary.

**Lake Isabel**—This is a 52.9-acre lake at approximately 600 feet elevation. No fisheries data are available. However, based on its low elevation, the lake probably contains resident cutthroat trout. Sockeye salmon presumably use the lake because they occupy the stream below it and only spawn in lakes.

**Lake Gertrude**—This is a 90.6-acre lake south of Lake Isabel at approximately 1,400 feet elevation. No fisheries data are available. The lake may contain resident cutthroat trout. Steep stream gradients probably prevent sockeye and other anadromous species from using the lake.

**Lake Josephine** —This is a 345.8-acre lake south of Lake Gertrude at approximately 1,600 feet elevation. No fisheries data are available. The lake may contain resident cutthroat trout. Only the northeastern corner of this lake (approximately 40 acres) is within the Project Area.

**Stream 102-40-74**—Flowing south to the tip of west Cholmondeley Sound, the lowest 0.125-mile-long section of this stream is used by pink salmon for spawning.

**Stream 102-40-73**—This stream drains Sulzer Portage to the east, joining Cholmondeley Sound at its head. It contains pink, chum, and coho salmon in the lower 1.5 miles.



**Stream 102-40-71**—This is a small stream flowing north to West Cholmondeley Sound. The lower 0.25 mile is a pink and chum salmon stream.

**Stream 102-40-60 (Big Creek)**—Also known as Lagoon Creek because of the lagoon at its mouth, this stream is one of the most pristine salmon streams in the Project Area. The lower part of the lagoon itself was harvested on both sides beginning in the late 1950's, but the majority of Big Creek's watershed has never been entered. Big Creek contains pink, chum, coho, and sockeye salmon, as well as Dolly Varden and cutthroat trout. The lagoon and tidal flats provide excellent habitat for clams. Unlike many streams in the Project Area where escapement has declined since the 1940's, peak escapements of pink and chum salmon in Big Creek have remained high, with 10,000 or more pink salmon and 2,000 or more chum salmon counted in 27 of the past 33 years. The highest peak pink salmon escapement recorded was 108,000 in 1983. The highest peak chum salmon escapement recorded was 25,000 in 1991. There is a small lake on the west fork of Big Creek for which no fisheries data exist.

**Stream 102-40-57 (Tom Creek)**—Tom Creek enters the West Arm of Cholmondeley Sound from the south and has a 0.5-mile-long lower section used by pink and chum salmon.

**Stream 102-40-52 (Cannery Creek)**—This stream enters the West Arm of Cholmondeley Sound at the abandoned town of Chomly. A cannery operation once existed at this location; hence, the local stream name. The area around the mouth of the stream currently has three houses. Two are used as summer homes while the third is a year-round family residence. The other lots around the bay currently are for sale. Cannery Creek contains a 0.5-mile-long lower section used by pink and chum salmon.

#### **VCU 675 (Sunny)**

This VCU includes the Sunny Creek drainage and Sunny Cove.

**Stream 102-40-87 (Sunny Creek)**—Sunny Creek enters the middle of Cholmondeley Sound from the north and near the entrance to the West Arm. This stream supports all four species of salmon, plus steelhead and Dolly Varden. Salmon use mainly the lowest mile of stream. A fish pass was installed in 1986 to help pink salmon ascend a 6-foot falls in the lower watershed. The west fork of Sunny Creek flows from Barren Mountain through a system of lakes, including one larger lake (24 acres) and numerous smaller lakes (ponds) up to 1.1 acres. The west fork is used extensively by steelhead. No sockeye salmon make it to the west fork lake because of a large waterfall that serves as a barrier. The east fork of Sunny Creek supports coho salmon and steelhead. Sunny Creek had peak pink salmon escapements of at least 50,000 fish in 1939, 1941, 1971, 1977, 1978, 1980, 1983, and 1992. Peak chum salmon escapement was 8,000 fish in 1957; since then there has been only one year (1968-5,000 fish) with comparable peak escapements. Zero escapements of chum salmon have been recorded in many years since 1972. Sunny Cove has numerous cabins that are used primarily for weekend recreation. One cabin is reportedly used as a year-round residence.



**Stream 102-40-85**—This stream enters Sunny Cove from the west and its lower 0.5 mile contains pink and chum salmon, and steelhead.

Appendix C also shows the (one-sided) width of planning-level buffers in comparison to the (one-sided) width of the riparian area (Planning Level Riparian Management Area) by channel type. Riparian soils and high mass movement index (MMI) soils are appended to the riparian area but are not shown in Appendix C because these areas can only be displayed site-specifically.

As an example of how to use Appendix C, consider Twelvemile Creek. In its lower reach, Twelvemile Creek is a Class I stream with a channel type of C3. It has a no commercial harvest buffer of 100 feet from the streambank for each side of the river which meets TTRA requirements. The total buffer width for both sides of the river is 200 feet. The Planning Level Riparian Management Area buffer is also 200 feet. Note that in Appendix C, most Class III streams do not have a mandated buffer. The Planning Level Riparian Management Area shows a wider buffer than the No Commercial Harvest column. This difference is because the riparian management area is not a zone of exclusion for most Class III streams. Table 3.4-3 shows that past timber harvest has also occurred within Class I riparian management areas. This harvest occurred prior to the implementation of the no commercial harvest buffers shown in Appendix C.

Table C3a

### Lengths (in 1,000 feet) of Stream Buffer Applied by VCU and Stream Class for Alternative 2

AHMU Class	VCU	100-foot TTRA Buffer		Extended Width Buffer <sup>1/</sup>	
		One Side	Both Sides	One Side	Both Sides
Class I	610	0.0	0.0	0.0	0.0
	611	0.0	0.0	0.0	0.0
	612	2.9	0.0	2.0	0.0
	613	1.2	0.0	0.0	0.0
	618	0.0	0.0	0.0	0.0
	619	0.0	0.0	0.5	0.0
	620	0.0	0.4	2.2	0.0
	621	0.0	0.0	0.0	0.0
	622	0.0	1.5	1.4	0.0
	624	3.0	0.0	0.9	0.0
	674	0.0	0.0	0.0	0.0
	675	0.0	0.0	0.0	0.0
	Total		7.1	1.9	7.0
Class II <sup>2/</sup>	610	0.0	0.0	0.0	0.0
	611	0.0	0.0	0.0	0.0
	612	0.2	0.0	0.0	0.0
	613	2.9	0.0	1.9	0.0
	618	0.0	0.0	0.0	0.0
	619	3.6	0.0	0.0	0.0
	620	2.0	0.0	1.9	0.5
	621	2.0	0.0	2.1	0.0
	622	1.8	1.6	4.4	0.0
	624	2.1	0.0	1.2	0.0
	674	0.0	0.0	0.0	0.0
	675	0.0	0.0	0.0	0.0
	Total		14.6	1.6	11.5

1/ Extended-width buffers average approximately 175 feet on each side of the stream.

2/ An additional 5,200 feet (.98 miles) of AHMU Class II streams running directly into saltwater but outside the beach/estuary fringe would receive no buffer or only a partial buffer and would be treated with BMP's.

Table C3a (continued)

### Lengths (in 1,000 feet) of Stream Buffer Applied by VCU and Stream Class for Alternative 3

AHMU Class	VCU	100-Foot TTRA Buffer		Extended Width Buffer <sup>1/</sup>		
		One Side	Both Sides	One Side	Both Sides	
Class I	610	0.0	0.0	0.0	0.0	
	611	0.0	0.0	0.0	0.0	
	612	0.3	1.2	0.0	0.0	
	613	1.2	0.0	0.0	0.0	
	618	0.0	0.0	0.0	0.0	
	619	0.0	0.0	0.0	0.0	
	620	0.0	0.0	0.0	0.0	
	621	0.0	0.0	0.0	0.0	
	622	0.0	1.5	1.4	0.0	
	624	3.0	0.0	0.9	0.0	
	674	0.0	0.0	0.0	0.0	
	675	2.0	0.0	0.0	0.4	
	<b>Total</b>		<b>6.5</b>	<b>2.7</b>	<b>2.3</b>	<b>0.4</b>
	Class II <sup>2/</sup>	610	0.0	0.0	0.0	0.0
611		1.6	0.0	0.7	0.0	
612		0.0	0.0	0.0	0.0	
613		1.7	0.4	1.0	0.0	
618		0.0	0.0	0.0	0.0	
619		0.0	0.0	0.0	0.0	
620		2.0	0.0	1.9	0.0	
621		2.0	0.0	2.6	0.0	
622		1.8	1.6	4.4	0.0	
624		2.1	0.0	1.2	0.0	
674		0.0	0.0	0.0	0.0	
675		1.5	0.0	1.2	0.0	
<b>Total</b>		<b>12.7</b>	<b>2.0</b>	<b>13.0</b>	<b>0.0</b>	

1/ Extended-width buffers average approximately 175 feet on each side of the stream.

2/ An additional 5,500 feet (1.04 miles) of AHMU Class II streams running directly into saltwater but outside the beach/estuary fringe would receive no buffer or only a partial buffer and would be treated with BMP's.



Table C3a (continued)

### Lengths (in 1,000 feet) of Stream Buffer Applied by VCU and Stream Class for Alternative 4

AHMU Class	VCU	100-foot TTRA Buffer		Extended Width Buffer <sup>1/</sup>	
		One Side	Both Sides	One Side	Both Sides
Class I	610	0.0	0.0	0.0	0.0
	611	0.0	0.0	0.0	0.0
	612	3.2	1.2	2.0	0.0
	613	0.0	0.0	0.0	0.0
	618	0.0	0.0	0.0	0.0
	619	0.0	0.0	0.5	0.0
	620	0.0	0.4	2.2	0.0
	621	0.0	0.0	0.0	0.0
	622	0.0	0.0	0.0	0.0
	624	1.1	0.0	0.0	0.0
	674	2.2	0.0	0.0	0.0
	675	0.0	0.0	0.0	0.0
	Total		6.5	1.6	4.7
Class II <sup>2/</sup>	610	0.0	0.0	0.0	0.0
	611	0.0	0.0	0.0	0.0
	612	0.2	0.0	0.0	0.0
	613	1.2	0.4	0.9	0.0
	618	0.0	0.0	0.0	0.0
	619	3.6	0.0	0.0	0.0
	620	1.1	0.0	1.5	0.5
	621	1.1	0.0	2.6	0.0
	622	1.8	1.6	1.7	0.0
	624	2.1	0.0	1.2	0.0
	674	0.0	0.0	0.0	0.0
	675	0.0	0.0	0.0	0.0
	Total		11.1	2.0	7.9

1/ Extended-width buffers average approximately 175 feet on each side of the stream.

2/ An additional 5,200 feet (.98 miles) of AHMU Class II streams running directly into saltwater but outside the beach/estuary fringe would receive no buffer or only a partial buffer and would be treated with BMP's.

Table C3a (continued)

### Lengths (in 1,000 feet) of Stream Buffer Applied by VCU and Stream Class for Alternative 5

AHMU Class	VCU	100-Foot TTRA Buffer		Extended Width Buffer <sup>1/</sup>	
		One Side	Both Sides	One Side	Both Sides
Class I	610	0.0	0.0	0.0	0.0
	611	0.0	0.0	0.0	0.0
	612	2.9	0.0	2.0	0.0
	613	1.2	0.0	0.0	0.0
	618	0.0	0.0	0.0	0.0
	619	0.0	0.0	0.5	0.0
	620	0.0	0.4	2.2	0.0
	621	0.0	0.0	0.0	0.0
	622	0.0	1.5	1.4	0.0
	624	3.0	0.0	0.9	0.0
	674	0.0	0.0	0.0	0.0
	675	0.0	0.0	0.0	0.0
	<b>Total</b>		<b>7.1</b>	<b>1.9</b>	<b>7.0</b>
Class II <sup>2/</sup>	610	0.0	0.0	0.0	0.0
	611	0.0	0.0	0.0	0.0
	612	0.2	0.0	0.0	0.0
	613	2.9	0.0	1.9	0.0
	618	0.0	0.0	0.0	0.0
	619	3.6	0.0	0.0	0.0
	620	2.0	0.0	1.9	0.5
	621	0.9	0.0	1.7	0.0
	622	0.0	1.6	0.0	0.0
	624	2.1	0.0	1.2	0.0
	674	0.0	0.0	0.0	0.0
	675	0.0	0.0	0.0	0.0
	<b>Total</b>		<b>11.7</b>	<b>1.6</b>	<b>6.7</b>

1/ Extended-width buffers average approximately 175 feet on each side of the stream.

2/ An additional 5,200 feet (.98 miles) of AHMU Class II streams running directly into saltwater but outside the beach/estuary fringe would receive no buffer or only a partial buffer and would be treated with BMP's.

Table C3b

**Lengths of Class III Streams (in 1,000 feet) treated with Best Management Practices (BMP's), by Alternative**

VCU	BMP's Excluding No-Cut Buffers <sup>1/</sup>		BMP's Including No-Cut Buffers of Variable Width <sup>2/</sup>	
	BMP's on One Side	BMP's on Both Sides	One Side	Both Sides
<b>Alternative 2</b>				
610	0.0	0.0	0.0	0.0
611	0.0	0.0	0.0	0.0
612	0.8	5.3	0.0	0.0
613	2.3	14.1	2.0	1.0
618	0.0	0.0	0.0	0.0
619	3.2	3.0	0.7	0.0
620	5.95	12.8	2.55	2.9
621	0.8	8.9	1.0	0.0
622	1.0	3.6	0.0	1.0
624	0.3	6.2	0.9	0.6
674	0.0	0.0	0.0	0.0
675	0.0	0.0	0.0	0.0
<b>Total</b>	<b>14.35</b>	<b>53.9</b>	<b>7.15</b>	<b>5.5</b>
<b>Alternative 3</b>				
610	0.0	0.0	0.0	0.0
611	1.5	1.6	0.0	0.0
612	0.0	5.8	0.0	0.6
631	4.2	34.4	1.5	0.0
618	0.0	0.0	0.0	0.0
619	0.0	0.0	0.0	0.0
620	1.95	7.8	1.75	0.7
621	1.1	32.1	1.0	0.4
622	1.0	8.0	0.0	1.0
624	0.3	6.2	0.9	0.6
674	0.0	0.0	0.0	0.0
675	0.7	6.4	0.0	0.4
<b>Total</b>	<b>10.75</b>	<b>102.3</b>	<b>5.15</b>	<b>3.7</b>



Table C3b (continued)

### Lengths of Class III Streams (in 1,000 feet) treated with Best Management Practices (BMP's), by Alternative

VCU	BMP's Excluding No-Cut Buffers <sup>1/</sup>		BMP's Including No-Cut Buffers of Variable Width <sup>2/</sup>	
	BMP's on One Side	BMP's on Both Sides	One Side	Both Sides
Alternative 4				
610	0.0	0.0	0.0	0.0
611	0.0	0.0	0.0	0.0
612	0.8	11.1	0.0	0.6
613	0.3	12.8	2.0	1.0
618	0.0	6.9	0.0	0.0
619	3.2	3.0	0.7	0.0
620	5.25	9.4	1.85	2.2
621	0.8	15.7	1.0	0.4
622	0.3	3.6	0.0	0.4
624	0.3	4.8	0.9	0.6
674	5.2	7.5	1.0	3.5
675	0.0	0.0	0.0	
<b>Total</b>	<b>15.15</b>	<b>74.8</b>	<b>7.45</b>	<b>8.7</b>
Alternative 5				
610	0.0	0.0	0.0	0.0
611	0.0	0.0	0.0	0.0
612	0.8	5.3	0.0	0.0
613	2.3	14.1	2.0	1.0
618	0.0	6.6	0.0	0.0
619	3.2	3.0	0.7	0.0
620	6.15	13.7	2.55	2.9
321	0.8	8.9	1.0	0.0
622	0.3	0.6	0.0	1.0
624	0.3	6.2	0.9	0.6
674	0.0	0.0	0.0	0.0
675	0.0	0.0	0.0	0.0
<b>Total</b>	<b>13.85</b>	<b>57.8</b>	<b>7.15</b>	<b>5.5</b>

1/ BMP's for Class III streams allow harvest to streambank and include split yarding away from streams, partial or full suspension over streams, and other measures to reduce streambank disturbance and maintain water quality.

2/ Variable width buffers average approximately 35 feet on each side of the stream. Variable width buffers are applied to those Class III stream channels requiring additional sideslope and bank protection based on analysis.

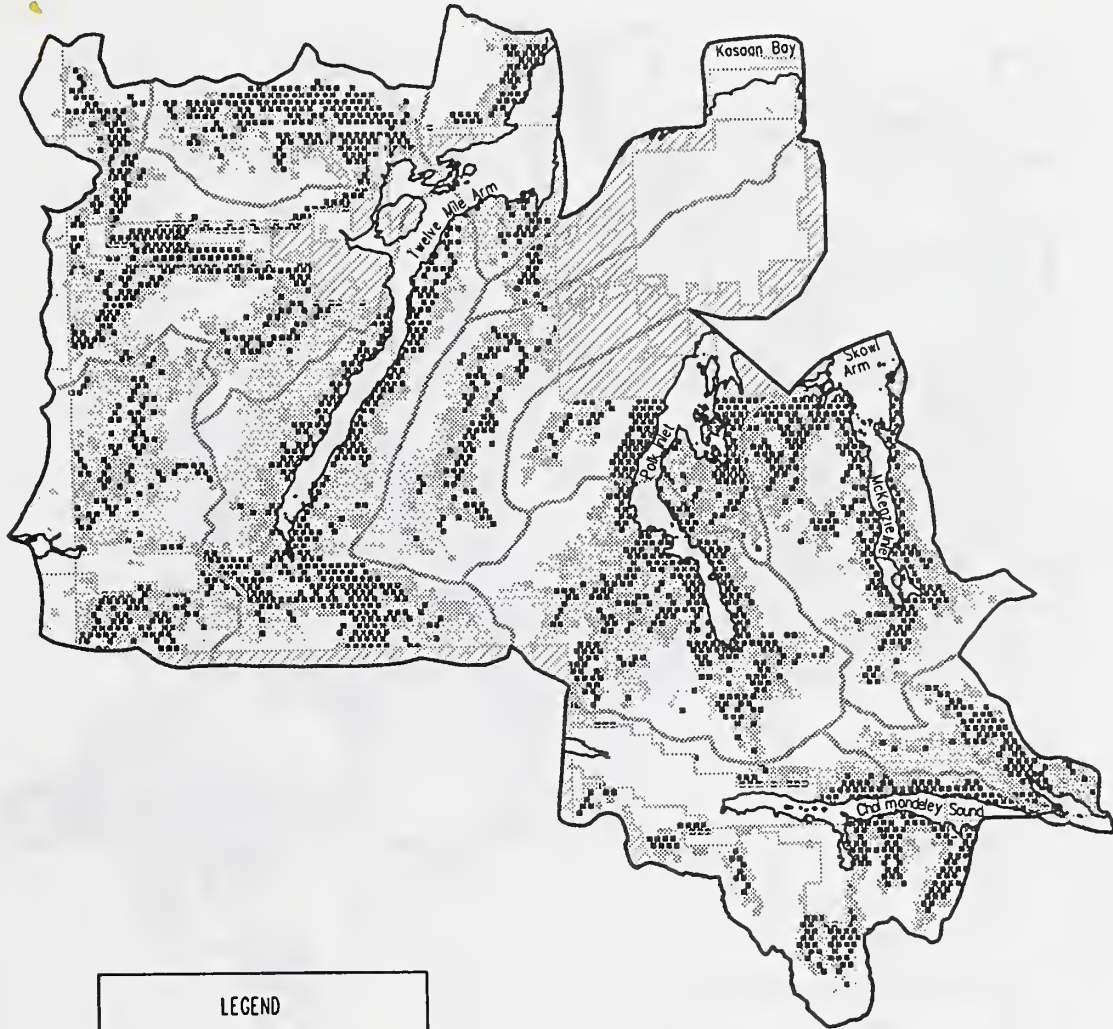


**Appendix C-4  
Wildlife**










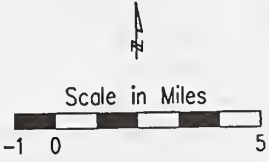


Figure C4a  
**Low, Mid, and High Quality Winter Range of Sitka Black-tailed Deer in the Project Area, 1954**



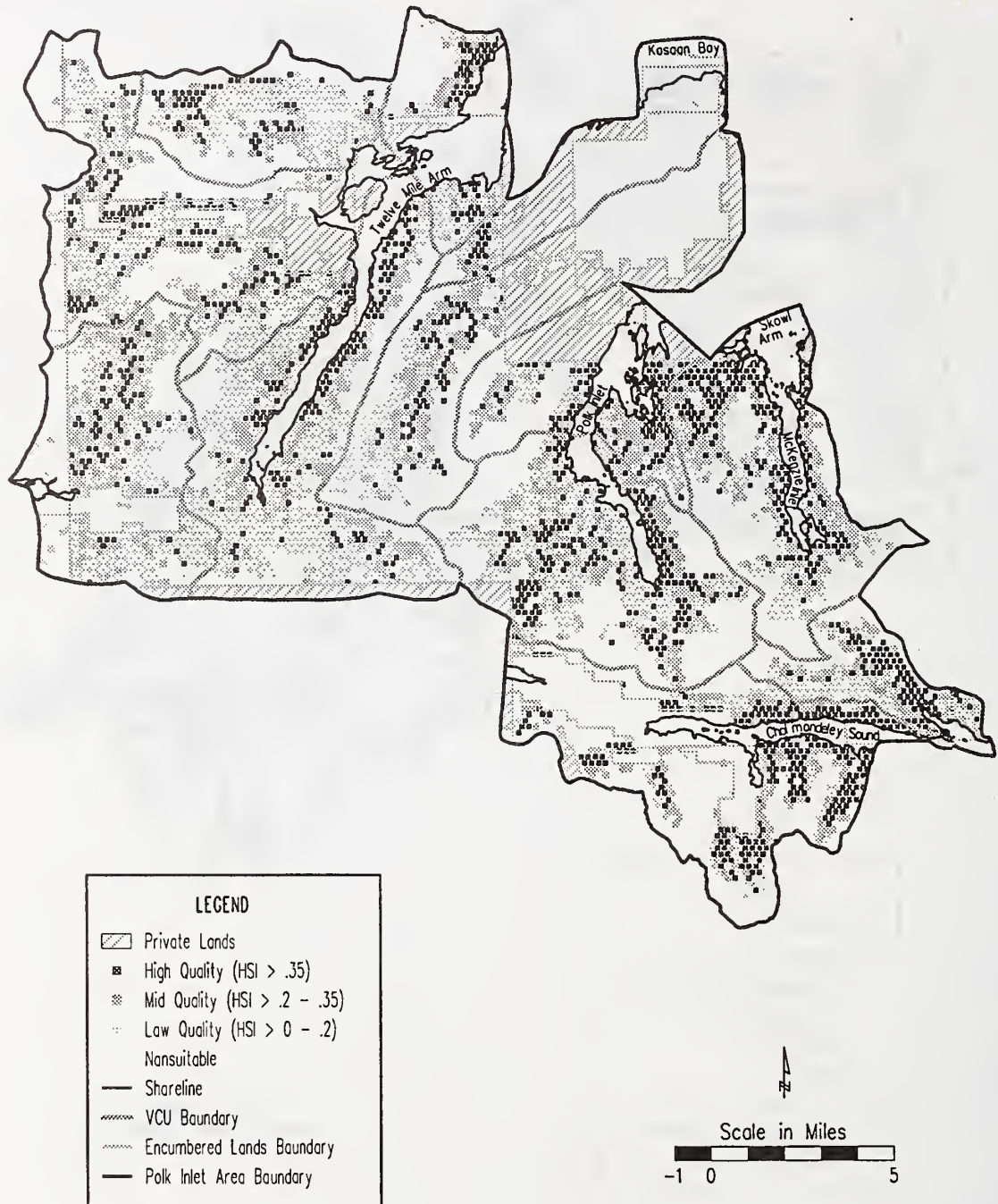
**LEGEND**

-  Private Lands
-  High Quality (HSI > .35)
-  Mid Quality (HSI > .2 - .35)
-  Low Quality (HSI > 0 - .2)
- Nonsuitable
- Shoreline
-  VCU Boundary
-  Encumbered Lands Boundary
-  Park Inlet Area Boundary



SOURCE: Forest Service, Ketchikan Area, database.

Figure C4b  
**Low, Mid, and High Quality Winter Range of Sitka Black-tailed Deer in the Project Area, Alternative 1**

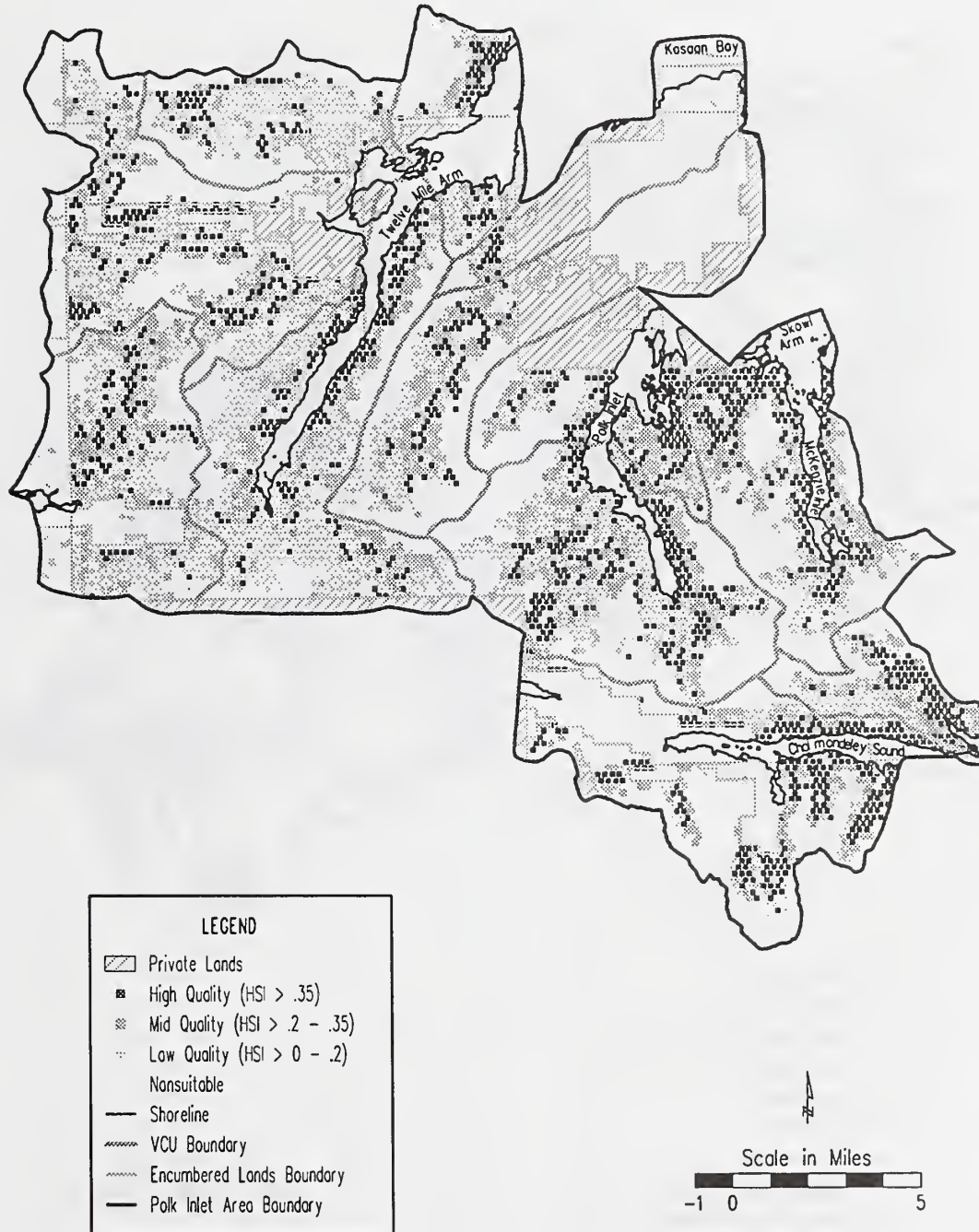


SOURCE: Forest Service, Ketchikan Area, database.



Figure C4c

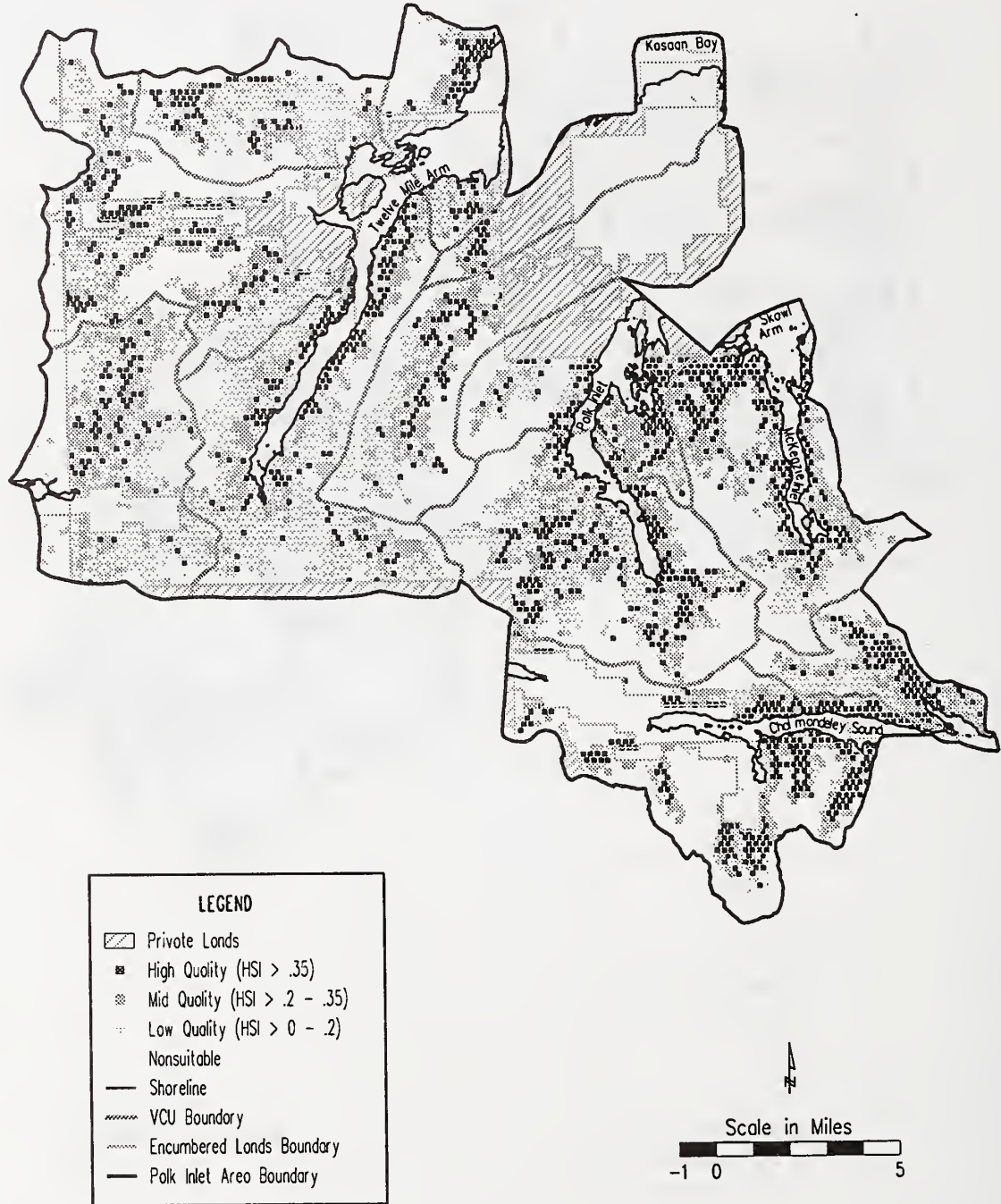
Low, Mid, and High Quality Winter Range of Sitka Black-tailed Deer in the Project Area, Alternative 1a



SOURCE: Forest Service, Ketchikan Area, database.



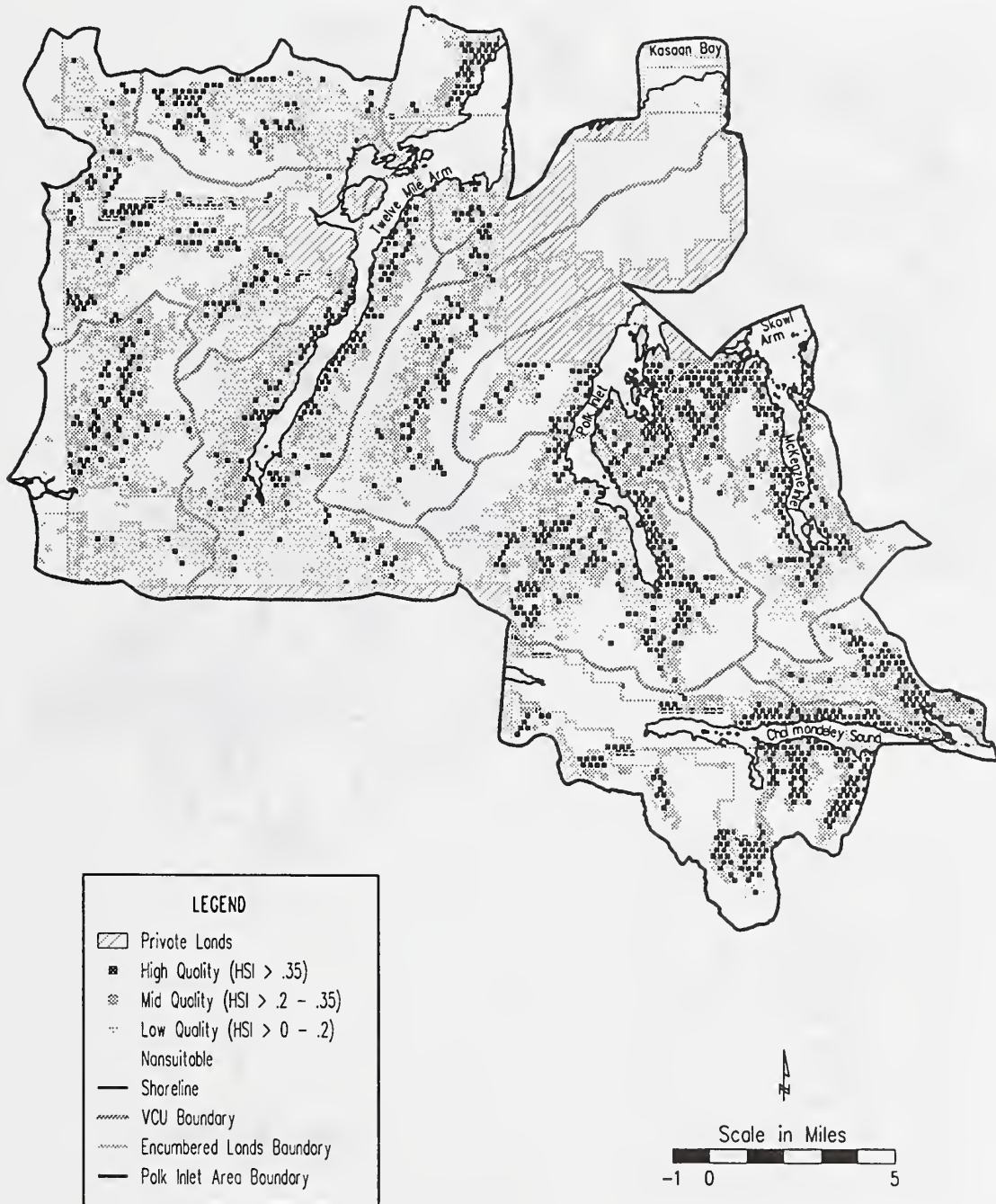
Figure C4d  
**Low, Mid, and High Quality Winter Range of Sitka Black-tailed Deer in the Project Area, Alternative 2**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C4e

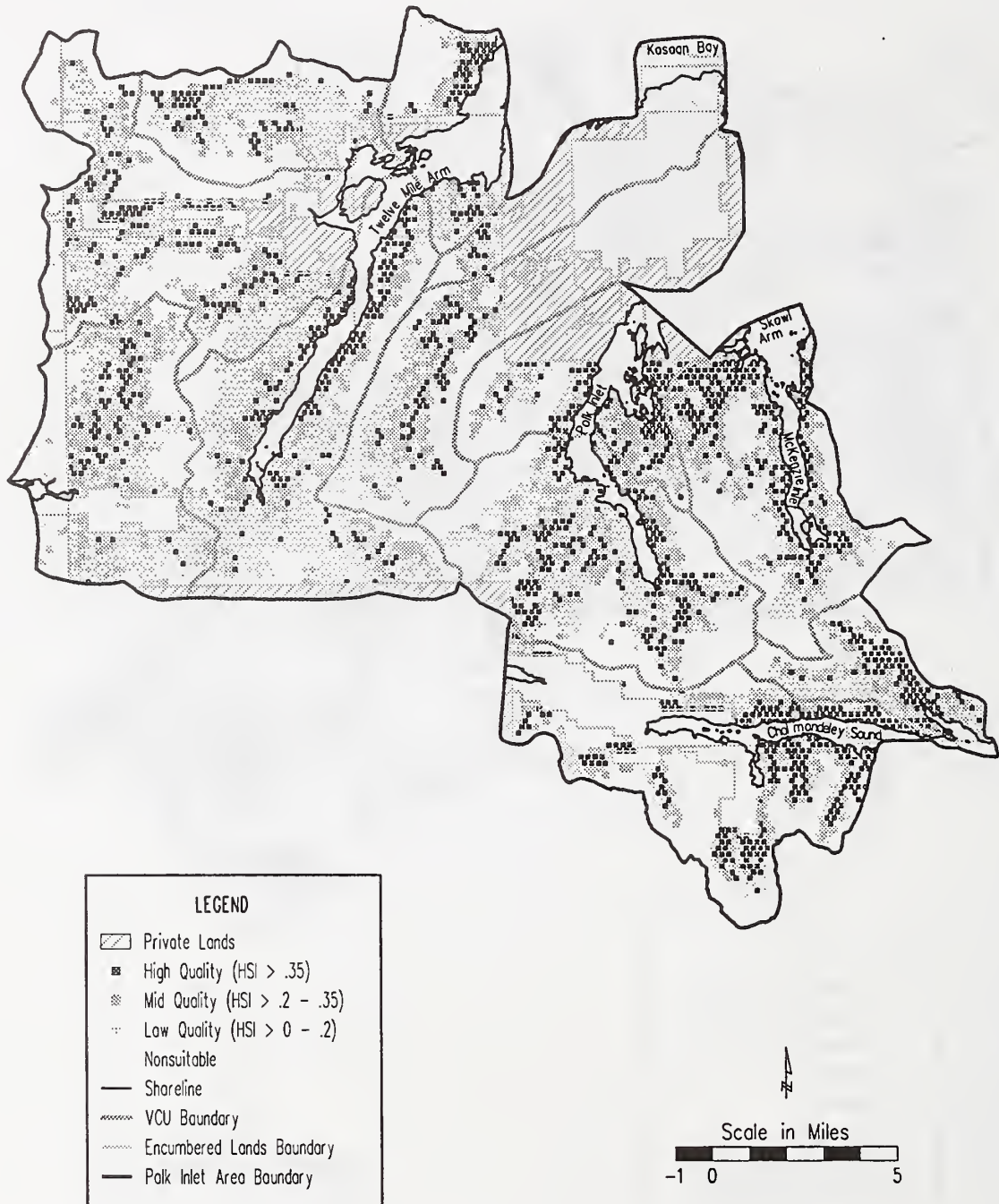
**Low, Mid, and High Quality Winter Range of Sitka Black-tailed Deer in the Project Area, Alternative 3**



SOURCE: Forest Service, Ketchikan Area, database.



Figure C4f  
**Low, Mid, and High Quality Winter Range of Sitka Black-tailed Deer in the Project Area, Alternative 4**












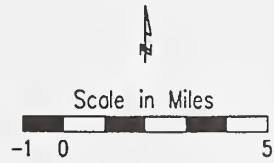
SOURCE: Forest Service, Ketchikan Area, database.

Figure C4g  
**Low, Mid, and High Quality Winter Range of Sitka Black-tailed Deer in the Project Area, Alternative 5**



**LEGEND**

-  Private Lands
-  High Quality (HSI > .35)
-  Mid Quality (HSI > .2 - .35)
-  Low Quality (HSI > 0 - .2)
-  Nonsuitable
-  Shoreline
-  VCU Boundary
-  Encumbered Lands Boundary
-  Polk Inlet Area Boundary



SOURCE; Forest Service, Ketchikan Area, database.





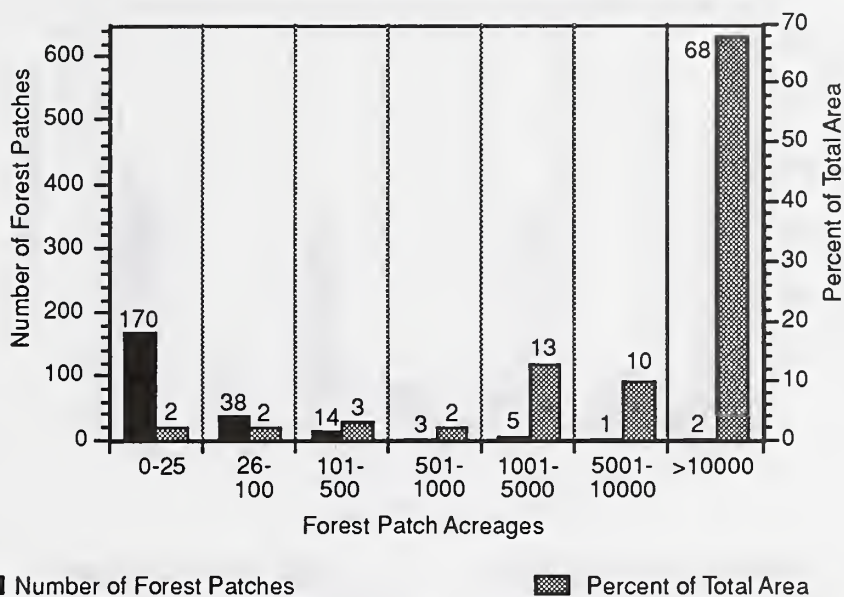
**Appendix C-5  
Biodiversity**





Figure C5a

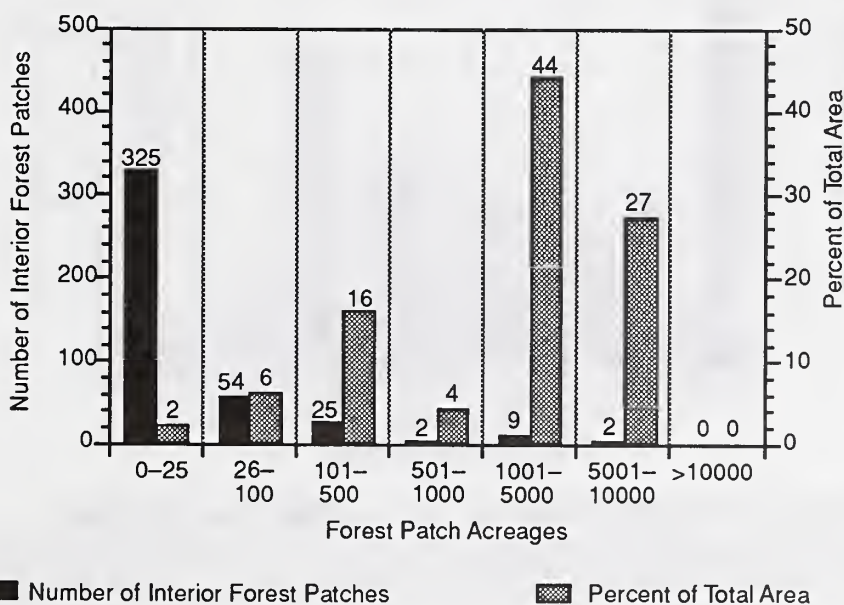
**Number of Forest Patches and Percent of Total Project Forest Area Under Pre-logging Conditions (1954)**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5b

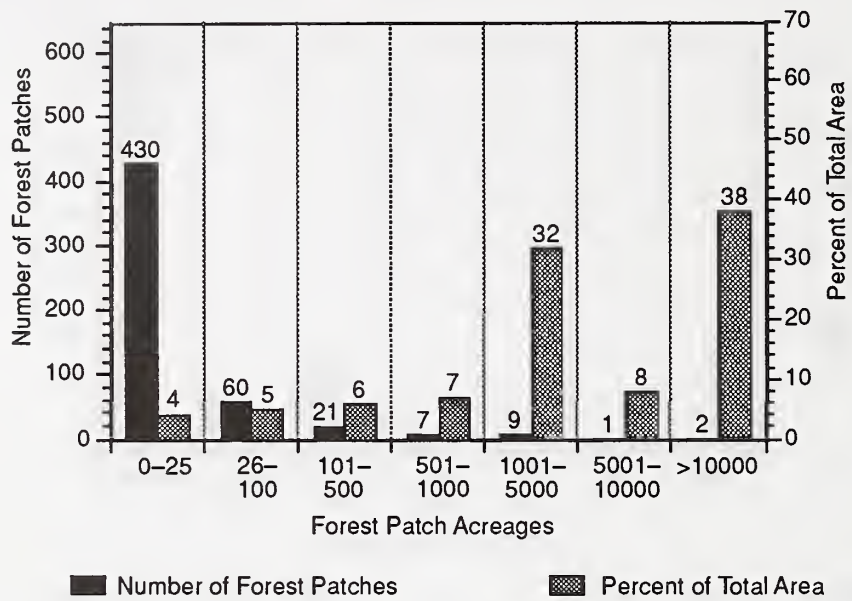
**Number of Interior Forest Patches and Percent of Total Project Forest Area Under Pre-logging Conditions (1954)**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5c

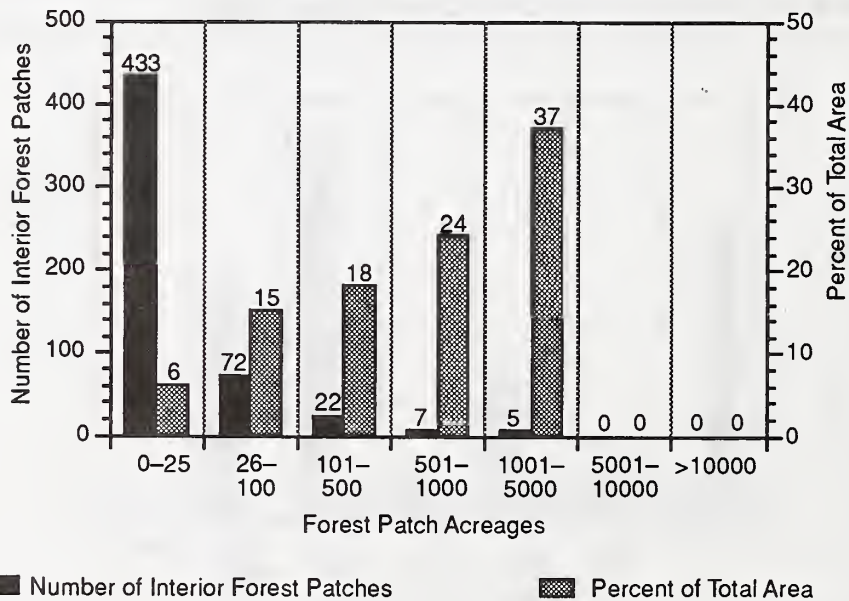
**Number of Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative (1)**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5d

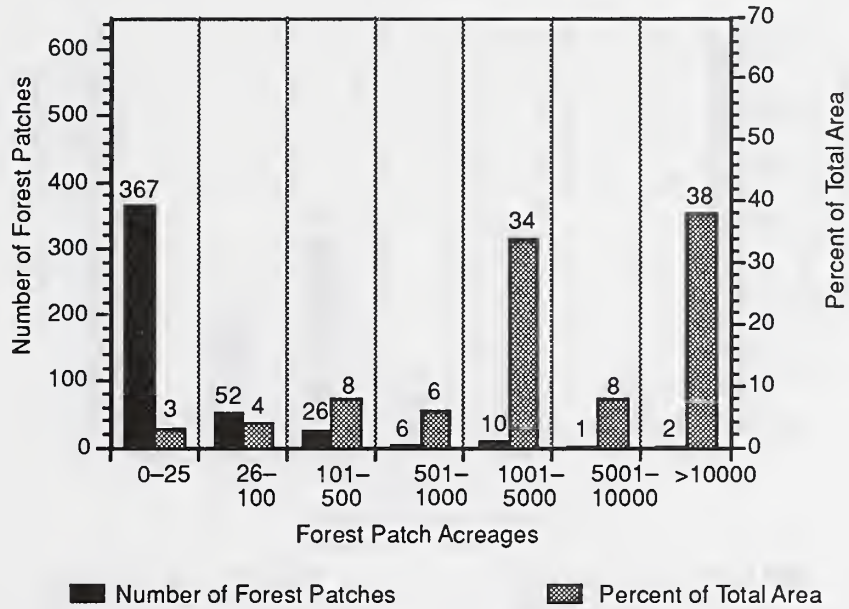
**Number of Interior Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 1**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5e

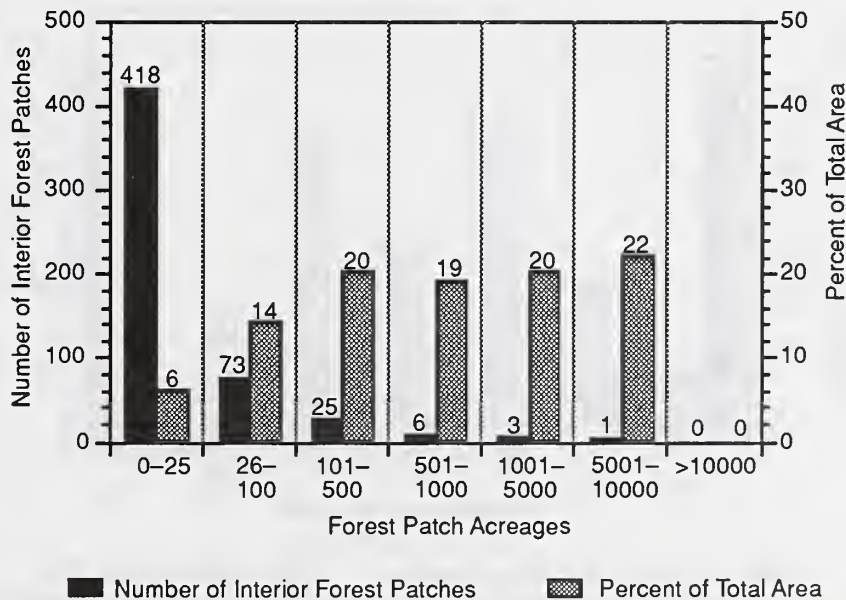
**Number of Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 1a**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5f

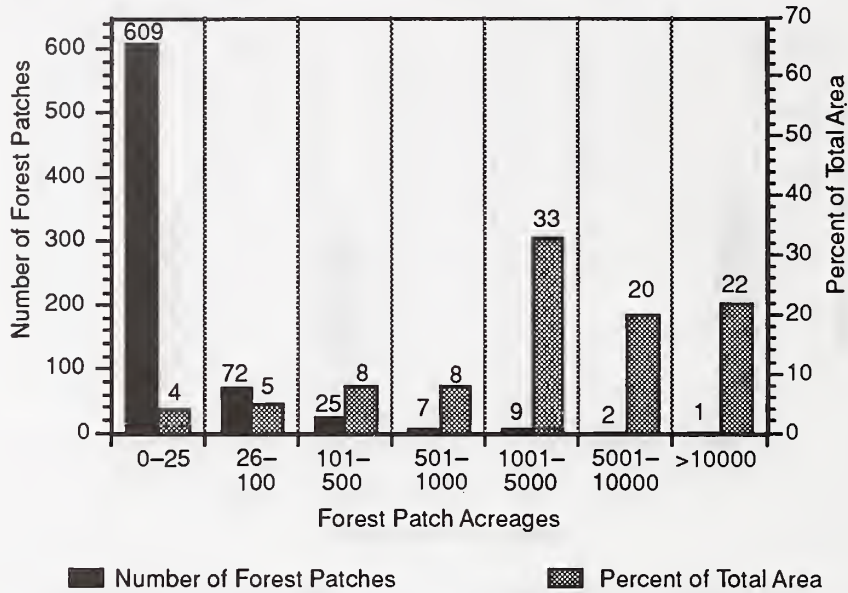
**Number of Interior Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 1a**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5g

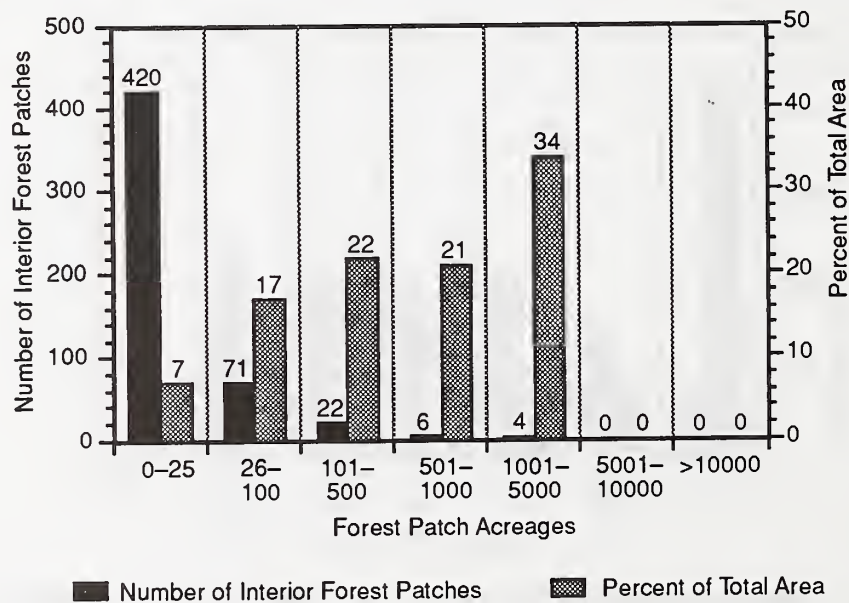
**Number of Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 2**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5h

**Number of Interior Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 2**

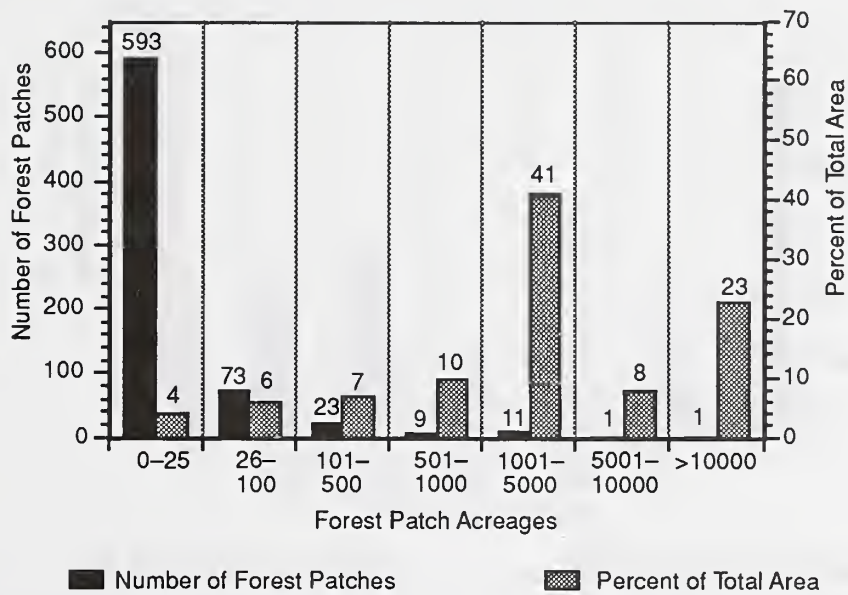


SOURCE: Forest Service, Ketchikan Area, database.



Figure C5i

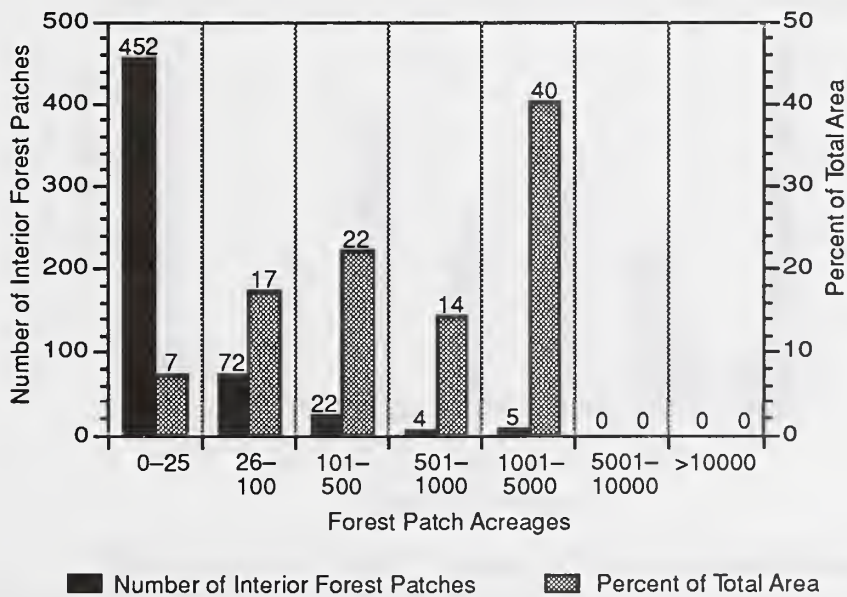
**Number of Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 3**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5j

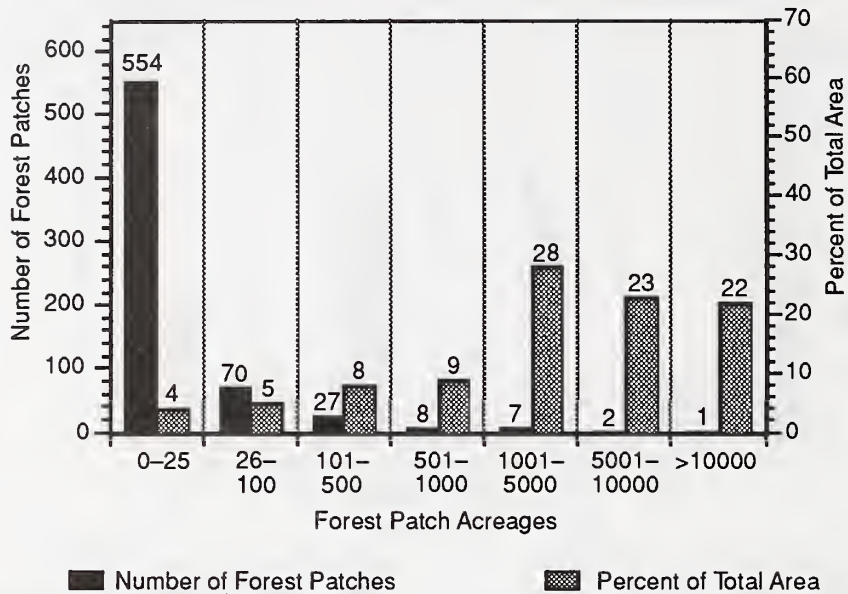
**Number of Interior Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 3**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5k

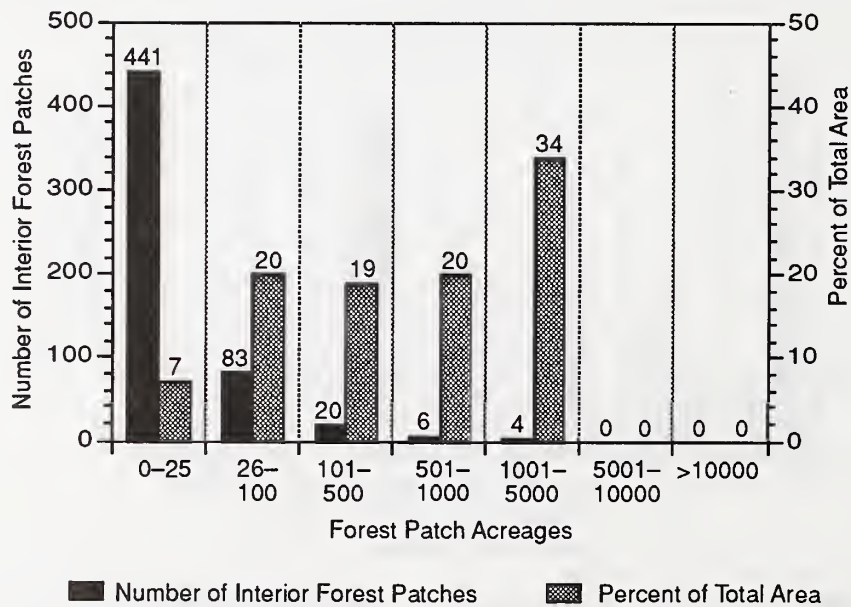
**Number of Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 4**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5l

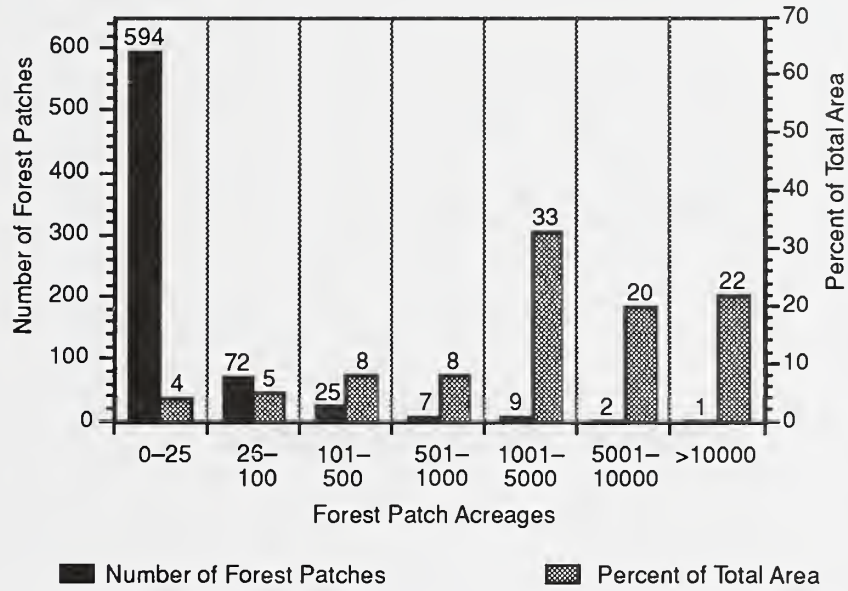
**Number of Interior Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 4**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5m

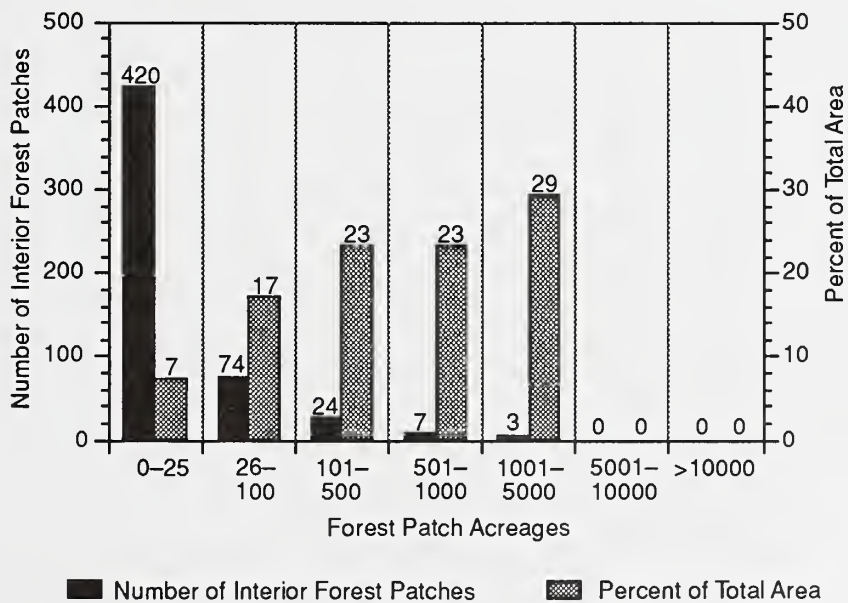
**Number of Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 5**



SOURCE: Forest Service, Ketchikan Area, database.

Figure C5n

**Number of Interior Forest Patches and Percent of Total Project Forest Area Under Existing Conditions—1994, Alternative 5**



SOURCE: Forest Service, Ketchikan Area, database.

Handwritten text at the top of the page, possibly a title or header.

Main body of handwritten text, consisting of several lines of cursive script.

Second section of handwritten text, appearing as a distinct paragraph.

Third section of handwritten text, continuing the narrative or list.

Final section of handwritten text at the bottom of the page.



**Appendix C-6  
Transportation and Facilities**

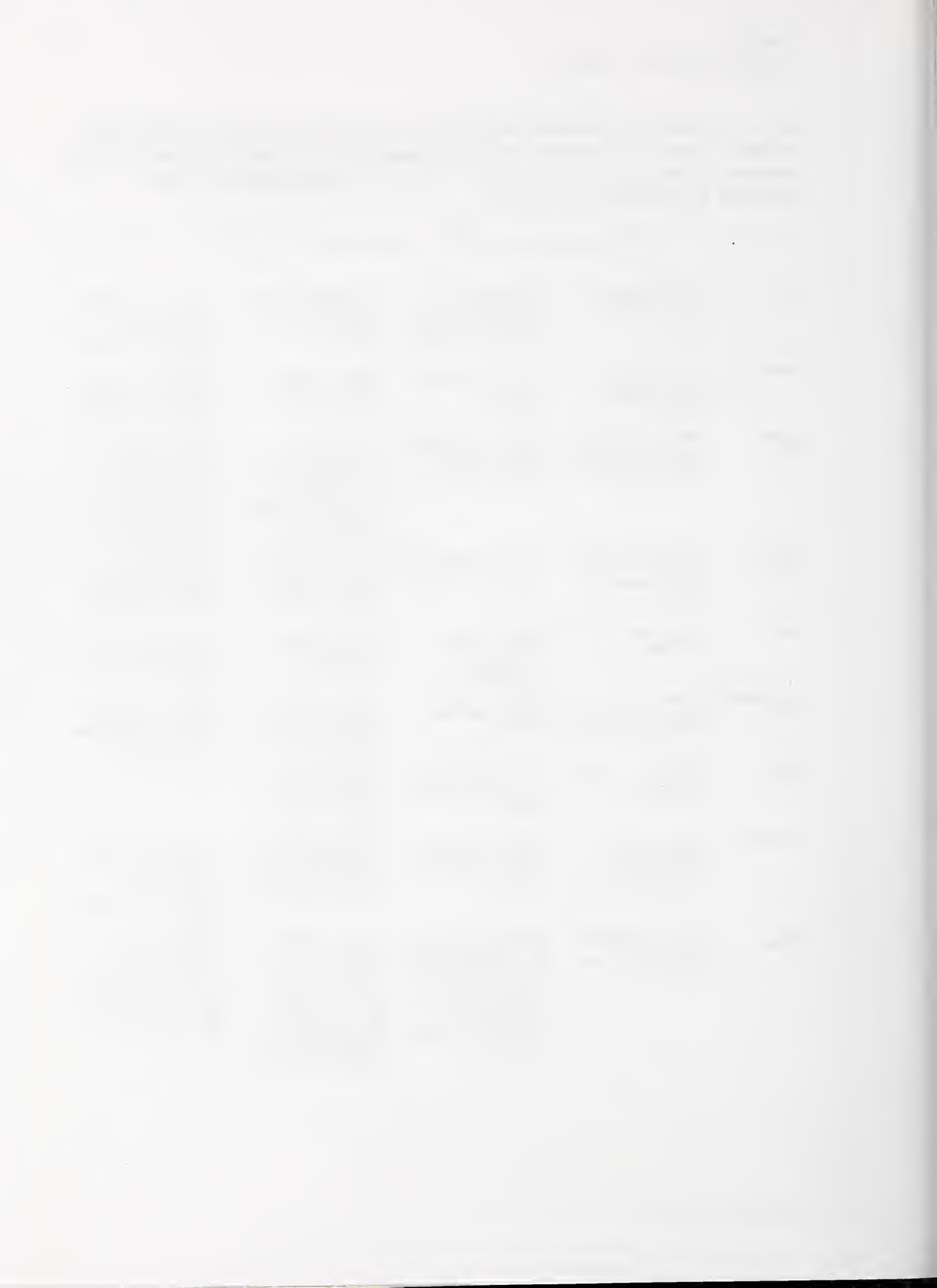


Table C6a

## Traffic Service Levels

The U.S. Forest Service operates an extensive road system throughout the United States. The agency developed a concept describing significant traffic characteristics and operating conditions. These "traffic service levels" are used in setting maintenance levels throughout the National Forest System.

	A	B	C	D
Flow	Free flowing with adequate passing facilities.	Congested during heavy traffic such as during peak logging or recreation activities.	Interrupted by limited passing facilities or slowed by the road condition.	Flow is slow or may be blocked by an activity. Two-way traffic is difficult and may require backing to.
Volumes	Uncontrolled: will accommodate the expected traffic volumes.	Occasionally controlled during heavy use periods.	Erratic: frequently controlled as the capacity is reached.	Intermittent and usually controlled. Volume is limited to that associated with the single purpose.
Vehicle Types	Mixed: includes the critical vehicle and all vehicles normally found on public roads.	Mixed: includes the critical vehicle and all vehicles normally found on public roads.	Controlled mix: accommodates all vehicle types including the critical vehicle. Some use may be controlled to minimize conflicts between vehicle types.	Single Use: not designed for mixed traffic. Some vehicles may not be able to negotiate. Concurrent uses between commercial and other traffic is restricted.
Critical Vehicle	Clearances are adequate to allow free travel. Overload permits are required.	Traffic controls needed where clearances are marginal. Overload	Special provisions may be needed. Some vehicles will have difficulty negotiating.	Some vehicles may not be able to negotiate. Loads may have to be off-loaded and walked in.
Safety	Safety features are a part of the design.	High priority in design. Some protection is accomplished by	Most protection is provided by traffic management.	The need for protection is minimized by low speeds and strict traffic controls.
Management Traffic	Normally limited to regulatory, warning, and guide signs and permits.	Employed to reduce traffic volume and conflicts.	Traffic controls are frequently needed during periods of high use by the dominant	Used to discourage or prohibit traffic other than that associated with the single purposes.
User Costs	Minimize: transportation efficiency is important.	Generally higher than "A" because of slower speeds and increased delays.	Not important: efficiency of travel may be traded for lower construction costs.	Not considered.
Alignment	Design speed is the predominant factor within feasible topographic limitations.	Influenced more strongly by topography than by speed and efficiency.	Generally dictated by topographic features and environmental factors. Design speeds are generally low.	Dictated by topography environmental factors, and the design and critical vehicle limitations. Speed is not important.
Road Surface	Stable and smooth with little or no dust, considering the normal season of use.	Stable for the predominant traffic for the normal use season. Periodic dust control for heavy use or environmental reasons. Smoothness is commensurate with the design speed.	May not be stable under all traffic or weather conditions during the normal use season. Surface rutting, roughness, and dust may be present, but controlled for environmental or investment protections.	Rough and irregular. Travel with low clearance vehicles is difficult. Stable during dry conditions. Rutting and dusting controlled only for soil and water protection.





**Appendix C-7  
Visual Resources**



**Photopoints and Visual Criteria**

Photopoint	Location	VCU	Units	LUD	Alternatives					EVC	Units Viewed By Photopoint	Photo Points & Visual Criteria (or Management VQO)
					2	3	4	5	VAC			
1	Ferry Route near Hollis	611	201	SV	-	+	-	-	L	Type I	1/3	PR/mg
			204	SV	-	+	-	-	L	Type I	1/2/3	Pr/mg
			207	SV	-	+	-	-	M	Type III		R/fg; PR/mg
			214	SV	-	+	-	-	L-M	Type I	1/4	PR/mg
			215	SV	-	+	-	-	M	Type III		R/fg; Pr/mg
2	Ferry Terminal	611	211	SV/TP	-	+	-	-	L-H	Type I	2/3/4	PR/mg
			293	SV/TP	-	+	-	-	L-H	Type I	1/2/3/4	PR/SV; MM/mg
3	Hollis Area	611	204	SV	-	+	-	-	L	Type I	1/2/3	PR/mg
			291	TP	-	+	-	-	L-M	Type I	2/3/4	MM/mg
			293	SV/TP	-	+	-	-	L-H	Type I	1/2/3/4	PR/SV; MM/mg
			308	TP	-	+	-	-	L	Type I	3/4/10	PR/mg PR/mg MM/mg PR/SV; MM/mg M/fg MM/mg
4	Hollis-Klawock Highway Overlook	621	291	TP	-	+	-	-	L	Type I	1/3	PR/mg
			293	SV/TP	-	+	-	-	L	Type I	1/2/3	PR/mg
			307	TP	-	+	-	-	L	Type III		MM/mg
			310	TP	-	+	-	-	L	Type I	3/4/10	PR/SV; MM/mg
			311	TP	-	+	-	-	L	Type III		M/fg; MM/mg
5	Harris Junction	622	201	TP	+	+	-	+	L	Type I & V	2/3/4	MM
			205	TP	+	+	-	+	M	Type I	1/2/3/4	PR/SV; MM/ss.mg M
			210	SV/TP	deferred				M	Type I & IV	3/4/10 4/10 4/10	MM MM M/fg; MM/mg
6	One Duck Lake and Trailhead	622	201	TP	+	+	-	+	L	Type I & V	deferred due to CVD	R/SV; M
			205	TP	+	+	-	+	M	Type I		
7	Hydaburg Road	624	256	TP	deferred				L	Type IV	deferred due to CVD	M

Table C7a (continued)  
**Photopoints and Visual Criteria**

Photopoint	Location	VCU	Units	LUD	Alternatives					VAC	EVC	Units Viewed By Photopoint	Photo Points & Visual Criteria (or Management VQO)
					2	3	4	5	5				
8	Forest Road 21	621	207	TP	+	+	+	+	+	L-M	Type IV & V	MM	
			208	TP	+	+	+	+	+	L	Type V	M/fg; MM/mg	
9	Head of Twelvemile Arm	621	254	TP	-	+	+	-	-	L	Type III	M/fg	
			255	TP	-	+	+	-	-	L	Type III	M/fg	
			258	TP	-	+	+	-	-	L-M	Type III	MM/mg	
			266	TP	+	+	+	+	+	M	Type I	MM/mg	
			268	TP	-	+	+	-	-	L	Type III	MM/mg	
10	Mid Twelvemile Arm	621	246	TP	+	+	+	-	-	L-M	Type I	M/fg	
			248	TP	+	+	+	-	-	L	Type I	M/fg	
			250	TP	-	+	+	-	-	L-M	Type I	M/fg	
			251	TP	-	+	+	-	-	L	Type I	M/fg	
			252	TP	-	+	+	-	-	L	Type I	M/fg	
			254	TP	-	+	+	-	-	L	Type III	M/fg	
			255	TP	-	+	+	-	-	L	Type III	M/fg	
			258	TP	-	+	+	-	-	L-M	Type III	MM/mg	
			259	TP	+	+	+	+	+	L	Type I & III	M/fg	
			261	TP	+	+	+	+	+	L-M	Type I & III	MM/mg	
			262	TP	+	+	+	+	+	L-M	Type I & III	M/fg	
			264	TP	+	+	+	+	+	L-M	Type I & III	M/fg	
			299	TP	-	+	+	-	-	L	Type III	M/fg	
			308	TP	-	+	+	-	-	L	Type I	MM/mg	
			310	TP	-	+	+	-	-	L	Type III	M/fg	
311	TP	-	+	+	-	-	L	Type I & III	M/fg				
11	Pass Lake - Forest Road 21	620 one unit deferred	248	TP	+	+	-	+	+	L	Type I & V	mm	
12	Overlook toward Polk Inlet - Forest Road 21	620	253	TP	+	+	+	+	+	M	Type V	MM/ns	
			285	TP	+	-	+	+	+	L	Type I	MM/ns	
			291	TP	+	-	+	+	+	L	Type I	MM/ns	
			295	TP	+	-	+	+	+	L	Type I	MM/ns	
13	Head of Polk Inlet	620	285	TP	+	-	+	+	+	L	Type I	MM/ns	
			291	TP	+	-	+	+	+	L	Type I	MM/ns	
			295	TP	+	-	+	+	+	L	Type I	MM/ns	
			307	TP	+	-	+	+	+	L	Type III	MM/ns	
			316	TP	+	-	-	+	+	M	Type IV	MM/ns	
			325	TP	+	-	+	+	+	L	Type III & IV	MM/ns	
			349	TP	+	-	+	+	+	L	Type III	MM/ns	



Table C7a (continued)  
**Photopoints and Visual Criteria**

Photopoint	Location	VCU	Units	LUD	Alternatives					EVC	Units Viewed By Photopoint	Photo Points & Visual Criteria (or Management VQO)
					2	3	4	5	VAC			
14	Goose Bay	619	248	TP	-	-	-	-	L-M	Type I	m/fg; mm/mg	
15	Mid McKenzie Inlet	618	216	TP	-	-	-	+	L	Type I & IV	MM/ns	
			221	TP	-	-	-	+	L	Type I	MM/ns	
			233	TP	-	-	+	-	L	Type I	MM/ns	
			235	TP	-	-	+	-	L	Type I	MM/ns	
16	Mouth of McKenzie Inlet	618	203	TP	-	-	-	+	L	Type I	MM/ns	
			205	TP	-	-	-	+	L	Type I	MM/ns	
			209	TP	-	-	+	-	L	Type I	MM/mg	
17	Sunny Cove	675	208	ML	-	+	-	-	L-M	Type I	PR/fg	
			209	ML	-	+	-	+	M	Type I	MM/ns	
18	Cannery Creek	674	213	ML	-	-	+	-	M-H	Type I	m/mg; mm/ss	
			253	ML	-	-	+	-	H	Type I	m/mg;mm/ss	
			265	ML	-	-	+	-	L-M	Type I	mm	
			Total Units		23	51	35	26				

LUD - Land Use Designation	Alternatives	VAC - Visual Absorption Capability	EVC - Existing Visual Conditions	Distance Zone	VQO
ML - Modified Landscape	2 - Forest Plan & Issues	L - Low	Type I - Untouched	fg - foreground	R - Retention
SV - Scenic Viewshed	3 - Forest Plan K17 Emphasis	M - Moderate	Type II - Natural Appearing	mg - middleground	PR - Partial Retention
TP - Timber Production	4 - Economic Alternative	H - High	Type III - Slightly Altered	ss - seldom seen	M - Modification
	5 - Wildlife/Subsistence Alternative		Type V - Heavily Altered		MM - Maximum
			Type VI - Unacceptably Altered		Modification

SOURCE: ??

KEY:



# Appendix D

## Road Management Objectives









Table D1 (continued)

## Road Management Objectives

Road Number	VCU	Alternative					GIS Length	Road Class		Traffic Service Level					Road Maintenance				
		2	3	4	5			Arterial	Collector	Local	A	B	C	D	1	2	3		
10027	613	1	0	1	1		4,787										4,787	4,787	
10029	613	1	1	0	1		4,841										4,841	4,841	
10030	618	0	0	1	0		5,613										5,613	5,613	
10031	618	0	0	1	0		2,917										2,917	2,917	
10032	618	0	0	1	0		891										891	891	
10033	619	1	0	1	1		8,279										8,279		8,279
10034	620	0	0	0	0		1,038										1,038	1,038	
10034	619	0	0	0	0		4,430										4,430	4,430	
10035	619	0	0	0	0		964										964	964	
10036	619	1	0	1	1		431										431	431	
10037	620	1	0	1	1		216										216	216	
10037	619	1	0	1	1		953										953	953	
10038	620	1	0	1	1		4,681										4,681	4,681	
10039	620	1	0	1	1		8,705										8,705	8,705	
10040	620	1	0	1	1		1,376										1,376	1,376	
10041	620	1	0	1	1		285										285	285	
10042	620	1	0	0	1		4,429										4,429	4,429	
10043	620	1	0	1	1		1,245										1,245	1,245	
10044	620	0	0	1	0		4,574										4,574	4,574	
10044	674	0	0	1	0		1,172										1,172	1,172	
10045	620	1	1	1	1		2,478										2,478	2,478	
10046	620	1	1	1	1		4,376										4,376	4,376	
10047	620	1	1	1	1		10,789										10,789	10,789	
10048	620	1	1	0	1		10,272										10,272	10,272	
10049	620	1	1	0	1		1,714										1,714	1,714	
10050	620	1	1	0	1		252										252	252	
10051	620	1	1	0	1		751										751	751	
10052	620	1	1	1	1		2,109										2,109	2,109	
10053	620	1	1	1	1		1,997										1,997	1,997	
10054	613	1	1	1	1		2,606										2,606	2,606	
10055	621	1	1	1	1		1,268										1,268	1,268	

Table D1 (continued)

**Road Management Objectives**

Road Number	VCU	Alternative					GIS Length	Road Class		Traffic Service Level					Road Maintenance			
		2	3	4	5	5		Arterial	Collector	Local	A	B	C	D	1	2	3	
10056	621	1	1	1	1	1,038			1,038							1,038	1,038	
10060	621	1	1	0	1	1,040			1,040							1,040	1,040	
10061	621	1	1	1	1	9,270			9,270							9,270	9,270	
10062	621	1	1	1	1	1,404			1,404							1,404	1,404	
10065	622	1	1	1	0	12,496			12,496							12,496	12,496	
10065	621	1	1	1	0	3,964	5/		3,964							3,964	3,964	
10065	621	0	1	1	0	25,086	5/		25,086							25,086	25,086	
10066	621	1	1	1	0	587			587							587	587	
10066	622	1	1	1	0	2,768			2,768							2,768	2,768	
10067	622	1	1	1	0	500			500							500	500	
10068	621	0	1	1	0	3,337			3,337							3,337	3,337	
10069	622	1	1	1	0	1,707			1,707							1,707	1,707	
10070	621	1	1	1	1	1,812			1,812							1,812	1,812	
10071	624	1	1	1	1	2,923			2,923							2,923	2,923	
10072	624	1	1	1	1	1,813			1,813							1,813	1,813	
10073	624	1	1	0	1	2,867			2,867							2,867	2,867	
10074	624	1	1	0	1	647			647							647	647	
10075	624	1	1	0	1	8,071			8,071							8,071	8,071	
10076	624	1	1	0	1	1,861			1,861							1,861	1,861	
10076	621	1	1	0	1	768			768							768	768	
10081	624	1	1	1	1	3,185			3,185							3,185	3,185	
10081	622	1	1	1	1	2,672			2,672							2,672	2,672	
10083	622	1	1	0	1	5,575			5,575							5,575	5,575	
10084	622	1	1	1	1	2,025	5/		2,025							2,025	2,025	
10085	622	1	1	1	1	1,479			1,479							1,479	1,479	
10086	622	1	1	1	1	7,334	6/		7,334							7,334	7,334	
10087	622	1	1	1	0	2,466			2,466							2,466	2,466	
10088	622	1	1	1	0	1,152			1,152							1,152	1,152	
10089	621	1	1	1	1	17,788			17,788							17,788	17,788	
10090	621	1	1	1	1	9,906			9,906							9,906	9,906	
10091	621	1	1	1	1	1,880			1,880							1,880	1,880	

Table D1 (continued)

## Road Management Objectives

Road Number	VCU	Alternative					GIS Length	Road Class		Traffic Service Level				Road Maintenance					
		2	3	4	5	Arterial		Collector	Local	A	B	C	D	1	2	3			
10092	621	1	1	1	1	4,047			4,047							4,047			
10093	621	1	1	1	1	3,946			3,946							3,946			
10094	621	1	1	1	1	1,237			1,237							1,237			
10095	621	1	1	1	1	1,791			1,791							1,791			
10096	624	1	1	1	1	2,387			2,387							2,387			
10098	674	0	0	1	0	8,242	5/		8,242							8,242			
10099	675	0	1	0	0	24,381			24,381							24,381			
10100	675	0	1	0	0	3,667			3,667							3,667			
10101	675	0	1	0	0	2,148	5/		2,148							2,148			
10104	613	1	1	1	1	1,624			1,624							1,624			
Total Feet								0	39,192	379,175	72	0	0	0	53,948	364,419	370,896	47,471	0
Total Miles								0	7	72		0	0	0	10	69	70	9	0

1/ Includes 1,559 feet of reconstructed road, not identified as 10001 in GIS.

2/ Includes 89-94 road as well.

3/ Road shortened when unit was reduced in size.

4/ Encourage up to unit 613-218 and eliminate beyond that point.

5/ Includes deleted road length.

6/ Includes 6,062 feet of unconstructed road, not identified as 10086 in GIS.

7/ Access to the junction with Road 10090 (Road to Unit 621-266) would be accepted; beyond that it would be discouraged.



Table D1a

## Road Management Objectives

Road Number	VCU	Access Management					
		Encourage	Accept	Discourage	Eliminate	Prohibit	Prohibit Seasonally
10001	613	X			X		
10001	612				X		
10001	611				X		
10001	621				X		
10002	612				X		
10005	612				X		
10006	612				X		
10006	611				X		
10007	612				X		
10008	611				X		
10009	621				X		
10010	611				X		
10011	611				X		
10012	613		X				
10013	612			X			
10014	612			X			
10015	612			X			
10017	612			X			
10017	613			X			
10018	612			X			
10018	613			X			
10019	613			X			
10020	613			X			
10021	613			X			
10022	613			X			
10022	612			X			
10023	613			X			
10023	612			X			
10024	612			X			
10025	612			X			
10026	613			X			

Table D1a (continued)  
**Road Management Objectives**

Road Number	VCU	Access Management						
		Encourage	Accept	Discourage	Eliminate	Prohibit	Prohibit Seasonally	
10027	613			X				
10029	613		X					
10030	618		X					
10031	618			X				
10032	618			X				
10033	619			X				
10034	620			X				
10034	619			X				
10035	619			X				
10036	619			X				X
10037	620			X				X
10037	619			X				X
10038	620		X					
10039	620	X						
10040	620		X					
10041	620		X					
10042	620		X					
10043	620		X					
10044	620		X					
10044	674		X					
10045	620		X					
10046	620		X					
10047	620		X					
10048	620		X					
10049	620		X					
10050	620		X					
10051	620		X					
10052	620		X					
10053	620		X					
10054	613		X					
10055	621		X					

Table D1a (continued)

**Road Management Objectives**

Road Number	VCU	Access Management					
		Encourage	Accept	Discourage	Eliminate	Prohibit	Prohibit Seasonally
10056	621		X				
10060	621		X				
10061	621		X				
10062	621		X				
10065	622					X	
10065	621					X	
10065	621					X	
10066	621					X	
10066	622					X	
10067	622					X	
10068	621					X	
10069	622					X	
10070	621		X				
10071	624		X				
10072	624		X				
10073	624		X				
10074	624		X				
10075	624		X				
10076	624		X				
10076	621		X				
10081	624		X				
10081	622		X				
10083	622		X				
10084	622		X				
10085	622		X				
10086	622		X				
10087	622						X
10088	622						X
10089	621		X	7/	X	7/	
10090	621		X				
10091	621			X			

Table D1a (continued)

**Road Management Objectives**

Road Number	VCU	Access Management					
		Encourage	Accept	Discourage	Eliminate	Prohibit	Prohibit Seasonally
10092	621			X			
10093	621			X			
10094	621			X			
10095	621			X			
10096	624		X				
10098	674			X			
10099	675			X			
10100	675			X			
10101	675			X			
10104	613		X				
Total Feet							
Total Miles							



# Appendix E

## Unit Design Cards





**Unit Design Cards  
Polk Inlet EIS**

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

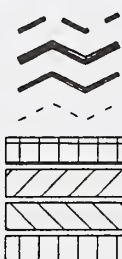
VCU: 611

UNIT: 201

QUAD: B2NW



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 611	UNIT #: 201	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-91
ACRES: 32	VOL.: 613 MBF	LOGGING SYSTEM: HIGHLEAD	

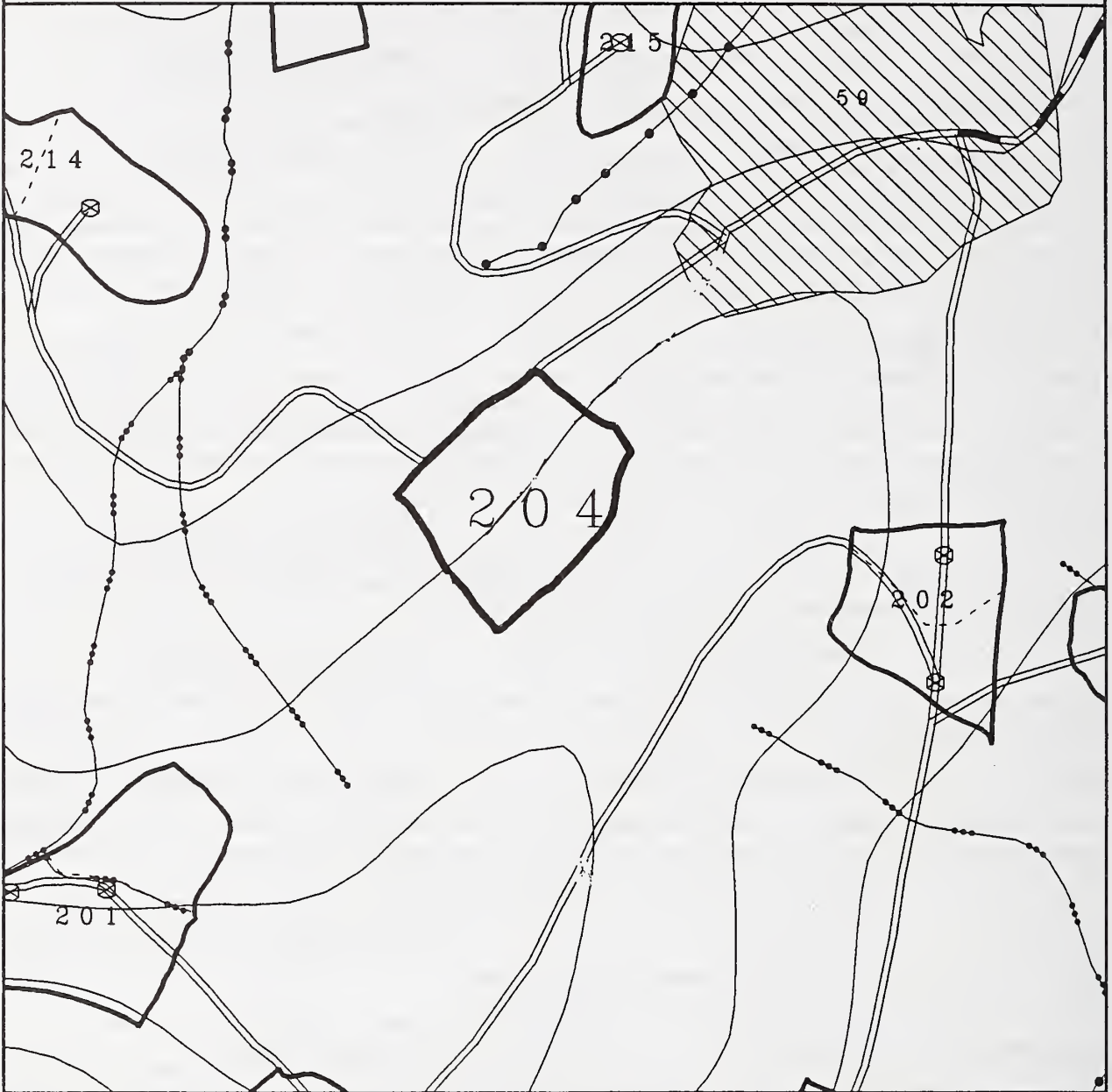
Timber/Silviculture	Field Review: T. Coleman 7-14-92	Office Review: J. Mehrwein
The southern boundary is defined by steep unloggable rock cliffs and muskeg.		
Logging/Transportation	Field Review: R. Doering 8-5-92	Office Review: J. Mehrwein
Lots of rock-steep lower slope (>50%), some benches, but numerous rock knobs need to be blown in between. High lead. May need anchor bolts or guyline extensions because of small dia. wood. Tailholds up to 3' on bottom end. Good deflection. Small Landings. Good deflection from landings. May need guyline extensions or anchor bolts. Heavy rock in sections, steep ground. Wood above road not good. Below is good with up to 3' tailhold trees.		
Watershed/Fisheries	Field Review: T. Stewart 7-14-92	Office Review: G. McNaughton
A Class III stream forms the northwest unit boundary, which was flagged to also avoid the floodplain of this stream (BMP 12.4). This stream has very good pool habitat. Six separate pools were observed using binoculars and fish eggs and no fish or fry were noted. Also examined a shallow muskeg stream sidechannel that had no fish or fry. A second stream flows east-west, directionally fall trees away from this stream and split yard if possible (BMP 13.16), however, it is not required because it flows into a Class III stream.		
Soils/Geology	Field Review: T. Stewart 7-14-92	Office Review: G. McNaughton
Overall slopes are stable. The southern end of the unit contains steep cliffs and McGilvery soils, and should not be logged (BMP 13.5) or should receive full suspension (BMP 13.9).		
Wildlife	Field Review: T. Stewart 7-14-92	Office Review: R. Fairbanks
No special use or concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Prominent view terminus from ferry route. No topographic screening. Slope is perpendicular to viewer. No natural openings in vegetation. Buffer along stream would screen road. Partial cut at least top part of unit to meet VQO. Low VAC. Type I EVC. LUD III. Scenic Viewshed. Partial Retention VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Southern unit boundary was lowered to avoid cliffs and McGilvery soil areas (BMP 13.5), and to reduce visual impacts. Remaining southern half of unit (south of road) will be partial cut to meet VQO. Splityard Class III stream that runs east-west across unit. Leave an irregular selective harvest buffer along stream and along unit edges (Type B clearcut). Route road close to the south side of the east-west stream buffer so that it will not be very visible from the ferry route to the north.		



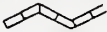
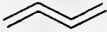



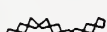









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 611

UNIT: 204

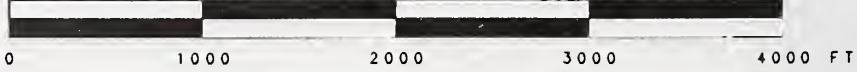
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 611	UNIT #: 204	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-123
ACRES: 27	VOL.: 656 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: C. Maloney 7-14-92	Office Review: J. Mehrwein
Cedar in general has a lot of dead tops. Unit is pretty much flat, shovel logging - CC would work nicely here. FMC, also feasible in this unit.		
Logging/Transportation	Field Review: D. Wilson 8-12-92	Office Review: J. Mehrwein
This road section will require widening existing old road grade. Approx. 400 feet of new road (beside the existing road) will have to be built to reduce the steep original grade. R/S from system road, tailholds and guyline stumps adequate (cedar & hemlock 2 1/2-3' available. Average road costs. Good stumps for tailholds and guylines-deflection okay. Average road costs and logging costs. Wood can be yarded to mainline by R/S. Good sized tailholds and guyline stumps. Good deflection. Easy road building, gentle slopes averaging +30%-20%. Approximately 948 ft of this segment crosses through logged area.		
Watershed/Fisheries	Field Review: C. Maloney 7-14-92	Office Review: T. Stewart
No streams noted in unit. No concerns.		
Soils/Geology	Field Review: C. Maloney 7-14-92	Office Review: T. Stewart
Unit has low relief, no stability concerns.		
Wildlife	Field Review: C. Maloney 7-14-92	Office Review: R. Fairbanks
No special use noted, no special concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
View terminus from ferry route. Fairly flat slope and oblique to viewers from ferry. Perpendicular to viewers at ferry terminal. Directional fall along unit margins to soften hard edged appearance. Leave unmerchantable timber standing where possible. The lower the road in the unit, the less visible it will be. Low to moderate VAC. Type I EVC. LUD III. Scenic Viewshed. Partial Retention VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut with selective harvest along unit edges (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest.		


















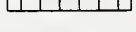
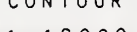
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 611

UNIT: 207

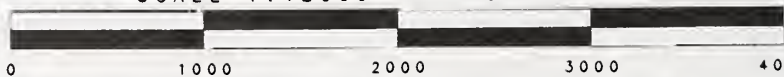
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 611	UNIT #: 207	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-90
ACRES: 15	VOL.: 214 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

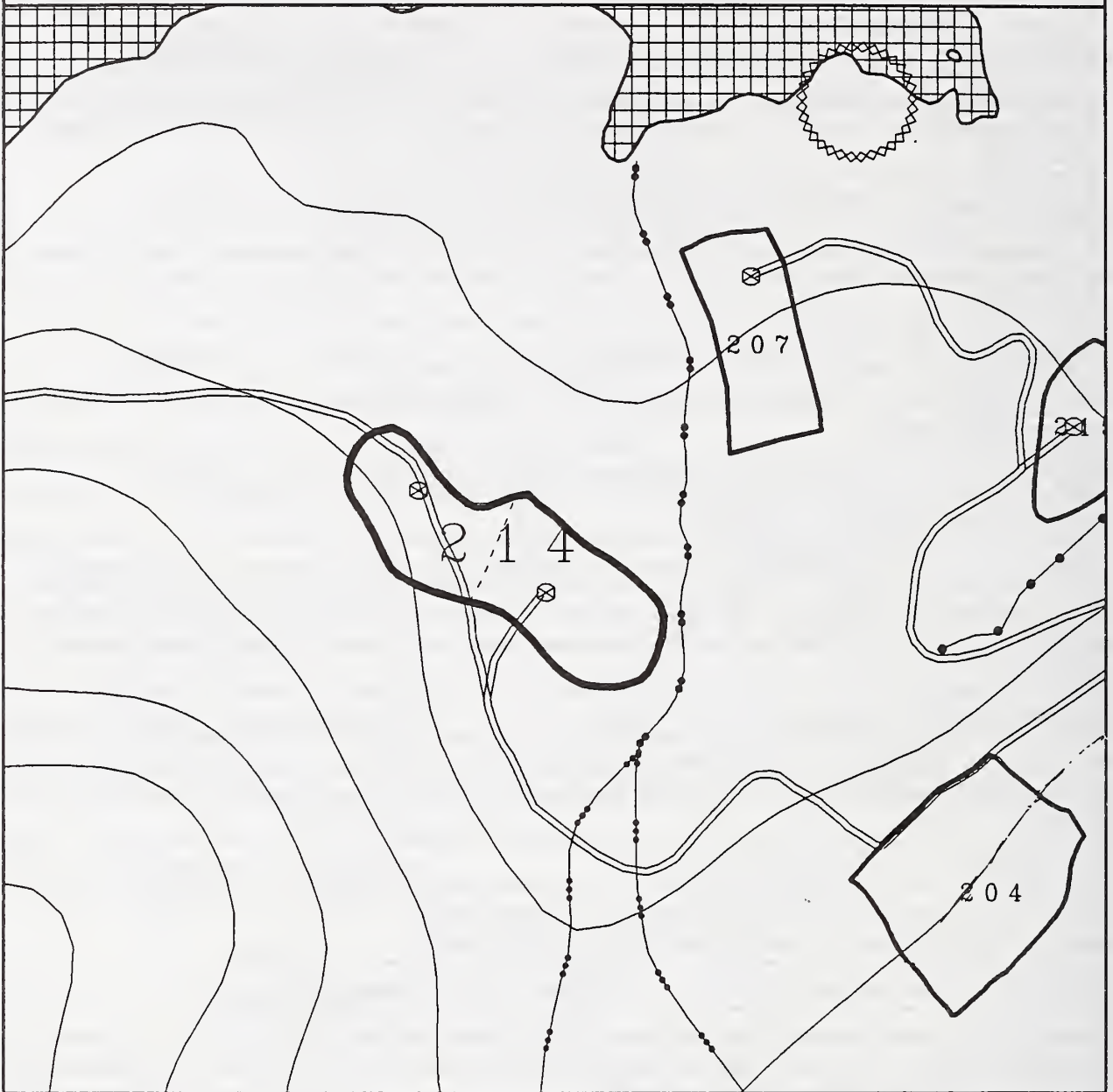
Timber/Silviculture	Field Review: M. White 8-5-92	Office Review: J. Mehrwein
Low volume timber stand, muskeggy. Mt. Hemlock mostly and trashy red cedar. Flat (almost) ground (5-10%). SE and SW corners in or near muskegs. N boundary about 500' from beach. W boundary is 100' away from Class II stream.		
Logging/Transportation	Field Review: R. Doering 8-12-92	Office Review: J. Mehrwein
Ave. road construction and cost. One 3' cmp required with an 8' fill over. Adequate guyline & tailhold stumps. Less than average deflection. Wood quality low. Ave. road costs - adequate tailholds & guyline stumps. Some ground lead on SW corner.		
Watershed/Fisheries	Field Review: G. McNaughton 8-5-92	Office Review: T. Stewart
No streams within the unit, western unit boundary is 100 feet from a Class II stream. No concerns if this boundary is maintained (BMP 12.6).		
Soils/Geology	Field Review: G. McNaughton 8-5-92	Office Review: T. Stewart
No concerns: unit is generally flat and stable.		
Wildlife	Field Review: G. McNaughton 8-5-92	Office Review: R. Fairbanks
Little deer or bear use noted in unit, wolf tracks observed just outside unit. Bald eagle nest site within 1,000 ft. of unit and access road. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Below unit 201. Flat slopes. Shoreline buffer of vegetation would provide visual screening. High VAC. Type III EVC, although it appears from the travel route as Type I or II. LUD III. Scenic Viewshed. Partial Retention VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies adjacent to high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. If bald eagle nest site is active, follow the interagency agreement with U.S. Fish & Wildlife Service. Because of the proximity of the unit to saltwater and the presence of lowland habitats, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 611

UNIT: 214

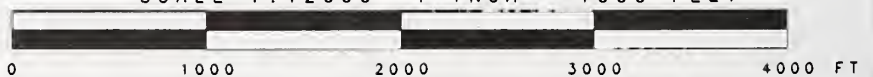
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 611	UNIT #: 214	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-90
ACRES: 29	VOL.: 166 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Bennett 7-13-92	Office Review: J. Mehrwein
Low volume, sound timber, big trees are flat topped.		
Logging/Transportation	Field Review: D. Wilson 8-4-92	Office Review: J. Mehrwein
Relatively easy construction. Average road costs. An 18' bridge will be required at station 175+01. Large culvert (5 ft) required at 181+89. The area is suitable for highlead logging or running skyline. Logging cost should be average. Average road construction and costs. No problems anticipated in logging this unit.		
Watershed/Fisheries	Field Review: G. McNaughton 7-13-92	Office Review: T. Stewart
No streams within the unit, only a small drainage high in organic acids. No concerns.		
Soils/Geology	Field Review: G. McNaughton 7-13-92	Office Review: T. Stewart
No concerns. Unit has gentle slopes (0-15%) and good stability.		
Wildlife	Field Review: G. McNaughton 7-13-92	Office Review: R. Fairbanks
Some deer use noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Flat slopes. Shoreline buffer of vegetation provides visual screening. High VAC. Type I EVC. LUD III. Scenic Viewshed. Partial Retention VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.		

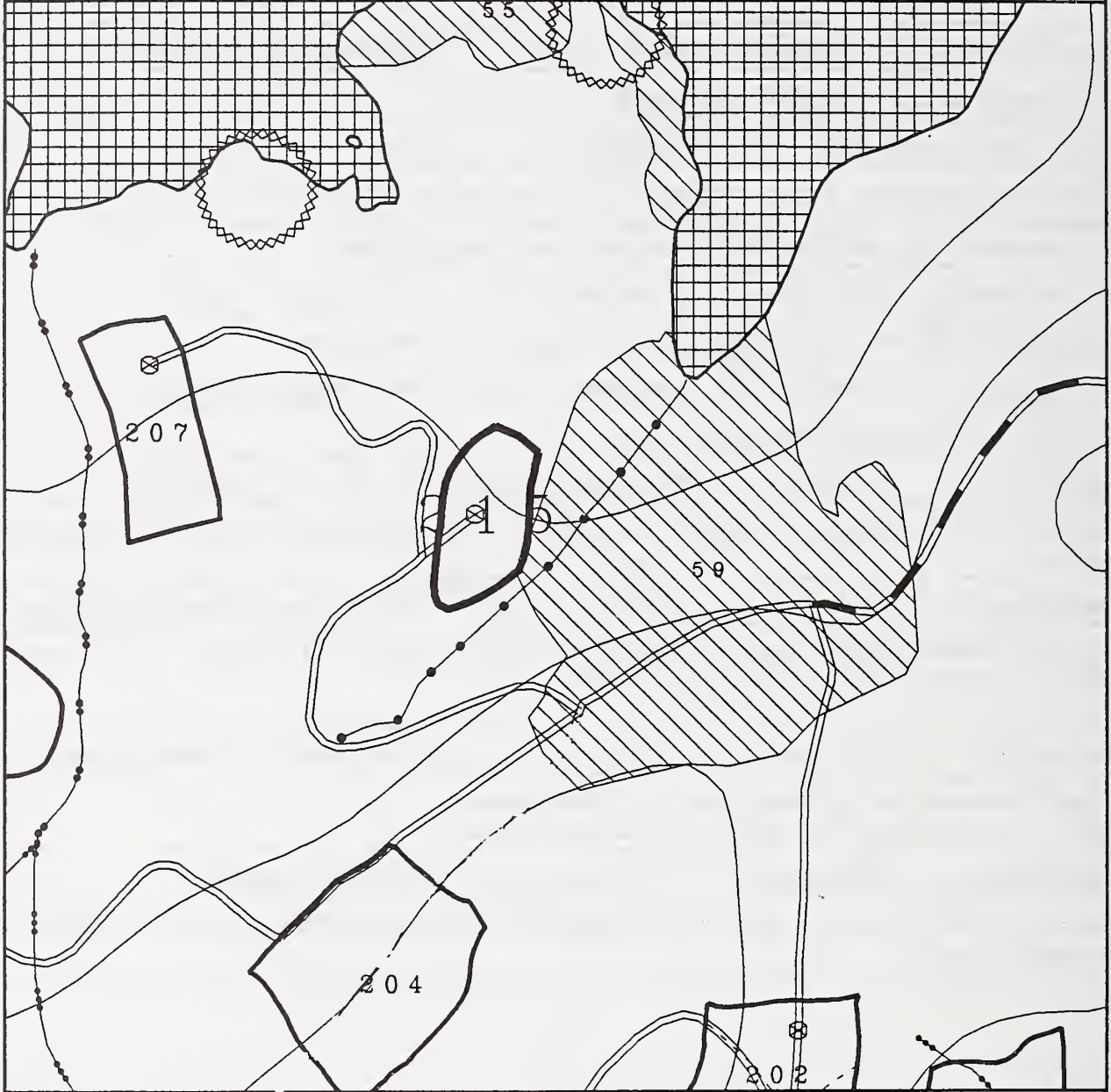




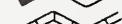

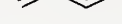








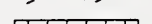



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 611

UNIT: 215

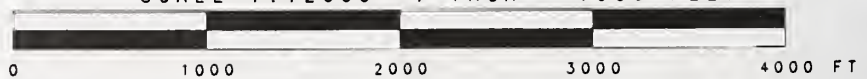
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 611	UNIT #: 215	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-90
ACRES: 11	VOL.: 257 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 8-5-92	Office Review: J. Mehrwein
Moderate volume stand. Relatively flat (10%), E. boundary is reproduction.		
Logging/Transportation	Field Review: R. Doering 8-11-92	Office Review: J. Mehrwein
Average road construction. 1000' of 10% adverse to get down on flat from M/L. Tower at landing to yard wood uphill. Good guyline & tailhold stumps up to 3' dia. (cedar). Poor wood on fringes of unit. May need to rig 15-20' backspur trees for added deflection. Average road construction. 1000' of 10% adverse. 50-70' tower, good guyline & tailhold stumps. May need to rig a backspur 20' up for better deflection.		
Watershed/Fisheries	Field Review: G. McNaughton 8-5-92	Office Review: T. Stewart
No streams within unit, however the Class I placid stream system to the southeast does not allow harvest within 100 feet (BMP 12.6). No concerns if unit boundary is maintained.		
Soils/Geology	Field Review: G. McNaughton 8-5-92	Office Review: T. Stewart
No concerns. Unit is generally flat or rolling and appeared stable.		
Wildlife	Field Review: G. McNaughton 8-5-92	Office Review: R. Fairbanks
Little deer use, moderate bear sign observed. Wolf tracks present near unit. Bald eagle nest site within 2,000 ft. of unit and 0.5 mile of access road. Maintain 100 foot buffer along Class 1 stream near southeast boundary. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Flat slopes. Shoreline buffer of vegetation provides visual screening. High VAC. Type III EVC appears as Type I or II from travel route. LUD III. Scenic Viewshed. Partial Retention VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. If bald eagle nest site is active, follow the interagency agreement with U.S. Fish & Wildlife Service. Maintain minimum 100 foot buffer along Class I stream near southeast boundary. Because of the proximity of the unit to saltwater and the presence of lowland habitats, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		



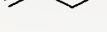


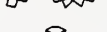

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD




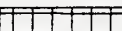


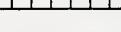
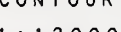
VCU: 612

UNIT: 202

QUAD: B2NW

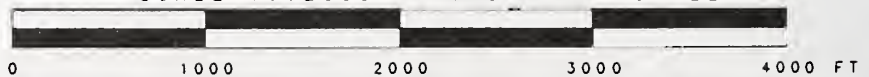


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 202	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-123
ACRES: 21	VOL.: 1074 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: C. Maloney 7-12-92	Office Review: J. Mehrwein
Plot 1 area: Stand is med age - OG, thin crowns and lots of dead tops indicate vigor is low, possible site of AK Cedar decline. Hemlocks seem healthy.		
Logging/Transportation	Field Review: D. Wilson 8-12-92	Office Review: J. Mehrwein
Easy road building, gentle side slopes averaging +/- 25%. Unit suitable for 50'/70' tower or running skyline system. Low logging costs. No problems anticipated in logging this unit.		
Watershed/Fisheries	Field Review: C. Maloney 7-12-92	Office Review: G. McNaughton
No streams, no concerns.		
Soils/Geology	Field Review: C. Maloney 7-12-92	Office Review: G. McNaughton
Gentle slopes with good stability. No concerns.		
Wildlife	Field Review: C. Maloney	Office Review: R. Fairbanks
Light-moderate deer and bear use observed. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Over the ridge line from 611-204. Not visible from priority travel route/use area.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Unit lies 1/4 mile from Sealaska Native Corporation land.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.		

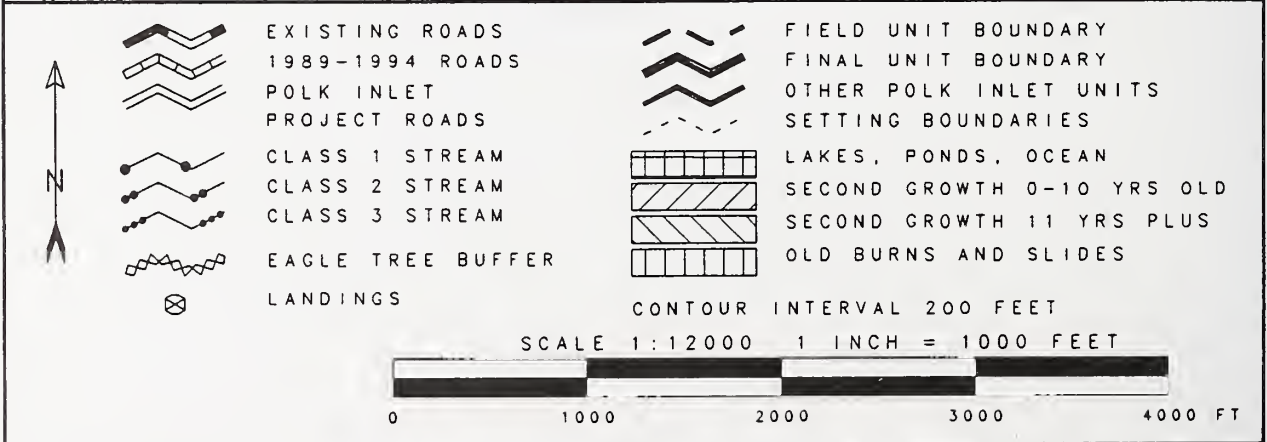


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 204

QUAD: B2NW





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 204	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-123
ACRES: 13	VOL.: 329 MBF	LOGGING SYSTEM: HIGHLEAD	

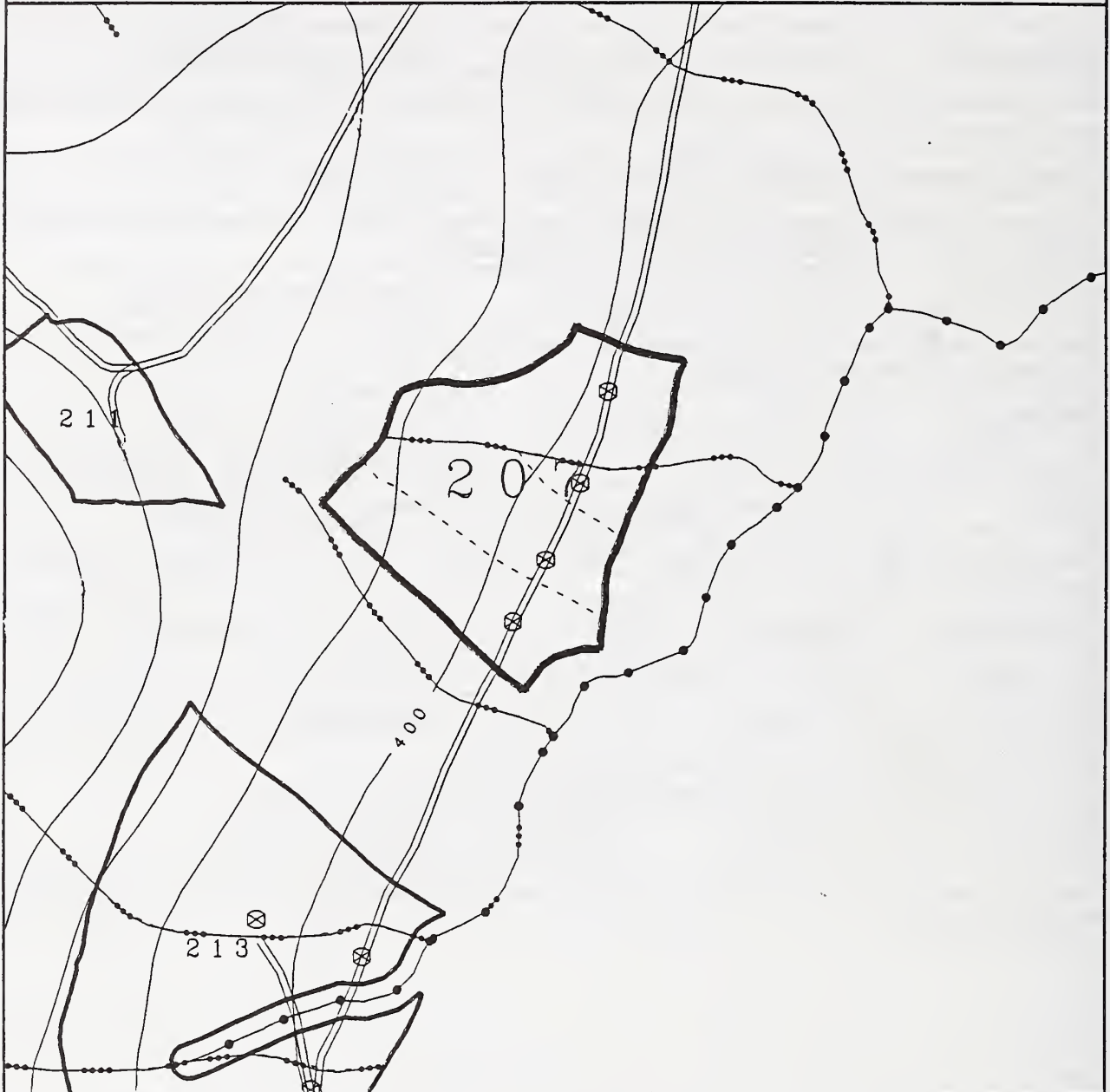
Timber/Silviculture	Field Review: C. Maloney 7-14-92	Office Review: J. Mehrwein
Cedar in general has a lot of dead tops. Unit pretty much flat, shovel logging - CC would work nicely here. FMC also feasible in this unit.		
Logging/Transportation	Field Review: D. Wilson 8-4-92	Office Review: J. Mehrwein
No problems anticipated in logging this unit. Guyline extensions may be required. Easy road construction, gentle slopes averaging +/- 20%. Unit suitable for 50'/70' tower or running skyline.		
Watershed/Fisheries	Field Review: E. Ablow 9-13-92	Office Review: G. McNaughton
There is one type B4 stream that passes through the northwest corner of the unit. It was flagged at the top as water quality stream with green and white flagging.		
Soils/Geology	Field Review: G. Jackson 9-13-92	Office Review: G. Jackson
The unit is overlain by thick soils on glacial till and colluvium. Slopes are gentle. There are no stability concerns.		
Wildlife	Field Review: E. Ablow 9-13-92	Office Review: R. Fairbanks
Numerous bear digs and deer tracks and pellets. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Over the ridge line from 611-204. Not visible from priority travel route/use area.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Eastern unit boundary coincides with Sealaska Native Corporation land boundary.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.		


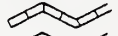
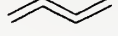





# POLK INLET PROJECT HARVEST UNIT DESIGN CARD






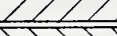

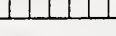
VCU: 612

UNIT: 207

QUAD: B2NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 207	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-123
ACRES: 60	VOL.: 2796 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber-Silviculture	Field Review: C. Maloney 7-4-92	Office Review: J. Mehrwein
Stand is fairly flat, HL - CC up high, shovel log down low. Volume is very good, trees are med. age, straight and healthy. Number of stems per acre is high. Med age-even age with mixed OG. Hooters here and there.		
Logging-Transportation	Field Review: C. Maloney 7-4-92	Office Review: J. Mehrwein
Easy road building, gentle side slopes averaging +/- 20%. Unit suitable for 50'/70' tower or with running skyline system. Low logging costs. No problems anticipated in logging this unit.		
Watershed-Fisheries	Field Review: C. Maloney 7-14-92	Office Review: G. McNaughton
No concerns if small portion of southeastern unit boundary is maintained at least 100 feet from Class I stream. Small drainage also occurs near the eastern unit boundary.		
Soils-Geology	Field Review: C. Maloney 7-14-92	Office Review: G. McNaughton
Unit has gentle slopes and appears stable. A flat bench is located near the northcentral portion of the unit.		
Wildlife	Field Review: C. Maloney 7-14-92	Office Review: R. Fairbanks
Light-moderate deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		


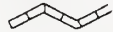
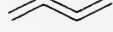


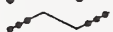


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD





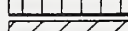



VCU: 612

UNIT: 211

QUAD: B2NW

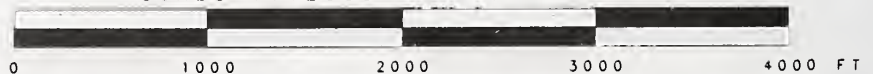


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 211	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-91
ACRES: 20	VOL.: 609 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: R. Schmeling 7-14-92	Office Review: J. Mehrwein
The southwest boundary is defined by unloggable rock cliff and muskegs.		
Logging/Transportation	Field Review: D. Wilson 8-3-92	Office Review: J. Mehrwein
May need guyline extension across swamp below road to good tiebacks. Tailholds on top boundary up to 2 1/2' dia. Ave. road costs, mostly climbing road on gentle side slope. R/S logging, may need guyline extensions to good tiebacks across swamps. Tailholds okay below rock bluffs boundary.		
Watershed/Fisheries	Field Review: T. Stewart 7-14-92	Office Review: R. Fairbanks
No streams in unit, no concerns.		
Soils/Geology	Field Review: T. Stewart 7-14-92	Office Review: R. Fairbanks
No signs of instability, no soil problems noted. Cliff faces at top of unit form the southwestern unit boundary and should be excluded (BMP 13.5)		
Wildlife	Field Review: T. Stewart 7-14-92	Office Review: R. Fairbanks
Minor deer and bear use observed. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
On ridge line which is view terminus from ferry route; perpendicular to viewers. No natural openings in vegetation. Low VAC. Type I EVC. LUD III and IV. Scenic Viewshed/Timber Production. Partial Retention/Maximum Modification VQOs. Directional fall along unit margins to soften hard appearing edges. Road low in unit would be less visible. Should be remapped so entire visible area is in Scenic Viewshed.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest		



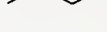

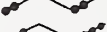



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD







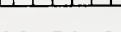
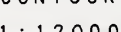
VCU: 612

UNIT: 213

QUAD: B2NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET  
SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 213	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-121
ACRES: 78	VOL.: 1288 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-13-92	Office Review: J. Mehrwein
Nearby stream, high cedar decline area.		
Logging/Transportation	Field Review: R. Doering 8-12-92	Office Review: J. Mehrwein
Average road cost/construction. One 8' cmp, one 12' pipe arch span. Good lift at backend. Good-average tailholds at backend. May need guylines extensions at landing.		
Watershed/Fisheries	Field Review: R. Baker 7-14-92	Office Review: G. McNaughton
A Class I stream in the unit was not flagged in the field as a Class I, but is Class I on ADF&G anadromous stream maps. Need to flag a 100 foot buffer along this stream during final unit layout as shown on the unit card (BMP 12.6). Two Class III streams also in unit. Recommend falling trees away from and split yarding stream flowing to northeast corner of unit, as this has potential downstream water quality influence to the Class I stream (BMP 13.16). Full or partial suspension and directional falling recommended for second Class III stream flowing to southeast corner (BMP 13.16). Exclude muskeg in southeast corner, or minimize/avoid ground disturbance in that area (BMP 13.15).		
Soils/Geology	Field Review: R. Baker 7-14-92	Office Review: G. McNaughton
Stream channels originate as stable, well contained bedrock channels. Overall, slope stability is not a problem; however, slopes of 80 to 100 percent present near backline. No hazard soils observed. Avoid disturbance to muskeg in southeast corner. 2-3 small muskeg seeps are present in this area. Directional felling and yarding away from muskeg and associated seeps is advised (BMP 13.15).		
Wildlife	Field Review: R. Baker 7-14-92	Office Review: R. Fairbanks
Heron or crane tracks observed in muskeg pond southeast of unit boundary. Bear scat and digs observed in unit. Deer sign light to moderate. No special wildlife concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Leave 100 foot no-cut buffer on both sides of Class I stream and directionally fall trees and split-yard 2 Class III streams or provide full/partial suspension. Directionally fall trees and yard away from muskegs in southeast corner. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 216

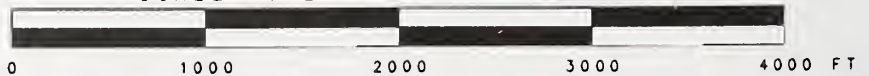
QUAD: B2NE



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 216	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-26
ACRES: 19	VOL.: 381 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 7-22-92	Office Review: J. Mehrwein
---------------------	--------------------------------	----------------------------

Recommend clear-cut system. Planting of C & SS may be necessary to maintain current species composition. Natural regen of hemlock should be adequate. Unit is predominantly a 460 plant assoc. site productivity is moderate. Note: some form of brush control maybe necessary where full suspension is not achievable. Relatively flat unit. Brush heavy, moderate high volume loss in cedar. Stocking heavy and fairly uniform. Vast majority of trees have dead tops. Regen is high throughout most of unit.

Logging/Transportation	Field Review: J. Dalton 8-5-92	Office Review: J. Mehrwein
------------------------	--------------------------------	----------------------------

The terrain is not very steep, and road building costs will be average. There was a saddle between units 612-216 & 217 which required favorable grade to get down and adverse to get out of the saddle. Although there were short pitches. Road notes in 612-217 file. This is an ideal R/S unit. No road concerns. The unit is good for R/S.

Watershed/Fisheries	Field Review: G. McNaughton 7-22-92	Office Review: T. Stewart
---------------------	-------------------------------------	---------------------------

No streams within the unit. Maintain 100 foot Class I stream buffer along southern unit boundary (BMP 12.6).

Soils/Geology	Field Review: G. McNaughton 7-22-92	Office Review: T. Stewart
---------------	-------------------------------------	---------------------------

No concerns. Unit has stable slopes and good stability.

Wildlife	Field Review: G. McNaughton 7-22-92	Office Review: R. Fairbanks
----------	-------------------------------------	-----------------------------

Moderate and localized deer and bear use noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel route/use areas.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit lies adjacent to high probability areas for cultural resources.  
Lands - Unit lies within 1/4 mile of Sealaska Native Corporation land.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

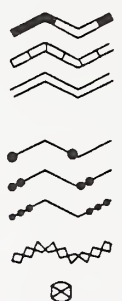
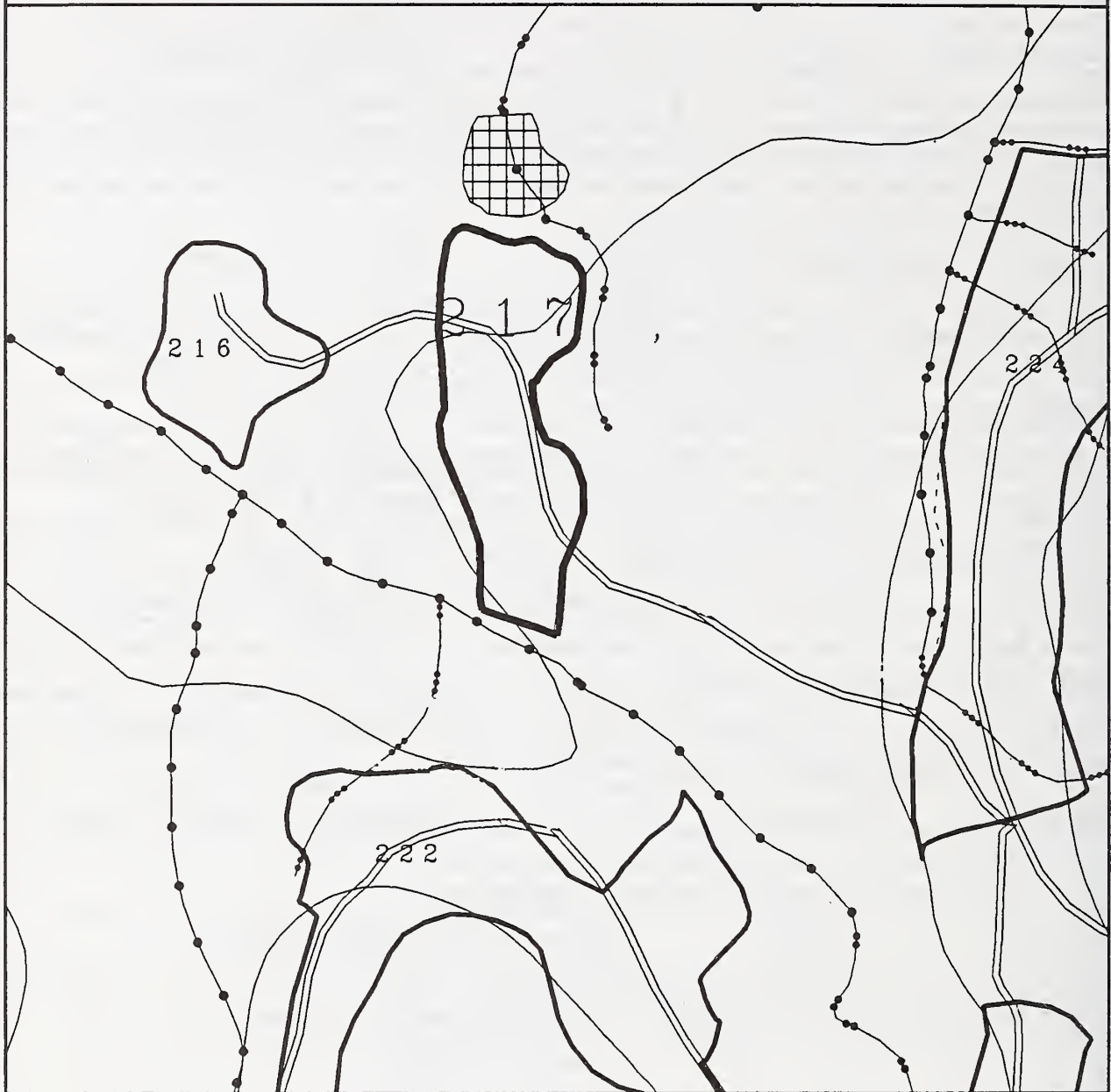
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100 foot buffer on Class I stream along southern boundary.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 217

QUAD: B2NE



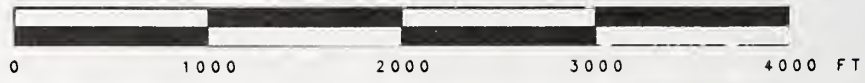
EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 217	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-26
ACRES: 34	VOL.: 693 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 7-23-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regeneration of hemlock should be adequate. Planting RC and SS may be necessary to maintain current species composition. Predominantly a 700 plant assoc. site productivity is moderate. Note: Some form of brush control may be necessary where full suspension is not achievable. Fairly level unit. Major species is Red Cedar with a minor of WH, M, SS. Unit has heavy SA-BB components. Moderately high volume loss in cedar. Major percentage of trees have dead tops.</p>		
Logging/Transportation	Field Review: J. Dalton 8-5-92	Office Review: J. Mehrwein
<p>Reasonable R/S. No concerns with the road. 10% adverse used to get from the flats up the sidehill to the junction. A good unit for the R/S system. The road was changed slightly to eliminate the short spur road.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 7-23-92	Office Review: T. Stewart
<p>No streams within the unit. The southern unit boundary is 200 feet from a Class I stream. Maintain 100 foot no cut buffer plus 400 foot selective cut buffer around lake to the north of the unit (BMP 12.6).</p>		
Soils/Geology	Field Review: G. McNaughton 7-23-92	Office Review: T. Stewart
<p>No concerns. Unit has gentle slopes and good stability.</p>		
Wildlife	Field Review: G. McNaughton 7-23-92	Office Review: R. Fairbanks
<p>Very little wildlife use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit lies adjacent to high probability areas for cultural resources. Lands - Unit lies within 1/4 mile of Sealaska Native Corporation land.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Only selective harvest permitted in northern portion of unit within 500 feet of lake. Because of proximity of the unit to the lake, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Maintain 100 foot buffer on Class I steam at south boundary.</p>		

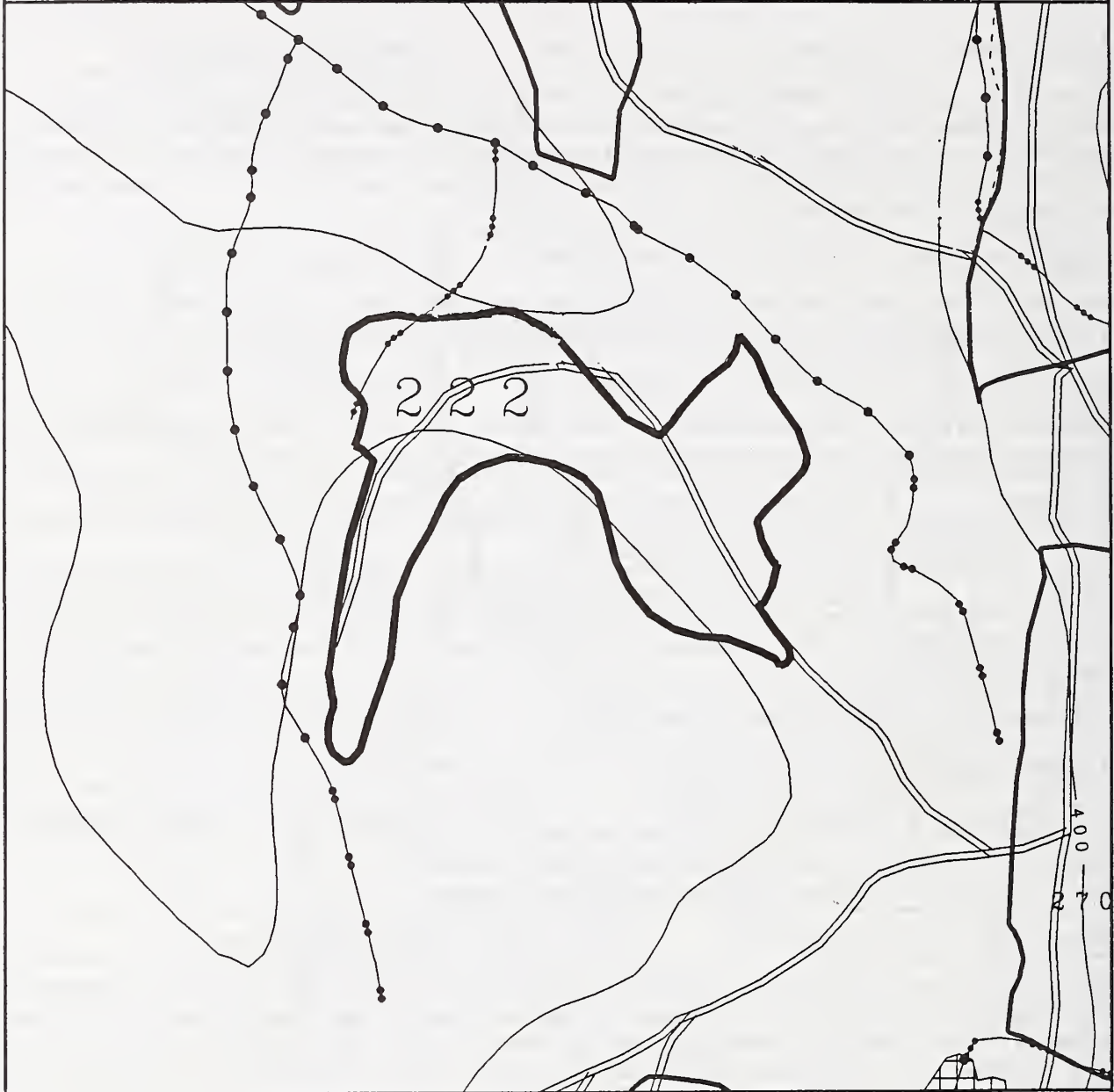



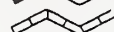
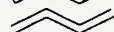
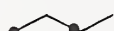
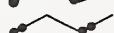
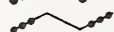
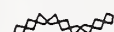

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 612

UNIT: 222

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 222	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-26
ACRES: 74	VOL.: 1334 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

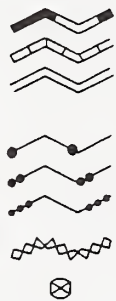
Timber/Silviculture	Field Review: B. Rot 7-24-92	Office Review: J. Mehrwein
Throughout X45 timber type constant sign of Hemlock mistletoe. Plots adequately represent timber types. However the area surrounding plot 7 should be considered an H44 not H45.		
Logging/Transportation	Field Review: J. Dalton 8-4-92	Office Review: J. Mehrwein
Reasonable road construction. This whole unit can be logged with the R/S system. No concerns with road construction or logging. Good deflection for R/S system and stable soil for roads.		
Watershed/Fisheries	Field Review: G. Jackson 7-24-92	Office Review: T. Stewart
Maintain 100 foot Class I stream buffer at extreme southern tip of unit (BMP 12.6). Fully suspend logs over Class III stream in northwest portion of unit to preserve water quality of Class I stream it flows into (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 7-24-92	Office Review: T. Stewart
Stable slopes, well developed soils, no concerns.		
Wildlife	Field Review: G. Jackson 7-24-92	Office Review: R. Fairbanks
Some deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Portions of this unit may be visible in background distance zone from the ferry route. Not a view terminus. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Suspend logs over Class III stream in northwest portion of unit. If suspension over creek is not possible, terminate unit boundary at Class III stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 224

QUAD: B2NE



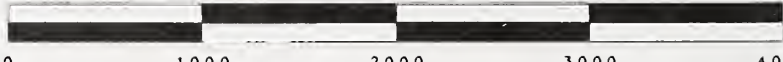
EXISTING ROADS  
1989-1994 ROADS  
POLK INLET PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 224	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-26
ACRES: 90	VOL.: 1892 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: D. Maxey 8-11-92	Office Review: J. Mehrwein
Almost constant windthrow between plots 2-6. Much of it appeared to come down last winter. Older sign of windthrow also existed in this area.		
Logging/Transportation	Field Review: L. Yu 8-11-92	Office Review: J. Mehrwein
No concerns, \$145,000/mile road construction cost. No concerns one patch of about 1/2 acres of windfall that is more than 2 years old. Steep adverse required to access all the units on the east side of the quad. Logging outside the unit.		
Watershed/Fisheries	Field Review: G. Jackson 7-23-92	Office Review: G. McNaughton
The Class I stream flowing along the western unit boundary was buffered 100-200 feet in the field with pink flagging (BMP 12.6). This stream, along the northern boundary, has a 10-foot high debris jam reinforced with boulders that limits upstream movement of coho. The barrier is removable, but available upstream habitat is limited. There are also three Class III streams in the unit, a fourth one was excluded during unit layout. Recommend directional falling and split yarding away from each stream or fully suspending logs over them to preserve water quality, since they flow directly into a Class I stream (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 7-23-92	Office Review: T. Stewart
Stable slopes, deep soils. There are no stability concerns.		
Wildlife	Field Review: G. Jackson 7-23-92	Office Review: R. Fairbanks
There is extensive evidence of bear and deer use, including scat, tracks, and digs. A possible spotted frog was observed along the northernmost stream. Because of high observed wildlife use in unit, large size of unit, and extent of proposed timber in the area, recommend leaving sufficient live reserve trees and snags to maintain high habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Portions of this unit may be visible in background distance zone from the ferry route. Not a view terminus. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Northern unit boundary lies very close to Sealaska Native Corporation land.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Maintain 100-200 foot buffer along Class I stream on western boundary and split-yard 3 Class III streams or suspend logs over them. Evaluate opportunity for stream barrier removal in Class III stream along northern boundary. Reevaluate feasibility of logging N arm of unit. During field reconnaissance, engineer determined spur would require 24% adverse. If logged from main road, may not be able to reach N unit boundary.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 226

QUAD: B2NE



	<ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul>	<ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul>
<p>CONTOUR INTERVAL 200 FEET</p> <p>SCALE 1:12000    1 INCH = 1000 FEET</p>		



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 226	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-153
ACRES: 15	VOL.: 114 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: J. Dowd 7-23-92	Office Review: J. Mehrwein
Many dead tops - YC mostly. Many dead and declining cedar.		
Logging/Transportation	Field Review: J. Dalton 8-1-92	Office Review: J. Mehrwein
Flat ground, mostly muskeg. Adverse required to get from the lake down to the flats, and from 612-226 down to the junction of units 612-227 & 228. From the NW corner, the lower boundary ran 600' and ended at the edge of the swamp between the two hills. No more boundary was seen along the swamp and we assumed that the swamp was used as a natural boundary. A good R/S unit. Flat ground and good yarding with the R/S. The lower boundary ended at the swamp edge.		
Watershed/Fisheries	Field Review: T. Coleman 7-23-92	Office Review: G. McNaughton
No streams in unit, no concerns.		
Soils/Geology	Field Review: T. Coleman 7-23-92	Office Review: G. McNaughton
Gentle slopes with good stability. Yard away from and suspend over muskegs to the degree possible.		
Wildlife	Field Review: T. Coleman 7-23-92	Office Review: R. Fairbanks
Multiple deer trails, some bear digs observed. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit will be visible in background distance zone from a segment of the ferry route. Near ridge line view terminus. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Yard away from and suspend over muskegs to the degree possible.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 227	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-153
ACRES: 9	VOL.: 44 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: J. Dowd 7-23-92	Office Review: J. Mehrwein
Low volume timber surrounded by muskegs and some muskegs within the unit.		
Logging/Transportation	Field Review: J. Dowd 7-23-92	Office Review: J. Mehrwein
No concerns with this road. This unit can easily be logged using the R/S. The lower falling line and both side falling lines were not seen. The only possibility is that the lower line was moved up, but there is nice wood below the road. Easy road construction. Fairly low volume timber unit, but some nice wood below the road. The falling line wasn't seen.		
Watershed/Fisheries	Field Review: J. Dowd 7-23-92	Office Review: G. McNaughton
No streams in unit, no concerns.		
Soils/Geology	Field Review: J. Dowd 7-23-92	Office Review: G. McNaughton
Moderate slopes, no special concerns noted.		
Wildlife	Field Review: J. Dowd 7-23-92	Office Review: R. Fairbanks
Some deer use, no special concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped due to volume less than 8 MBF/acre.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 228	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-153
ACRES: 11	VOL.: 13 MBF	LOGGING SYSTEM: RUNNING SKYLINE	
Timber/Silviculture	Field Review: J. Dowd 7-23-92	Office Review: J. Mehrwein	
Low volume timber surrounded by muskeg.			
Logging/Transportation	Field Review: J. Dowd 7-23-92	Office Review: J. Mehrwein	
Nice road building. Reasonable R/S show, with all uphill yarding. No concerns, easy road building. No stream in this road segment. Reasonable running skyline logging. Mostly uphill yarding. Average yarding cost.			
Watershed/Fisheries	Field Review: T. Coleman 7-23-92	Office Review: G. McNaughton	
No streams, no concerns.			
Soils/Geology	Field Review: T. Coleman 7-23-92	Office Review: G. McNaughton	
Gentle slopes, no concerns.			
Wildlife	Field Review: T. Coleman 7-23-92	Office Review: R. Fairbanks	
Multiple deer trails in unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.			
Visual/Recreation	Field Review:	Office Review:	
Other Resources	Field Review:	Office Review:	
Interdisciplinary Team Recommendations		Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped due to volume less than 8 MBF/acre.			



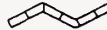
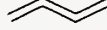
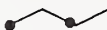
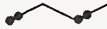
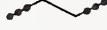
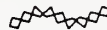






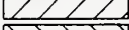

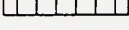
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 229

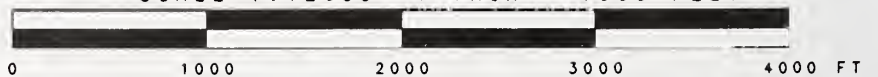
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 229	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-153
ACRES: 8	VOL.: 362 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: J. Dalton 8-1-92	Office Review: J. Mehrwein
Good volume timber surrounded by muskeg.		
Logging/Transportation	Field Review: J. Dowd 7-23-92	Office Review: J. Mehrwein
Good yarding, nice landing on the hill crest. R/S can be used because of short yarding distances. First half of road through muskeg. A favorable pitch of 10% was used to get the road on top of the hill. The road ends on the crest of the hill. There is good deflection and uphill yarding. The R/S can be used because the yarding distances are short.		
Watershed/Fisheries	Field Review: T. Coleman 7-23-92	Office Review: G. McNaughton
Recommend directional falling and full suspension of logs across Class III stream in northernmost section of unit to preserve water quality of Class I stream it flows into (BMP 13.16).		
Soils/Geology	Field Review: T. Coleman 7-23-92	Office Review: G. McNaughton
Gentle slopes with good stability, no concerns.		
Wildlife	Field Review: T. Coleman 7-23-92	Office Review: R. Fairbanks
Multiple deer trails observed in unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit will be visible in background distance zone from a segment of the ferry route. Near ridge line view terminus. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Directionally fall trees away from Class III stream on north boundary. If suspension over stream is not possible, use stream as boundary.		

















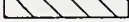
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 230

QUAD: B2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 230	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-153
ACRES: 19	VOL.: 209	LOGGING SYSTEM: HIGHLEAD	

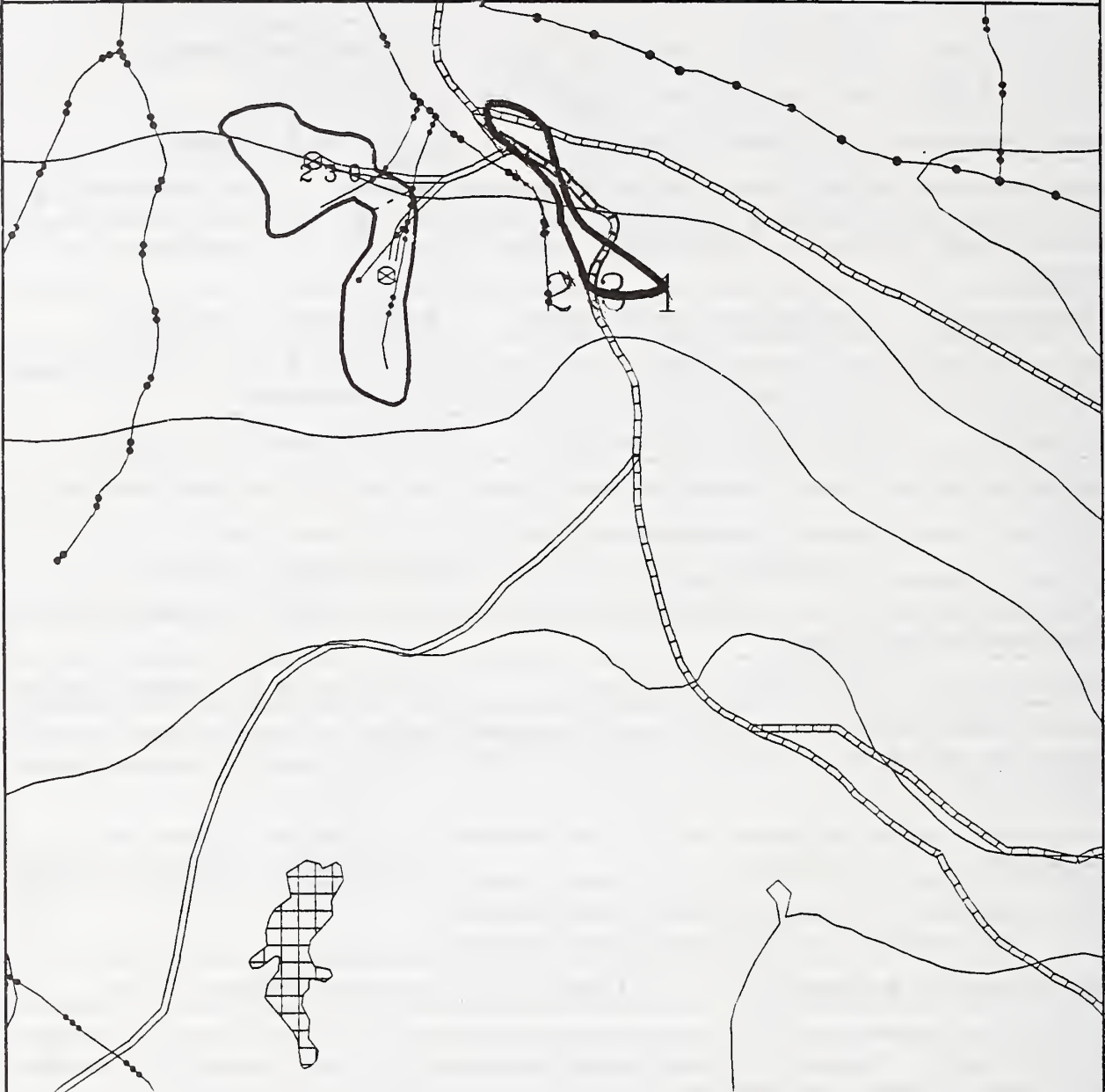
Timber/Silviculture	Field Review: B. Rot 7-25-92	Office Review: J. Mehrwein
Poor timber quality with small muskegs scattered throughout unit.		
Logging/Transportation	Field Review: D. Barker 8-1-92	Office Review: J. Mehrwein
Average yarding cost. Easy road building. Full suspension yarding over creeks. Lower than average building. One 5' culvert at crossing at 0+30, another 4' culvert over v-notch on upper spur 1 @ 8+05, but easy construction at this point. Poor quality timber. Barely adequate anchors for a 60' steel spar. OK deflection on L2, good deflection on L1. Easy yarding.		
Watershed/Fisheries	Field Review: G. Jackson 7-25-92	Office Review: G. McNaughton
There are three Class III streams that trisect the unit, trending southwest-northeast. Recommend directional falling away from and split yarding on each stream (BMP 13.16). This may make the unit uneconomical.		
Soils/Geology	Field Review: G. Jackson 7-25-92	Office Review: G. McNaughton
Deep soils developed in colluvium. There are no stability concerns. Yard away from and suspend over muskegs where possible.		
Wildlife	Field Review: G. Jackson 7-25-92	Office Review: R. Fairbanks
Numerous deer sign observed in area. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The upper portion of this unit may be visible in middle to background distance zone from a segment of the ferry route. A knob screens unit from most of ferry route. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Unit lies within 1/4 mile of state-selected land to the north.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Directionally fall timber and fully suspend over the 3 Class III streams. If full suspension is not possible, split yarding is required. Yard away from and suspend over muskegs where possible.		



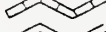
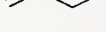











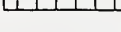
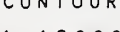
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 612

UNIT: 231

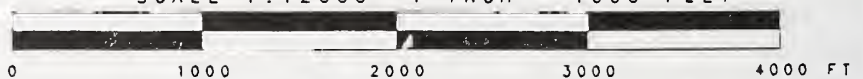
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 612	UNIT #: 231	QUARTER QUAD: CRGB3NE	PHOTO YR/#:1991/290-153
ACRES: 7	VOL.: 80 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-24-92	Office Review: J. Mehrwein
Low quality, lots of shore pine. Most red cedar small or has dead tops.		
Logging/Transportation	Field Review: D. Barker 8-1-92	Office Review: J. Mehrwein
Easy yarding, average quality timber, good anchors for the spar, barely adequate tailhold anchors. Creek at NW corner is outside the unit. No problem.		
Watershed/Fisheries	Field Review: G. Jackson 7-24-92	Office Review: G. McNaughton
No streams are located within the unit. No concerns if western unit boundary is maintained at least 100 feet from Class II stream which flows into a Class I stream (BMP 12.6).		
Soils/Geology	Field Review: G. Jackson 7-24-92	Office Review: G. McNaughton
Slopes are gentle and stable, with deep soils. No concerns.		
Wildlife	Field Review: G. Jackson 7-24-92	Office Review: R. Fairbanks
Heavy bear and deer use is evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The upper portion of this unit may be visible in middle to background distance zone from a segment of the ferry route. A knob screens unit from most of ferry route. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Unit lies within 1/4 mile of state-selected land to the north.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100 foot buffer along Class II stream along western boundary.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 107

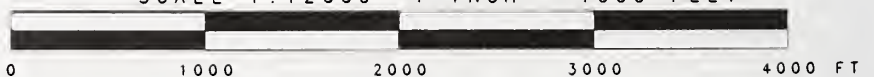
QUAD: B2SW



- |                                  |  |                              |  |
|----------------------------------|--|------------------------------|--|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS<br/>1989-1994 ROADS<br/>POLK INLET<br/>PROJECT ROADS<br/>CLASS 1 STREAM<br/>CLASS 2 STREAM<br/>CLASS 3 STREAM<br/>EAGLE TREE BUFFER<br/>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY<br/>FINAL UNIT BOUNDARY<br/>OTHER POLK INLET UNITS<br/>SETTING BOUNDARIES<br/>LAKES, PONDS, OCEAN<br/>SECOND GROWTH 0-10 YRS OLD<br/>SECOND GROWTH 11 YRS PLUS<br/>OLD BURNS AND SLIDES</p> |
|----------------------------------|--|------------------------------|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 107	QUARTER QUAD: CRGB2SW	PHOTO YR/#:
ACRES: 132	VOL.: 4,583	LOGGING SYSTEM: SLACKLINE	

Timber/Silviculture	Field Review:	Office Review: J. Mehrwein
Logging/Transportation	Field Review:	Office Review: J. Mehrwein
Watershed/Fisheries	Field Review:	Office Review: T. Stewart
Soils/Geology	Field Review:	Office Review: T. Stewart
Wildlife	Field Review:	Office Review: R. Fairbanks
Visual/Recreation	Field Review:	Office Review: M. Greenig, M. McGown
Other Resources	Field Review:	Office Review:
Interdisciplinary Resolution	Reviewed By: R. Fairbanks, T. Stewart	

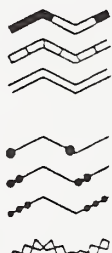
This is a 1989-94 Operating Period harvest unit that will not be harvested under the 1989-94 EIS and is being brought forward for consideration under the Polk Inlet Project. See 1989-94 unit card. Recommend clearcutting with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Also, leave at least three, 2-acre islands of timber within unit in difficult-to-log areas. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

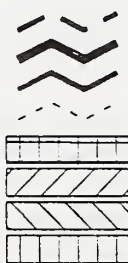
VCU: 613

UNIT: 202

QUAD: B2NW



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 202	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-119
ACRES: 68	VOL.: 1045 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 7-10-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: R. Schmeling 7-10-92	Office Review: J. Mehrwein
Helicopter; changed from S/L due to road access problems to the south.		
Watershed/Fisheries	Field Review: T. Stewart 7-9-92	Office Review: G. McNaughton
Stream flowing through center of unit is a Class III water quality stream, recommend directional felling of trees away from stream and split yarding or full suspension (BMP 13.16). Moderate gradient, low angle side slopes, no pools or other fish habitat.		
Soils/Geology	Field Review: T. Stewart 7-9-92	Office Review: G. McNaughton
Small bedrock ridge on north central border. Minor McGilvery soils interspersed. Insufficient to alter unit boundary.		
Wildlife	Field Review: T. Stewart 7-9-92	Office Review: R. Fairbanks
Eggshell, greenish colored, with brown spots found by R. Schmeling on west end of unit near the southern boundary. Later identified as marbled murrelet egg. Buffer around site applied in office. Not flagged in field. Minor deer use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Eastern unit boundary coincides with Sealaska Native Corporation land boundary.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain 30-acre, no-cut buffer around murrelet nest site as shown on final unit boundary. Because of the proximity of the unit to Old Franks Lake system, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 205

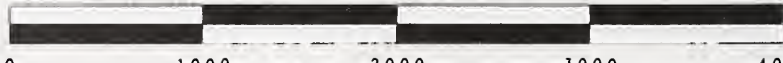
QUAD: B2NW



- |                                  |  |                              |  |
|----------------------------------|--|------------------------------|--|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS<br/>1989-1994 ROADS<br/>POLK INLET<br/>PROJECT ROADS<br/>CLASS 1 STREAM<br/>CLASS 2 STREAM<br/>CLASS 3 STREAM<br/>EAGLE TREE BUFFER<br/>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY<br/>FINAL UNIT BOUNDARY<br/>OTHER POLK INLET UNITS<br/>SETTING BOUNDARIES<br/>LAKES, PONDS, OCEAN<br/>SECOND GROWTH 0-10 YRS OLD<br/>SECOND GROWTH 11 YRS PLUS<br/>OLD BURNS AND SLIDES</p> |
|----------------------------------|--|------------------------------|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0                      1000                      2000                      3000                      4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 205	QUARTER QUAD: B2NW	PHOTO YR/#: 1991/690-119
ACRES: 17	VOL.: 267 MBF	LOGGING SYSTEM: HELICOPTER	

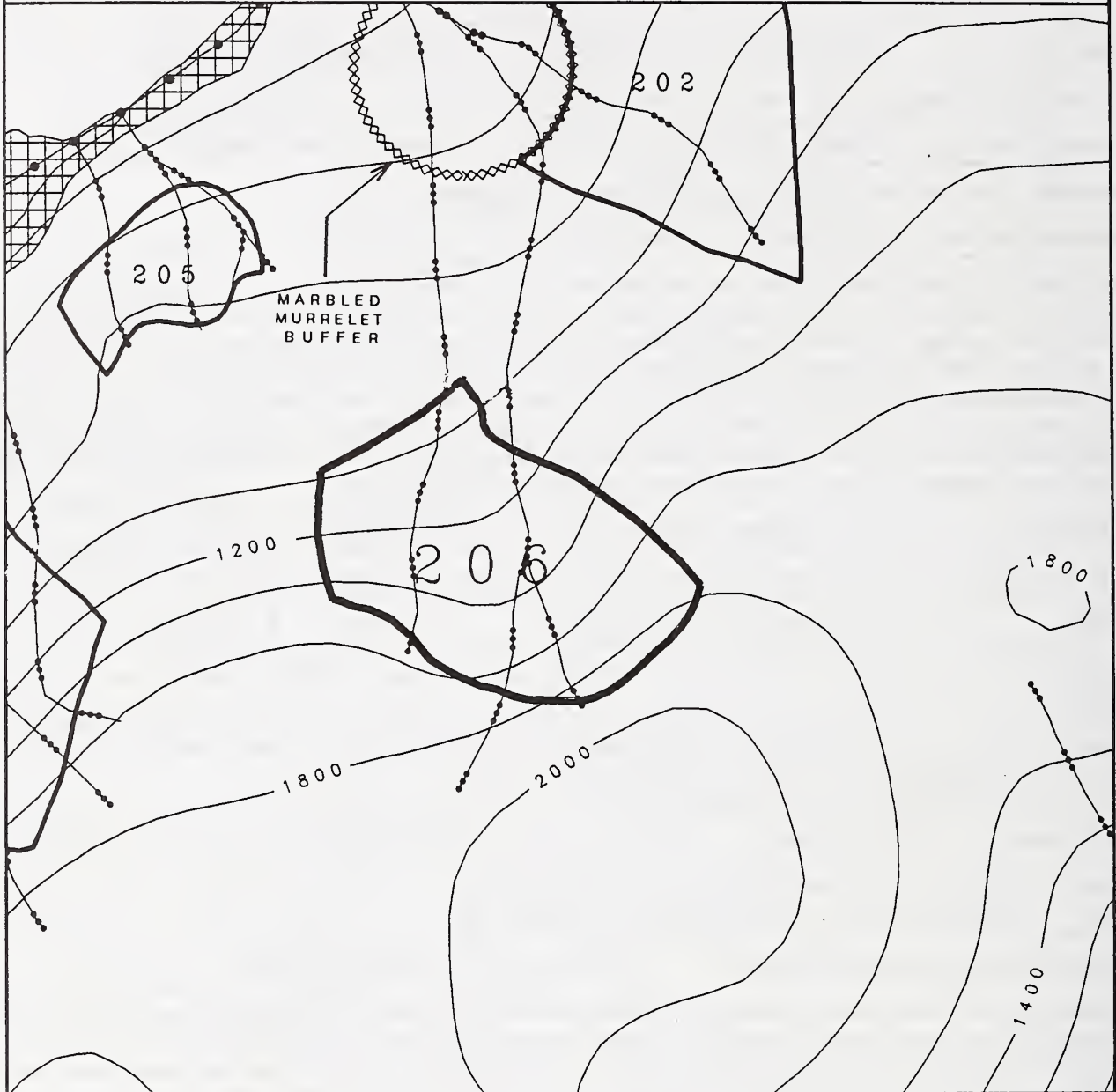
Timber/Silviculture	Field Review: R. Schmeling 7-10-92	Office Review: J. Mehrwein
The unit has very many v-notches that cause blind leads from any landing.		
Logging/Transportation	Field Review: R. Schmeling 7-10-92	Office Review: J. Mehrwein
Helicopter. Slack line change to helicopter, due to road access problems to south.		
Watershed/Fisheries	Field Review: T. Stewart 7-10-92	Office Review: G. McNaughton
Four Class III streams flow through the unit and into the Class I Old Franks Lake system. Stream on northeastern boundary - boundary moved to west side break in slope to avoid stream. Yarding of remaining streams discussed on-site with logging engineer: A second stream is a tributary to the first stream, sufficient relief on upper side to fully suspend so SE corner of unit extends across to the east side of this second stream. Recommend directional felling of trees away from and a minimum of partial suspension across second stream (full suspension if possible, BMP 13.16). A third stream near center of unit is about 50' deep with steep slopes, again, full suspension may be possible and recommended. A fourth stream near the western boundary is broader and less steep sided, but still provides possibility of good suspension. Recommend directional felling and full suspension or split yarding for this stream.		
Soils/Geology	Field Review: T. Stewart 7-10-92	Office Review: G. McNaughton
Some local slopes > 75% but appear very stable even at minor patches of blowdown. No special concerns.		
Wildlife	Field Review: T. Stewart 7-10-92	Office Review: R. Fairbanks
Light deer use noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Because of the proximity of the unit to Old Franks Lake system, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

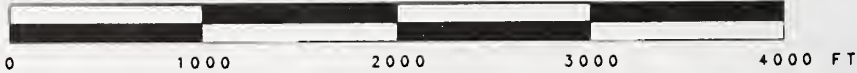
UNIT: 206

QUAD: B2NW



- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|

CONTOUR INTERVAL 200 FEET  
SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 206	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-119
ACRES: 59	VOL.: 1901 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 7-10-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: R. Schmeling 7-10-92	Office Review: J. Mehrwein
Helicopter log, changed from S/L, due to road access problems and soils.		
Watershed/Fisheries	Field Review: T. Stewart 7-10-92	Office Review: G. McNaughton
Three Class III streams in unit have fairly steep sideslopes and active bedload transport. Recommend full suspension over these streams or helicopter logging (BMP 13.16) since these streams flow into the Class I Old Franks Lake system.		
Soils/Geology	Field Review: T. Stewart 7-10-92	Office Review: G. McNaughton
Average slopes 50% but range to 80%. Loose colluvial soils. Recommend full suspension or helicopter logging (BMP 13.9).		
Wildlife	Field Review: T. Stewart 7-10-92	Office Review: R. Fairbanks
Light deer use observed. Sandhill cranes noted in muskeg above unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Unit lies within 1/4 mile of Sealaska Native Corporation to the east.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to eliminate unstable areas along the southern boundary. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Because of the proximity of the unit to the Old Franks Lake system, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		




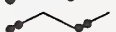
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 208

QUAD: B2NW

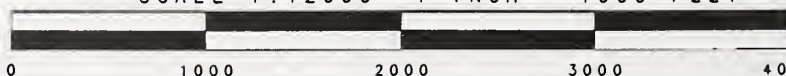


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 208	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-95
ACRES: 68	VOL.: 1799 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-15-92 Check cruise D. Maxie 7-25-92	Office Review: J. Mehrwein
---------------------	---	----------------------------

Timber type changed at slope break. Changed from a low H44 to a high X45.

Logging/Transportation	Field Review: B. Rot 7-15-92	Office Review: J. Mehrwein
------------------------	------------------------------	----------------------------

Changed to helicopter due to road access problems to south.

Watershed/Fisheries	Field Review: R. Baker 7-15-92	Office Review: G. McNaughton
---------------------	--------------------------------	------------------------------

Eight Class III streams in unit, all of which ultimately drain through wetlands to Old Frank's Lake. Several unstable V-notches are present in southeast corner. Unit should either be dropped from consideration or be helicopter logged to minimize mass movement hazard (BMP 13.9) and potential downstream water quality (BMP 13.16) and/or wetland impacts (BMP 13.15).

Soils/Geology	Field Review: R. Baker 7-15-92	Office Review: G. McNaughton
---------------	--------------------------------	------------------------------

Unstable V-notches containing deep surficial deposits of bark, soil and debris are present in upper part of unit (southeast corner). Steep slopes (up to 140 percent) with multiple signs of instability here as well as some unloggable cliff faces. Objective is to minimize risk of slope failure/mass movement in southeast corner and to minimize disturbance of numerous Class III stream channels in unit. Helicopter logging only (BMP 13.9).

Wildlife	Field Review: R. Baker 7-15-92	Office Review: R. Fairbanks
----------	--------------------------------	-----------------------------

Bear scat observed in two locations in unit. Deer sign light. No special wildlife concerns noted in the field. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel route/use areas.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Original unit boundary was modified to eliminate unstable areas. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Because of the proximity of the unit to the Old Franks Lake system, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 210

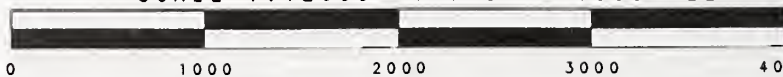
QUAD: B2NW



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0                      1000                      2000                      3000                      4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 210	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-9
ACRES: 41	VOL.: 1235 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: C. Maloney 7-17-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: C. Maloney 7-17-92	Office Review: J. Mehrwein
No special concerns.		
Watershed/Fisheries	Field Review: C. Maloney 7-17-92	Office Review: G. McNaughton
No streams in unit, no concerns.		
Soils/Geology	Field Review: C. Maloney 7-17-92	Office Review: G. McNaughton
Gentle-moderate slopes, no concerns.		
Wildlife	Field Review: C. Maloney 7-17-92	Office Review: R. Fairbanks
Moderate wildlife use observed, no concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		





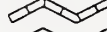
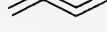
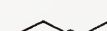
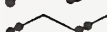
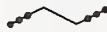





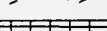


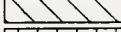
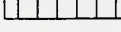
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 211

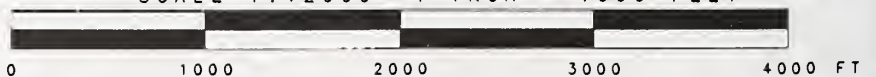
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 211	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-9
ACRES: 76	VOL.: 1748 MBF	LOGGING SYSTEM: HELICOPTER	

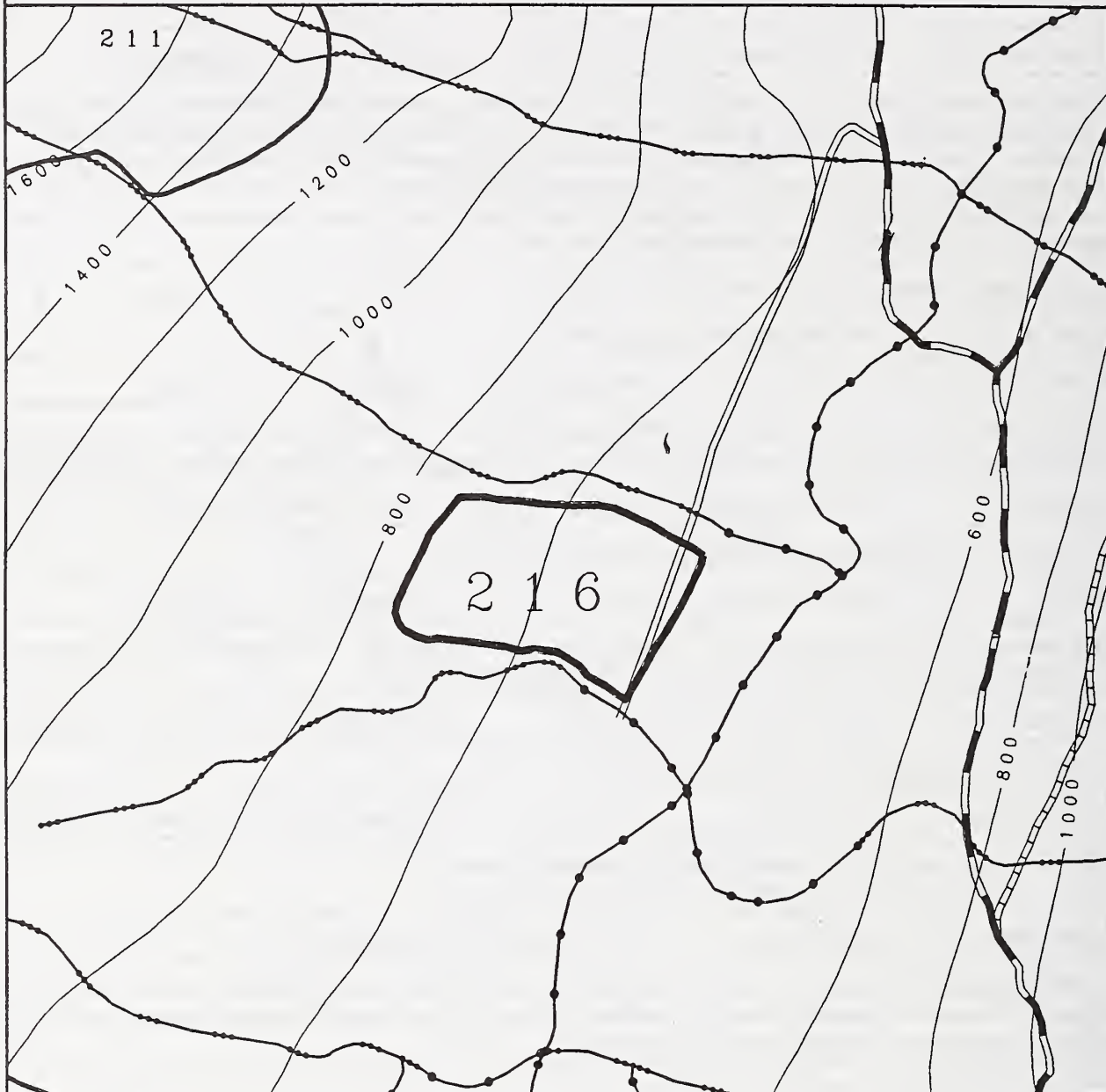
Timber/Silviculture	Field Review: M. White 7-27-92	Office Review: J. Mehrwein
<p>Flagged west most pt. lower western follows v-notch, rest bounded by timber types. Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of YC &amp; SS maybe necessary to maintain current species composition. Predominantly a 100 plant assoc. site productivity is moderate. Note: Small v-notches in stand, but few, no real concern on v-notches. Some very occasional blowdown noted, most are old. Very even stocking. Mild slopes. Some thick hemlock reprod thickets. Low amount of defect. Noticed some widely scattered blowdown, most old and single trees. Brush is light. A few scattered, small v-notches.</p>		
Logging/Transportation	Field Review: M. White 7-27-92	Office Review: J. Mehrwein
<p>Possible to get rd. into. Would really make unit prosperous.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 7-27-92	Office Review: T. Stewart
<p>Three V-notches (1 dry) are close together in northeast corner of unit. Another V-notch occurs near the southwestern unit boundary. No concerns if trees are felled away from these V-notches and helicopter yarding is used (BMP 13.16).</p>		
Soils/Geology	Field Review: G. McNaughton 7-27-92	Office Review: T. Stewart
<p>No concerns. Unit has moderately gentle slopes which appear stable.</p>		
Wildlife	Field Review: G. McNaughton 7-27-92	Office Review: R. Fairbanks
<p>Moderate-heavy deer use concentrated near V-notches, little bear sign observed. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.</p>		



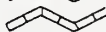
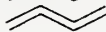
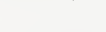

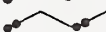
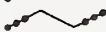




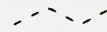

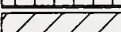


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 216

QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 216	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-9
ACRES: 32	VOL.: 756 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: T. Pusina 8-7-92	Office Review: J. Mehrwein
The east boundary is the road, the north and south boundary is buffered streams, the west boundary is along a cliff face. Majority of unit is very poor site quality, unproductive. Patches of productive timber are present near main streams. There are many snags and declining cedars throughout the unit. Slope was low to moderate throughout.		
Logging/Transportation	Field Review: L. Yu 8-7-92	Office Review: J. Mehrwein
Plus 2 bridges, one of 24 ft. spar and second of 22 ft. spar. No concerns on logging.		
Watershed/Fisheries	Field Review: E. Ablow 8-7-92	Office Review: G. McNaughton
There are two streams bordering the north and south boundaries. Both streams vary from Class I to Class III. Both have good fish habitat and are accessible to anadromous fish up to defined fish barriers located opposite the center of the unit. Both boundaries were kept 100 feet away from the streams to ensure their protection (BMP 12.6). These streams flow directly into the Class I Old Franks system which has recently had a fish ladder installed. The stream along the northern boundary is Class I up to a small partial barrier consisting of a 10-foot-long section of bedrock (40% grade); above this point the stream is Class II. Above the Class II section and approximately in the middle of the unit, there is another barrier consisting of a 15-foot-high bedrock waterfall. Fish habitat above this second barrier is excellent. Recommend directionally falling trees and yarding away from the streams (BMP 13.16). Area outside final unit boundary should be excluded from timber base due to muskegs and poor timber, as well as buffer requirements along Class I streams.		
Soils/Geology	Field Review: E. Ablow 8-7-92	Office Review: G. McNaughton
There are rock outcroppings in the southwest corner of the unit. The boundary was lowered to miss most of the exposed rock (BMP 13.5). Otherwise the unit is stable without any concerns.		
Wildlife	Field Review: E. Ablow 8-7-92	Office Review: R. Fairbanks
Bear and deer sign was observed throughout the unit. Bear digs were found in the muskeg in the west side of the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Boundary was modified to avoid Class I stream buffers, muskegs, rock outcroppings, and low volume timber. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate. Evaluate opportunity for stream barrier removal at two barriers in stream along northern boundary. Unit is marginal because of timber volume, bridge requirements, and road length.		






# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 218

QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 218	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-93
ACRES: 70	VOL.: 1077 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: B. Rot 7-11-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: R. Doering 7-30-92	Office Review: J. Mehrwein
Average road costs, 15' pipe arch span, three 8' cmp's. Average yarding costs, adequate tailholds. Split yard or suspend over Class II/III stream. 2 stream crossing evaluations needed once road is laid in. May need second landing to access both sides of Class II stream buffer (100').		
Watershed/Fisheries	Field Review: R. Baker 7-11-92	Office Review: G. McNaughton
The single stream in this unit is Class II for approximately 400 feet, and becomes Class III above. There is no well-defined barrier, but rather a change in stream gradient (slope break). The entire Class II segment is buffered (flagged out of the unit) in the field (BMP 12.6). The Class III portion requires trees to be felled away from stream and receive split yarding or full suspension (BMP 13.16) because the stream drains to Class I Old Frank's Lake.		
Soils/Geology	Field Review: R. Baker 7-11-92	Office Review: G. McNaughton
Patches of McGilvery soils in unit, but not a significant concern. Overall, slopes are stable.		
Wildlife	Field Review: R. Baker 7-11-92	Office Review: R. Fairbanks
Wolf prints seen in muskeg below unit near beaver pond. Pond has beaver food cache but the dam is old and unmaintained. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas. Road will remain open upon completion of harvest activities from near southwestern edge of unit down hill to existing road. Road will be closed uphill from this point. Parking for 3 - 4 cars will be located by road engineers with input from USFS recreation specialist to allow recreational access to Upper Old Franks Lake.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain no-harvest buffer along Class II stream and split-yard and directionally fall along Class III stream. Because of proximity to Old Franks Lake system, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate. Close road at southwestern edge of unit after harvest (see Recreation comments).		




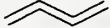


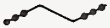










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 219

QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 219	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-94
ACRES: 79	VOL.: 2003 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: M. White 7-22-92	Office Review: J. Mehrwein
---------------------	--------------------------------	----------------------------

Recommend clear-cut system. Natural regeneration of hemlock should be adequate. Planting of cedar and spruce maybe necessary to maintain current species composition. Stand is predominantly a WH-RC/BB, however, WH-YC/BB covers upper 1/4 of unit. Stand productivity is moderate. Note: Bench slopes, shallow soils, and rock outcroppings in unit. Windthrow potential is high, some mild windthrow in unit at this time. Unit contains some steep slopes with many benches. Has some small rock outcroppings. A few v-notches in west side of unit. Area is fairly uniform in stocking with scattered pockets of dog hair thickets. Moderate amount of volume loss due to defect. B&D running around 4-7 percent loss. Top of unit is WH-YC/BB with bottom 3/4 of unit being WH-RC/BB plant assoc.

Logging/Transportation	Field Review: R. Doering 8-1-92	Office Review: J. Mehrwein
------------------------	---------------------------------	----------------------------

Unit was originally planned for cable logging, however road problems led to helicopter yarding. Access to this block by road would require 4 major crossings; 60';75';75';75'. The road itself would be full bench for 3/4 of the distance through granitic rock. The lower canyons (3) are unstable and should not be crossed. Average road cost \$175,000/mile with roughly \$100,000/span (4x100,000 = \$400,000).

Watershed/Fisheries	Field Review: G. McNaughton 7-22-92	Office Review: T. Stewart
---------------------	-------------------------------------	---------------------------

Recommend felling away from and split-yarding or full suspension of logs across both Class III streams in unit to maintain water quality of Class I stream they flow into (BMP 13.16).

Soils/Geology	Field Review: G. McNaughton 7-22-92	Office Review: T. Stewart
---------------	-------------------------------------	---------------------------

No concerns. Unit has moderate slopes which appear stable, some benches are present.

Wildlife	Field Review: G. McNaughton 7-22-92	Office Review: R. Fairbanks
----------	-------------------------------------	-----------------------------

Very little wildlife use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel route/use areas.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Partial cut the tallest overstory trees between the unit and the road to remove trees that may present a safety hazard. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.






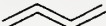


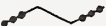










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 221

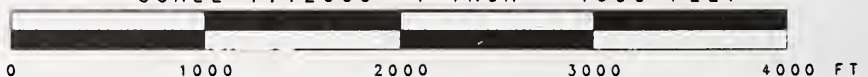
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 221	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-95
ACRES: 67	VOL.: 1809 MBF	LOGGING SYSTEM: HELICOPTER	

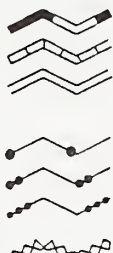
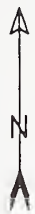
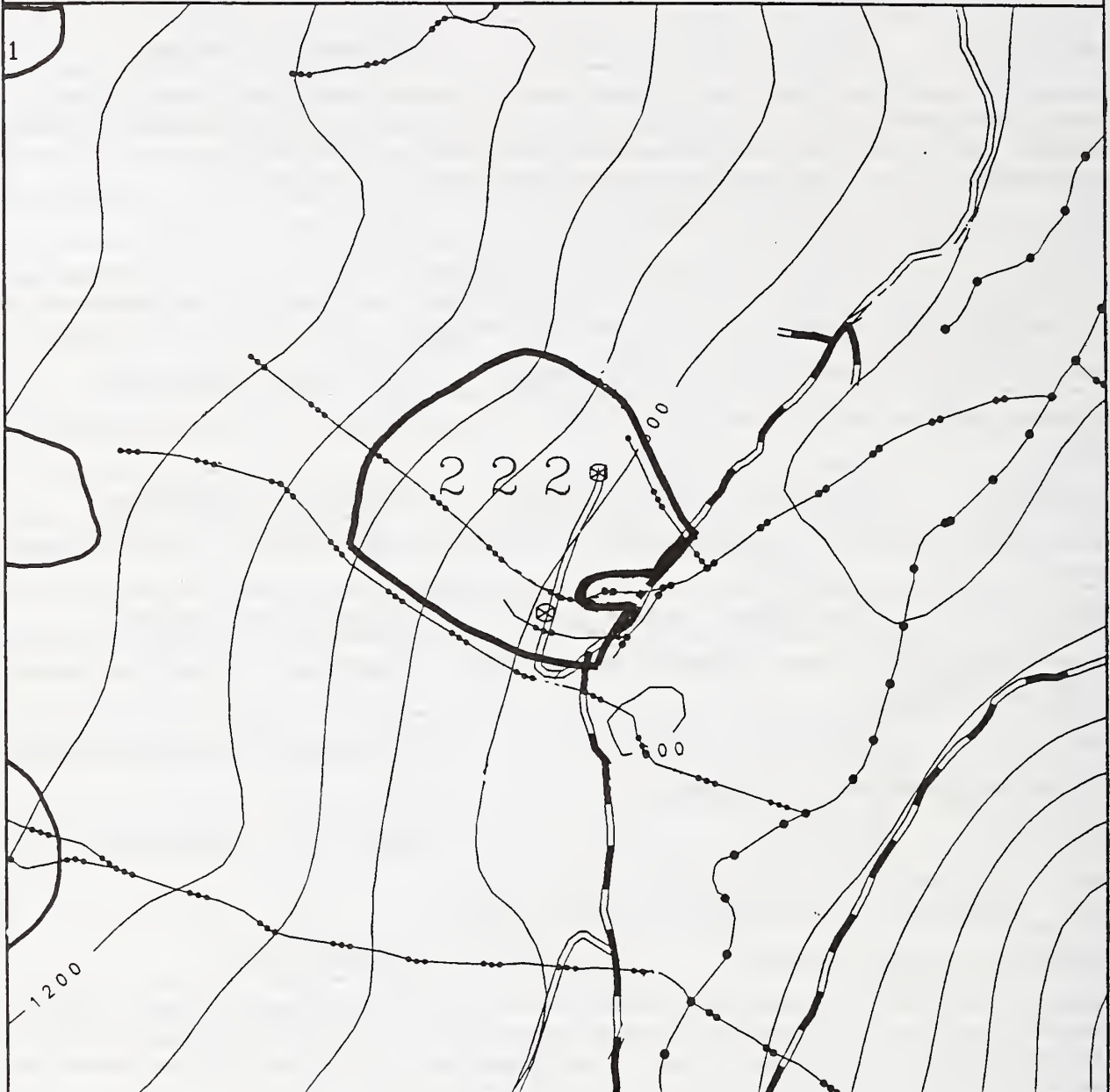
Timber/Silviculture	Field Review: M. White 7-30-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of YC maybe necessary to maintain current species composition. Predominantly a 210 plant assoc. Site productivity is moderate. No real concerns. Nice unit overall. Stocking is fairly even over entire unit. Defect is low except 40-50% of trees had dead tops. Low volume loss due to the fact. Brush is moderate with some thick patches. Slopes are moderate.</p>		
Logging/Transportation	Field Review: R. Doering 8-1-92	Office Review: J. Mehrwein
<p>Heli-log block. Two canyons in block. Crossings for a road would involve two 90' + spans and an average road cost of \$175,000/mile and \$150,000 per span. Top end of block has bluffs and is out of deflection. Also both canyon crossings are of questionable stability. Unit was originally planned for cable logging, but road problems led to helicopter yarding.</p>		
Watershed/Fisheries	Field Review: S. Sundberg 7-30-92	Office Review: G. McNaughton
<p>Fall trees away from and split yard or fully suspend over Class III streams within unit to maintain water quality (BMP 13.16).</p>		
Soils/Geology	Field Review: S. Sundberg 7-30-92	Office Review: G. McNaughton
<p>Soils are relatively stable except in short (less than 80 ft high) slopes near the top of the unit. There are no special concerns.</p>		
Wildlife	Field Review: S. Sundberg 7-30-92	Office Review: R. Fairbanks
<p>Observed wildlife was use moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Partial-cut harvest unit by helicopter leaving yellowcedar trees in the unit to provide seed and shelter to maintain high yellowcedar composition in future stand. Leave safe snags where possible to maintain snag densities. Partial cut the tallest trees between the unit and the road to remove trees that may present a safety hazard. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 222

QUAD: B2NW



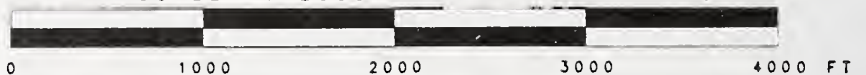
EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 222	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-10
ACRES: 57	VOL.: 2130 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Bennett 7-27-92	Office Review: J. Mehrwein
Steep ground at the upper reaches of unit. Gnarly rock bluffs. Good size timber, mostly open understory except for upper east corner area which was composed of small hemlock & BB.		
Logging/Transportation	Field Review: R. Doering 7-29-92	Office Review: J. Mehrwein
No special concerns.		
Watershed/Fisheries	Field Review: S. Sundberg 7-28-92	Office Review: G. McNaughton
The stream southeast of the unit is a Class II stream flowing into a Class I stream. The lower boundary of the unit should not be within 100 feet of the stream (BMP 12.6) Fall trees away from and split yard or fully suspend over Class III streams to maintain water quality (BMP 13.16).		
Soils/Geology	Field Review: S. Sundberg 7-28-92	Office Review: G. McNaughton
Slopes are stable, with deep soils. No concerns.		
Wildlife	Field Review: S. Sundberg 7-28-92	Office Review: R. Fairbanks
Observed wildlife use was moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100 foot buffer from stream along southeast boundary. Split yard or suspend over Class III streams in unit. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		




















# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 228

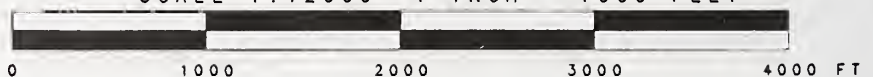
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 228	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-94
ACRES: 69	VOL.: 977 MBF	LOGGING SYSTEM: HELICOPTER	

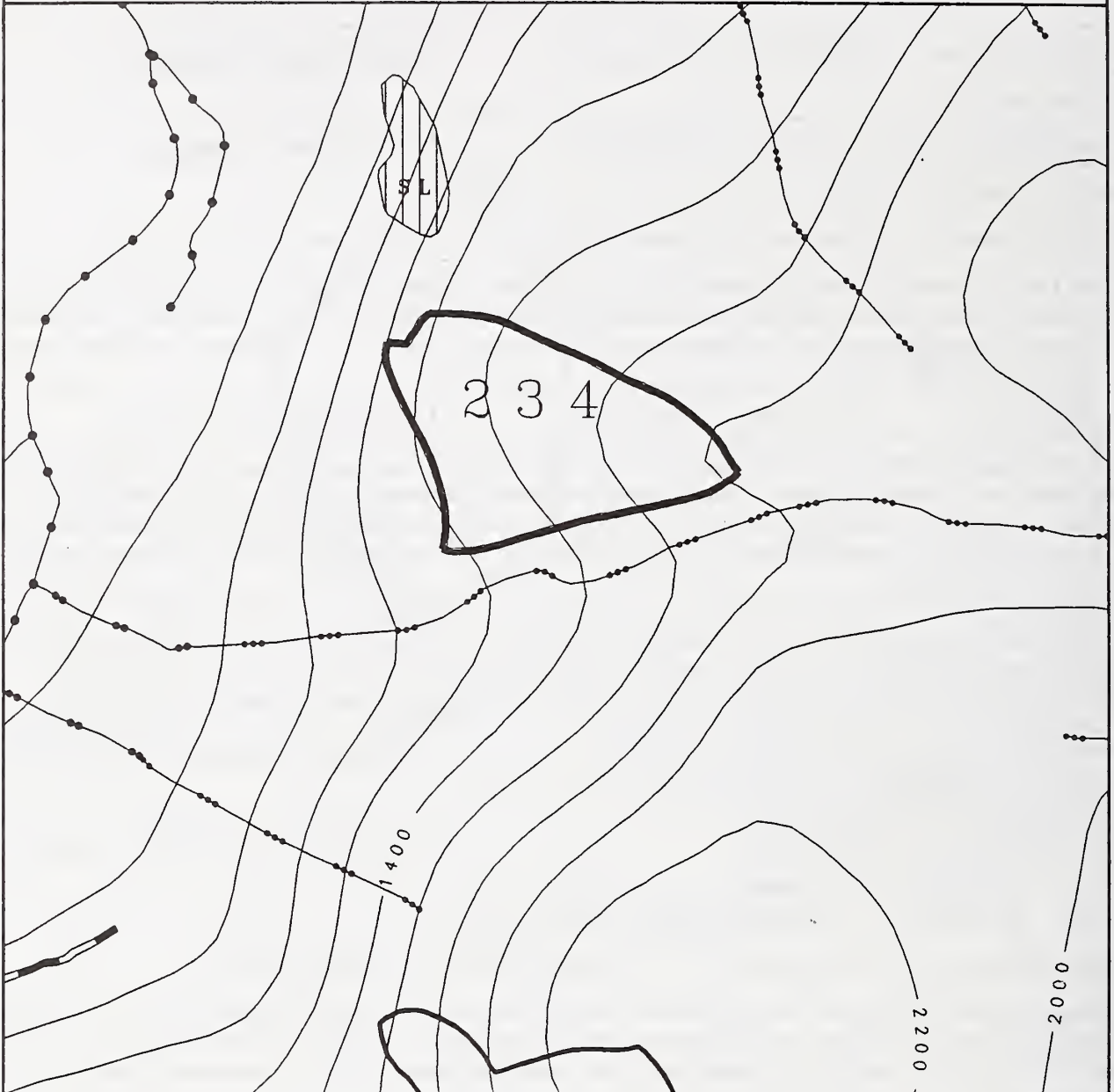
Timber/Silviculture	Field Review: B. Rot 7-10-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: B. Rot 7-10-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: R. Baker 7-10-92	Office Review: G. McNaughton
Three Class III streams present in unit which flow into the Class I Old Frank's Lake system. Directionally fall trees away from stream forming southwestern unit boundary. Minimize disturbance of other V-notch streams in unit through directional felling of trees and full suspension of logs over V-notches (BMP 13.16). Recommend helicopter logging due to soils concerns (BMP 13.9).		
Soils/Geology	Field Review: R. Baker 7-10-92	Office Review: G. McNaughton
Southeast corner is 45% or more McGilvery soils, and is excluded from final unit boundary (BMP 13.5); ignore flagging on ground, which includes this area. Bedrock knobs along southern boundary would create numerous blind leads if logged conventionally. Split yarding or fully suspending over three v-notch streams in unit would further break up unit. For these reasons and to avoid high mass movement potential due to hazard soils (BMP 13.9), helicopter logging is recommended.		
Wildlife	Field Review: R. Baker 7-10-92	Office Review: R. Fairbanks
Deer and bear sign abundant. Juvenile woodpecker sighted. No significant wildlife concerns identified in field. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Southeast corner of unit was excluded from the suitable timber base. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		




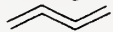
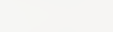

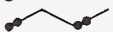
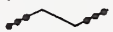




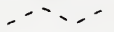
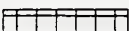

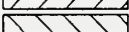

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 234

QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 234	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-95
ACRES: 40	VOL.: 2918 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: M. White 7-22-92	Office Review: J. Mehrwein
<p>Unit to be split by major type across stand. Lower-recommend no cut of lower half, very steep slopes, unstable soils, regen would be difficult on unstable soils. Upper-recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of C &amp; SS maybe necessary to maintain current species composition. Predominantly a 210 plant assoc. site. Productivity is moderate. Note: Some cliffs &amp; steep areas in unit (upper). Unit divided basically in half. Lower half contains steep slopes, cliffs, rock outcroppings. Soil is shallow &amp; loose. Upper half of unit is moderate slopes with a few rock outcroppings and cliffs. Cedar heavy in upper half of unit. Lower half should not be logged (even with helicopter). Regeneration would be very difficult and erosion would be a major concern.</p>		
Logging/Transportation	Field Review: M. White 7-22-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: G. McNaughton 7-23-92	Office Review: T. Stewart
No streams, no concerns.		
Soils/Geology	Field Review: G. McNaughton 7-23-92	Office Review: T. Stewart
<p>Western half of unit is extremely steep and unstable. Recommend dropping this area from consideration (BMP 13.5). Remainder of unit has moderate slopes but McGilvery soils are prevalent. Recommend helicopter yarding and assurance that western unit boundary is above the slope break (BMP 13.9).</p>		
Wildlife	Field Review: G. McNaughton 7-23-92	Office Review: R. Fairbanks
<p>Very little wildlife use evident and no mitigation is anticipated. Recommend leaving a minimum of three snags per acre for habitat diversity and wildlife needs.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Western half of unit was removed from the suitable timber base. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.</p>		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 241

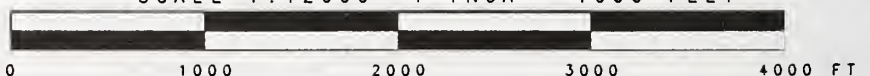
QUAD: B2NW



- |                              |  |                              |  |
|------------------------------|--|------------------------------|--|
| <br><br><br><br><br><br><br> | <p>EXISTING ROADS<br/>1989-1994 ROADS<br/>POLK INLET<br/>PROJECT ROADS<br/>CLASS 1 STREAM<br/>CLASS 2 STREAM<br/>CLASS 3 STREAM<br/>EAGLE TREE BUFFER<br/>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY<br/>FINAL UNIT BOUNDARY<br/>OTHER POLK INLET UNITS<br/>SETTING BOUNDARIES<br/>LAKES, PONDS, OCEAN<br/>SECOND GROWTH 0-10 YRS OLD<br/>SECOND GROWTH 11 YRS PLUS<br/>OLD BURNS AND SLIDES</p> |
|------------------------------|--|------------------------------|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 241	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-10
ACRES: 9	VOL.: 149 MBF	LOGGING SYSTEM: HELICOPTER	

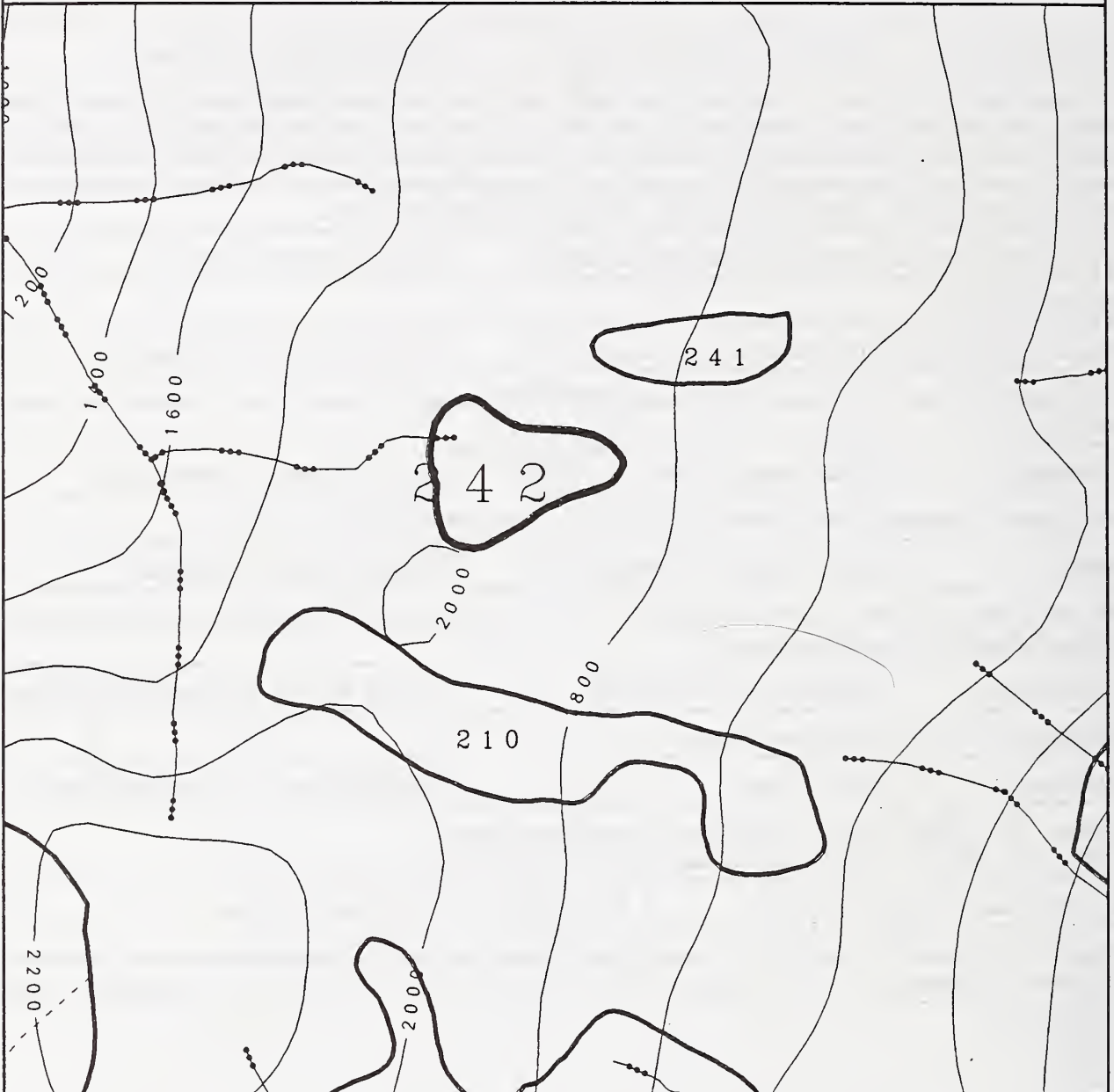
Timber/Silviculture	Field Review: D. Bennett 7-29-92	Office Review: J. Mehrwein
Too small, scrubby rotten trees. Rocky with small bluffs, many trees growing on top of rocks. Unit was very small, although unit card was 8 acres it seemed smaller especially when you consider that the unit was on the top-back side of a slope. It would appear larger on the photo, yet up close the edges of the unit were of very small wind blown scrub timber. As you get into the middle of the unit, the slope is steep 50-70% and the trees, especially the mountain hemlock, are very twisted. Timber quality small and poor. The edges of the unit are worse.		
Logging/Transportation	Field Review: D. Bennett 7-29-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: S. Sundberg 7-27-92	Office Review: G. McNaughton
No streams are located within the unit. Recommend helicopter logging to minimize impacts to muskeg surrounding unit (BMP 13.15).		
Soils/Geology	Field Review: S. Sundberg 7-27-92	Office Review: G. McNaughton
Steep slopes are restricted to the southern edge and are short with small trees.		
Wildlife	Field Review: S. Sundberg 7-27-92	Office Review: R. Fairbanks
This unit is small and is surrounded by muskeg. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. This unit may not be economical using helicopter yarding.		



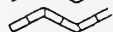
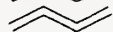

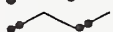
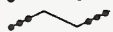





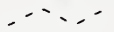
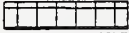



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 242

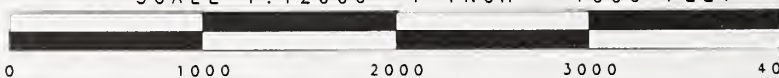
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 242	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-10
ACRES: 14	VOL.: 290 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: D. Bennett 7-27-92	Office Review: J. Mehrwein
Boundary is self evident from air and ground. Although it is a small unit, the trees are of good quality. Slopes in the unit are gentle. The understory is open with some BB and young western hemlock. The SS for the most part looked solid and straight. The altitude of the unit, probably leaves it in the fog quite a bit. Tree tops and the area looked more alpine in nature. Good size sitka spruce and hemlock. Fairly flat ground. Probably easy to log. Trees from air appeared to have many dead tops.		
Logging/Transportation	Field Review: D. Bennett 7-27-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: S. Sundberg 7-27-92	Office Review: G. McNaughton
No streams are located within the unit.		
Soils/Geology	Field Review: S. Sundberg 7-27-92	Office Review: G. McNaughton
Slopes are gentle and stable, with deep soils.		
Wildlife	Field Review: S. Sundberg 7-27-92	Office Review: R. Fairbanks
Deer trails are abundant. The unit is an island of forest surrounded by muskeg and provides cover. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.		














# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 245

QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 245	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-97
ACRES: 101	VOL.: 3002 MBF	LOGGING SYSTEM: HELICOPTER	

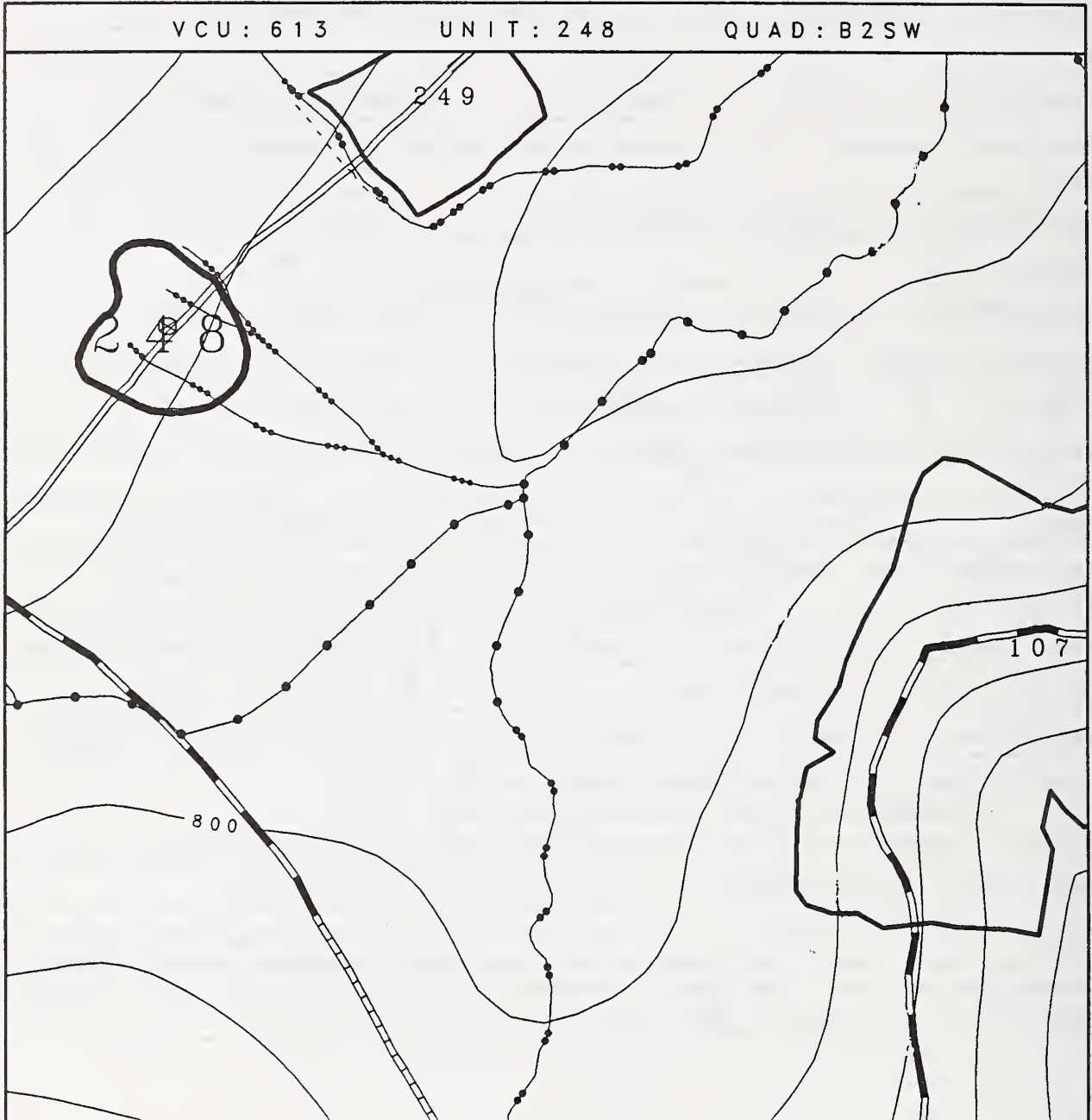
Timber/Silviculture	Field Review: D. Barker 7-11-92	Office Review: J. Mehrwein
Yellow cedar is poor quality. Not a very good helicopter unit. Conk in 20% of hemlock. YC is moderate to poor quality.		
Logging/Transportation	Field Review: D. Barker 7-11-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: G. McNaughton 7-12-92	Office Review: T. Stewart
No streams, no concerns. Unit boundary was maintained at least 500 feet from lake to the west (BMP 12.6).		
Soils/Geology	Field Review: G. McNaughton 7-12-92	Office Review: T. Stewart
Small area of instability with debris flows at southern unit boundary. No concerns if helicopter yarding is used (BMP 13.9).		
Wildlife	Field Review: G. McNaughton 7-12-92	Office Review: R. Fairbanks
Little wildlife use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review: G. McNaughton 7-12-92	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit. TES Plants - Large populations of <i>Listera caurina</i> and <i>L. cordata</i> orchids near waterfall in drainage at center of unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial-cut harvest unit by helicopter leaving yellowcedar trees in the unit to provide seed and shelter to maintain high yellowcedar composition in future stand. Leave safe snags where possible to maintain snag densities. Because of proximity to lake west of unit, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.		




# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 248

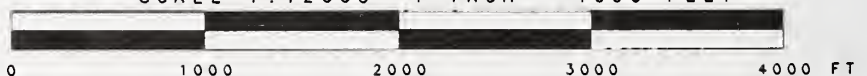
QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 248	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/697-7
ACRES: 17	VOL.: 155 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: T. Pusina 8-7-92	Office Review: J. Mehrwein
The northeast boundary is a class III stream in a deep v-notch, low volume unit surrounded by muskeg. Overall unit is very unproductive with poor site quality. Unit is very boggy and has muskegs throughout. Many trees have dead tops or other defects. Soils are poorly drained.		
Logging/Transportation	Field Review: T. Pusina 8-7-92	Office Review: J. Mehrwein
No major concerns. Two large fills with two 5' culverts. Mostly rippable construction. Good deflection.		
Watershed/Fisheries	Field Review: E. Ablow 8-10-92	Office Review: G. McNaughton
There are two Class III streams located in the unit that are deeply incised with bedrock control. A third Class III stream defines the NE boundary. Recommend falling trees away from and split-yarding away from these streams since they flow into a Class I stream (BMP 13.16).		
Soils/Geology	Field Review: E. Ablow 8-10-92	Office Review: G. McNaughton
The unit is stable. No concern.		
Wildlife	Field Review: E. Ablow 8-10-92	Office Review: R. Fairbanks
Heavy deer and bear use observed. A probable goshawk siting was made within 1 mile southwest of unit. Recommend leaving sufficient live reserve trees and snags to maintain high habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Use directional falling and split-yarding along Class III streams. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		





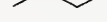
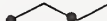


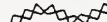








# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 249

QUAD: B2SW



- |   |   |  |
|---|---|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET</li> <li> PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 249	QUARTER QUAD: CRGB2SW	PHOTO YR/#:1991/690-7
ACRES: 25	VOL.: 399 MBF	LOGGING SYSTEM: HIGHLEAD	

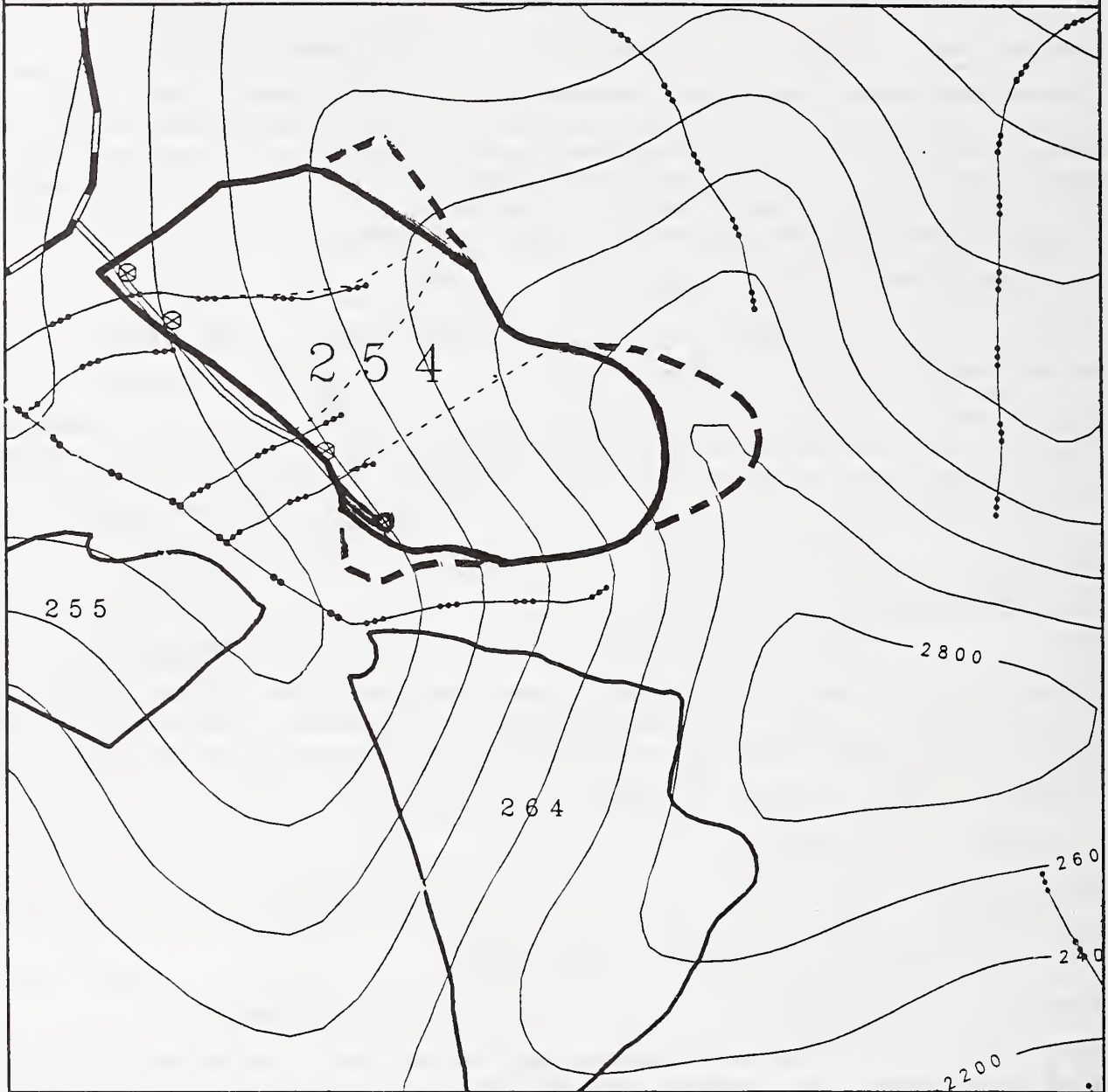
Timber/Silviculture	Field Review: T. Pusina 8-10-92	Office Review: J. Mehrwein
<p>Recommend cutting method is clearcut. Natural regeneration of hemlock should be sufficient. Advise a pre-commercial thinning at 15-20 years to enhance growth. Prevalent plant assoc. was WH-RC/BB which in this case was low to medium productivity. Majority of what was boggy with poor quality timber. SE portion of unit was omitted due to a fish supporting stream channel. There were many dead and dying trees throughout the unit. Majority of unit is muskeg or boggy with poor quality timber. There are many dead and dying trees and dead tops. There are patches of moderately productive timber along the two main drainages. Slope remained moderate throughout the unit, not going over 50%.</p>		
Logging/Transportation	Field Review: T. Pusina 8-10-92	Office Review: J. Mehrwein
<p>No major concerns. Two large fills with two 5' culverts. Mostly rippable construction. Good Deflection.</p>		
Watershed/Fisheries	Field Review: E. Ablow 8-11-92	Office Review: G. McNaughton
<p>A Dolly Varden trout was observed in the Class II stream that borders western side of unit. There is no fish barrier between this portion of the stream and the Class I channel directly downstream. The unit boundary was moved east 100 feet from the stream to ensure its protection (BMP 12.6). Recommend trees to be both felled and yarded away from this stream buffer (BMP 13.16). The northeast corner of the unit was moved southeast to avoid small water quality streams.</p>		
Soils/Geology	Field Review: E. Ablow 8-11-92	Office Review: G. McNaughton
<p>Stable unit with boggy wet soils. No concerns</p>		
Wildlife	Field Review: E. Ablow 8-11-92	Office Review: R. Fairbanks
<p>Bear sign evident throughout the unit. Two separate observations of deer within the unit. A probable goshawk siting was made southwest of the unit boundary on the fringe of a muskeg. It was no more than 1.5 miles from the unit boundary. Recommend leaving sufficient live reserve trees and snags to maintain high habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Maintain buffers along Class I and II streams and use directional falling and split-yarding along Class III streams. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.</p>		


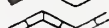




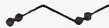
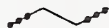
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD





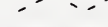



VCU: 613

UNIT: 254

QUAD: B2SW

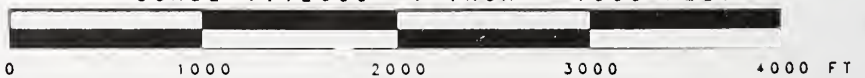


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 254	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/690-6
ACRES: 116	VOL.: 6575 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: C. Maloney 7-22-92	Office Review: J. Mehrwein
West & north boundaries flagged, east boundary is at slope-break and ridge. Top to meadows and below cliff faces. South boundary is away from slides. Nice hemlock, spruce stand at higher elevation (> ~ 2000'), good volume. Logging could be done by cable instead of helicopter. Only the lower southwestern boundary was flagged.		
Logging/Transportation	Field Review: Don C. 7-29-92	Office Review: J. Mehrwein
The road is an alternate solution. The original route was blocked by cliffs. This road terminates at landing #2 as a 400' wide slide blocks any extension. Road access is available from the NE side. Construction chance is good. Landings are fair to good. Unit can be cable yarded or heli-logged. See road notes and map in envelope. Road cannot continue past the unit due to active slides and unstable ground.		
Watershed/Fisheries	Field Review: S. Sundberg 7-22-92	Office Review: T. Stewart
Split yard or fully suspend over the three Class III streams in western part of unit to maintain water quality (BMP 13.16).		
Soils/Geology	Field Review: S. Sundberg 7-22-92	Office Review: T. Stewart
Keep southern boundary above cliffs and north of the debris avalanche scar visible on the aerial photo (BMP 13.5). Elsewhere, slopes are stable.		
Wildlife	Field Review: S. Sundberg 7-22-92	Office Review: R. Fairbanks
There is extensive evidence of bear and deer use, including scat, tracks, and digs. Because of large size of unit and high observed wildlife use, recommend leaving sufficient live reserve trees and snags to maintain high habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Also, leave at least three, 2-acre islands of timber in blind leads, areas protected from strong winds, and/or along setting boundaries. Split-yard or suspend over 3 Class III streams. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		

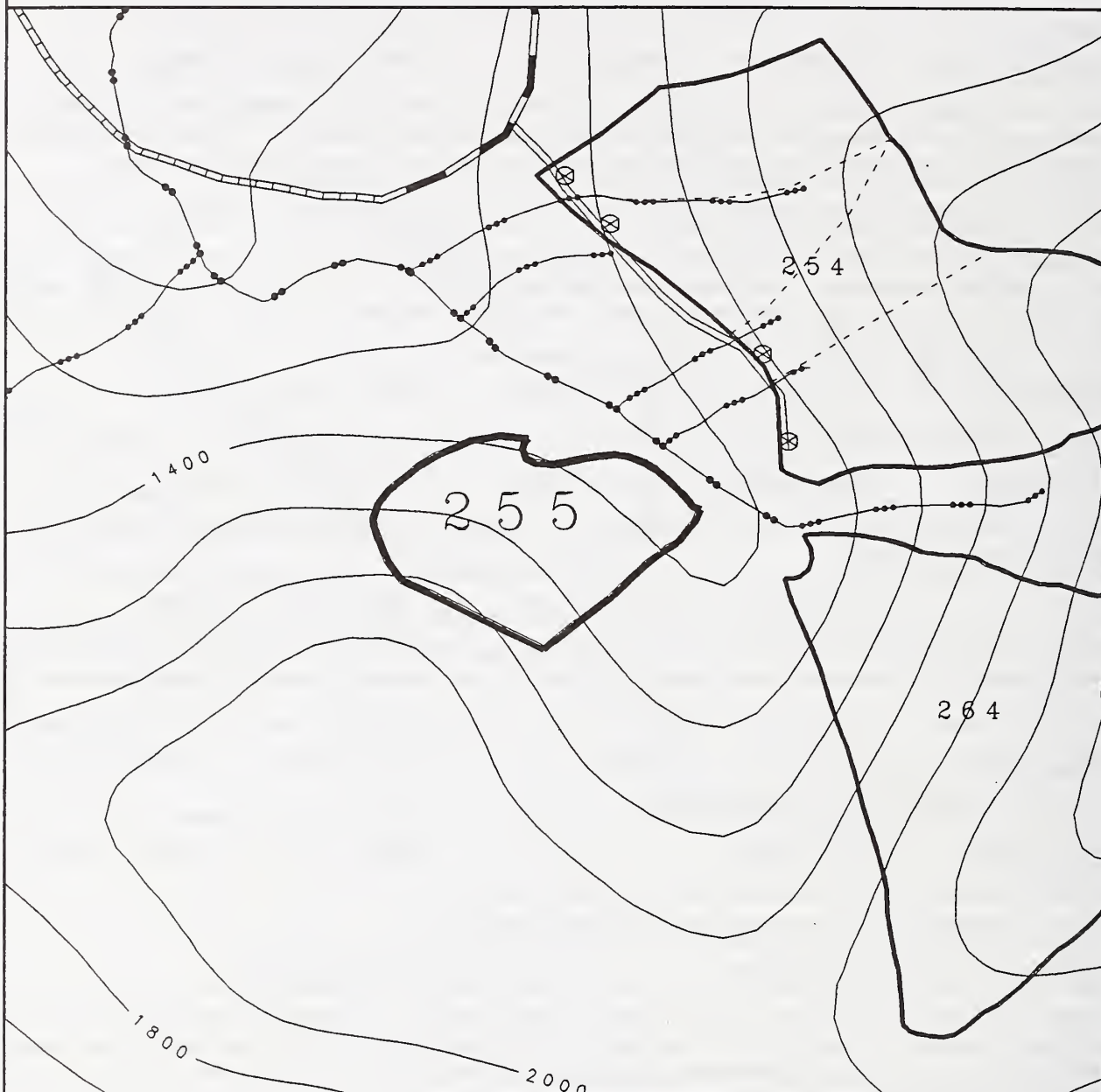


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 255

QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS DLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLICES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 255	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-5
ACRES: 35	VOL.: 794 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 7-16-92	Office Review: J. Mehrwein
5-10 year old blowdown along east boundary. The boundary is along a rock face cliff = 100'.		
Logging/Transportation	Field Review: R. Schmeling 7-16-92	Office Review: J. Mehrwein
Road access not available. Rock bound on NW slide bound on SE. Heli log only option.		
Watershed/Fisheries	Field Review: T. Coleman 7-16-92	Office Review: G. Jackson
There are no streams in the unit, no concerns.		
Soils/Geology	Field Review: T. Coleman 7-16-92	Office Review: G. Jackson
Unit is very steep and has McGilvery soils. Slides may occur. Recommend split yarding from any V-notches or full suspension across them to maintain sideslope stability (BMP 13.16). Avoid cliffs on the north side of the unit. After office review, helicopter logging was recommended for this unit, which will decrease the likelihood of landslides (BMP 13.9).		
Wildlife	Field Review: T. Coleman 7-16-92	Office Review: R. Fairbanks
Fresh bear scat and tracks. Deer tracks and martin scat present. No special concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to avoid unstable areas. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 264

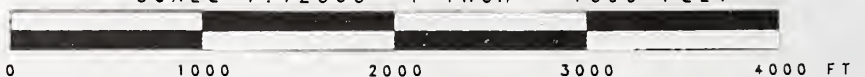
QUAD: B2SW



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 264	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/690-5
ACRES: 85	VOL.: 1651 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-22-92	Office Review: J. Mehrwein
Lousy timber throughout unit. Most trees aggregated into clumps surrounded by salmonberry, blueberry and devils club. Regeneration could be a problem.		
Logging/Transportation	Field Review: B. Rot 7-22-92	Office Review: J. Mehrwein
Road access not suitable owing to active slide areas. Very steep sidehill at the head of a watershed. Most better left alone.		
Watershed/Fisheries	Field Review: G. Jackson 7-20-92	Office Review: T. Stewart
There are no streams within the unit. No concerns.		
Soils/Geology	Field Review: G. Jackson 7-20-92	Office Review: T. Stewart
There is a small area underlain by McGilvery soil in the center of the unit; this area also has numerous small cliffs, which will be unstable if cable logged. Helicopter logging is recommended (BMP 13.9), but slides may still occur, and snow avalanches will no longer be confined. This may make regeneration slow (BMP 13.19).		
Wildlife	Field Review: G. Jackson 7-20-92	Office Review: R. Fairbanks
Evidence of bear and deer use is abundant. Steller's Jay and winter wrens observed. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial cut harvest unit by helicopter to avoid unstable and avalanche-prone areas and to maintain structure and snags for wildlife. Prescription should emphasize removing majority of volume, leaving behind windfirm patches and individual trees, especially in areas with major regeneration concerns. Approximately 25% of area in center of unit may be inoperable due to very steep slopes. Conduct goshawk surveys in potential habitat and implement Region 10 goshawk management guidelines as appropriate.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 268

QUAD: B2NE



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 268	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/390-38
ACRES: 29	VOL.: 679 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-25-92	Office Review: J. Mehrwein
Lousy timber in western 1/3 of unit; good timber in rest of the unit. Blowdown noted to the east of unit in subsequent visit.		
Logging/Transportation	Field Review: D. Barker 8-3-92	Office Review: J. Mehrwein
Average yarding cost. Good deflection across the three creeks. Large (8') culvert needed at v-notch at 3+75. Good quality hemlock. Average construction cost. Need an 8' culvert in v-notch, 30' deep, 50' across. Good tailholds, anchors for steep spar. Good hemlock to 3'. Deflection appears okay, especially across creek #3. Split yard creek #2. Landing near creek #1 will give good yarding deflection.		
Watershed/Fisheries	Field Review: G. Jackson 7-25-92	Office Review: T. Stewart
Western unit boundary was kept at least 100 feet from Class II stream that flows into a Class I stream (BMP 12.6). Three class III streams cross unit and also flow into Class I streams. Recommend directional falling and split yarding away from two easternmost streams (BMP 13.16). Recommend full suspension over, and no harvest within, third stream canyon near west side of the unit to maintain side slope stability.		
Soils/Geology	Field Review: G. Jackson 7-25-92	Office Review: T. Stewart
Unit has gentle slopes. There are about 20% McGilvery soils, but these occur on slopes less than 70%. No concerns.		
Wildlife	Field Review: G. Jackson 7-25-92	Office Review: R. Fairbanks
Deer sign is abundant. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Unit lies within 1/4 mile of Kivilco Village Corporation land.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100 foot minimum buffer along Class II stream along western boundary. Implement split-yarding and directional falling or full suspension along Class III streams in unit. No harvest within western-most Class III stream canyon to maintain side-slope stability. Because of difficult access, leave strip of timber between this Class III stream and Class II stream to the west to provide snags and structure for wildlife. Salvage blowdown to the east of unit between unit 613-268 and clearcut on Kivilco Village Corporation land.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD







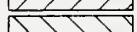

VCU: 613

UNIT: 270

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 270	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-155
ACRES: 51	VOL.: 717 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: D. Bennett 7-24-92	Office Review: J. Mehrwein
Scrappy timber, because of a class II stream feeding a beaver system. The south boundary is the v-notch & class III stream. Full of muskeg.		
Logging/Transportation	Field Review: J. Dalton 8-2-92	Office Review: J. Mehrwein
The unit was cut short north of the lake, however, the road was located to the south end of the lake anyway. This unit is an excellent R/S unit. No concerns with the road.		
Watershed/Fisheries	Field Review: T. Coleman 7-24-92	Office Review: T. Stewart
Class I lake along southwestern boundary requires a 100 foot no cut and a 500 foot selective cut buffer (BMP 12.6). South of Class III stream at north end of lake only selective cutting is allowed. 100 foot buffer not flagged, unit cut short in field to avoid stream.		
Soils/Geology	Field Review: T. Coleman 7-24-92	Office Review: T. Stewart
Gentle slopes with good stability, no concerns.		
Wildlife	Field Review: T. Coleman 7-24-92	Office Review: R. Fairbanks
Active beaver waterway system fed by Class III stream. Fresh cut trees evident. Wolf and bear tracks seen. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. However, southwest corner of unit, within 500 feet of lake, is to be selective cut only. Directionally fall trees and yard away from or suspend logs over muskegs where possible. Because of proximity to lake southwest of unit, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.		

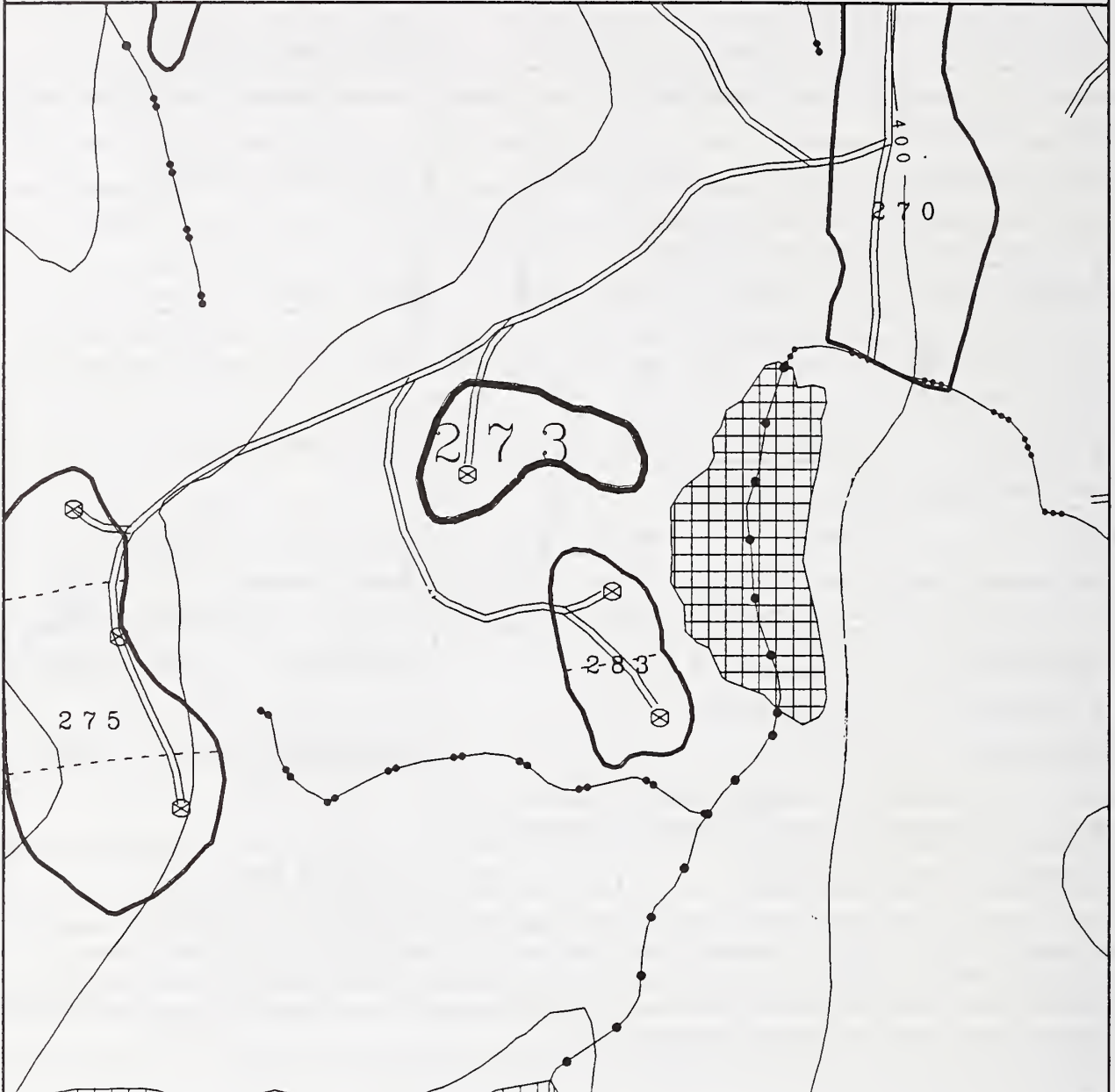


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 273

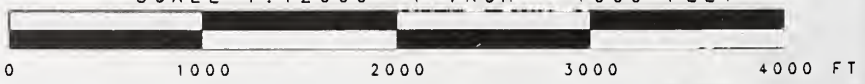
QUAD: B2NE



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 273	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-28
ACRES: 15	VOL.: 237 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 7-25-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of cedar and sitka spruce maybe necessary to maintain current species composition. Predominantly a 760 plant assoc. however 710 occurs on south of unit. Many dead tops in stand. Unit is fairly flat. Brush is moderate to high. Moderate amount of defect in stand. Uneven stocking with many small openings. Small drainage on south side of unit.</p>		
Logging/Transportation	Field Review: J. Dalton 8-3-92	Office Review: J. Mehrwein
<p>Road notes in 613-275 file. Good road building in fairly flat ground. A landing spur was used for unit 613-273 to avoid crossing a canyon and to eliminate some adverse grade. This is a fairly small unit and the deflection is good. The HL or R/S system can be used, because the 613-283 unit is an R/S unit, we recommend the R/S system.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 7-25-92	Office Review: T. Stewart
<p>No streams within unit. The Class I lake to the east requires a 100 foot no cut buffer, plus a 400 foot selective cut buffer (BMP 12.6). This impacts a small portion of the unit. Only the 100 foot no-cut buffer was flagged (in pink).</p>		
Soils/Geology	Field Review: G. McNaughton 7-25-92	Office Review: T. Stewart
<p>No concerns, unit has gentle slopes and good stability.</p>		
Wildlife	Field Review: G. McNaughton 7-25-92	Office Review: R. Fairbanks
<p>Minor wildlife use was evident only along the southern unit boundary above the stream. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. However, eastern portion of unit, within 500 feet of lake, is to be selective cut only. Because of proximity of lake east of unit, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 275

QUAD: B2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 275	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-28
ACRES: 51	VOL.: 1030	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: M. White 7-25-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of cedar and sitka spruce maybe necessary to maintain current species composition. Predominantly a 760 plant assoc. site. Productivity is moderate. Fairly flat unit. Moderate amount of volume loss. Majority of trees have dead tops. Brush is moderate to high in a few places. Stocking is uneven with openings scattered throughout unit.</p>		
Logging/Transportation	Field Review: J. Dalton 8-3-92	Office Review: J. Mehrwein
<p>Easy road building in flat ground. The segment length includes one 400 foot landing spur. Good HL unit. Landings are on flat ground, with good deflection to the upper falling boundary. Good road building. No concerns with the HL system for this unit.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 7-25-92	Office Review: T. Stewart
<p>No streams, no concerns.</p>		
Soils/Geology	Field Review: G. McNaughton 7-25-92	Office Review: T. Stewart
<p>No concerns. Gentle slopes with good stability.</p>		
Wildlife	Field Review: G. McNaughton 7-25-92	Office Review: R. Fairbanks
<p>Low-moderate deer use, little bear sign. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain minimum of 100 foot no-cut buffer between unit and small Class II lake along southeastern border.</p>		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 277	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-155
ACRES: 20	VOL.: 147 MBF	LOGGING SYSTEM: HIGHLEAD	

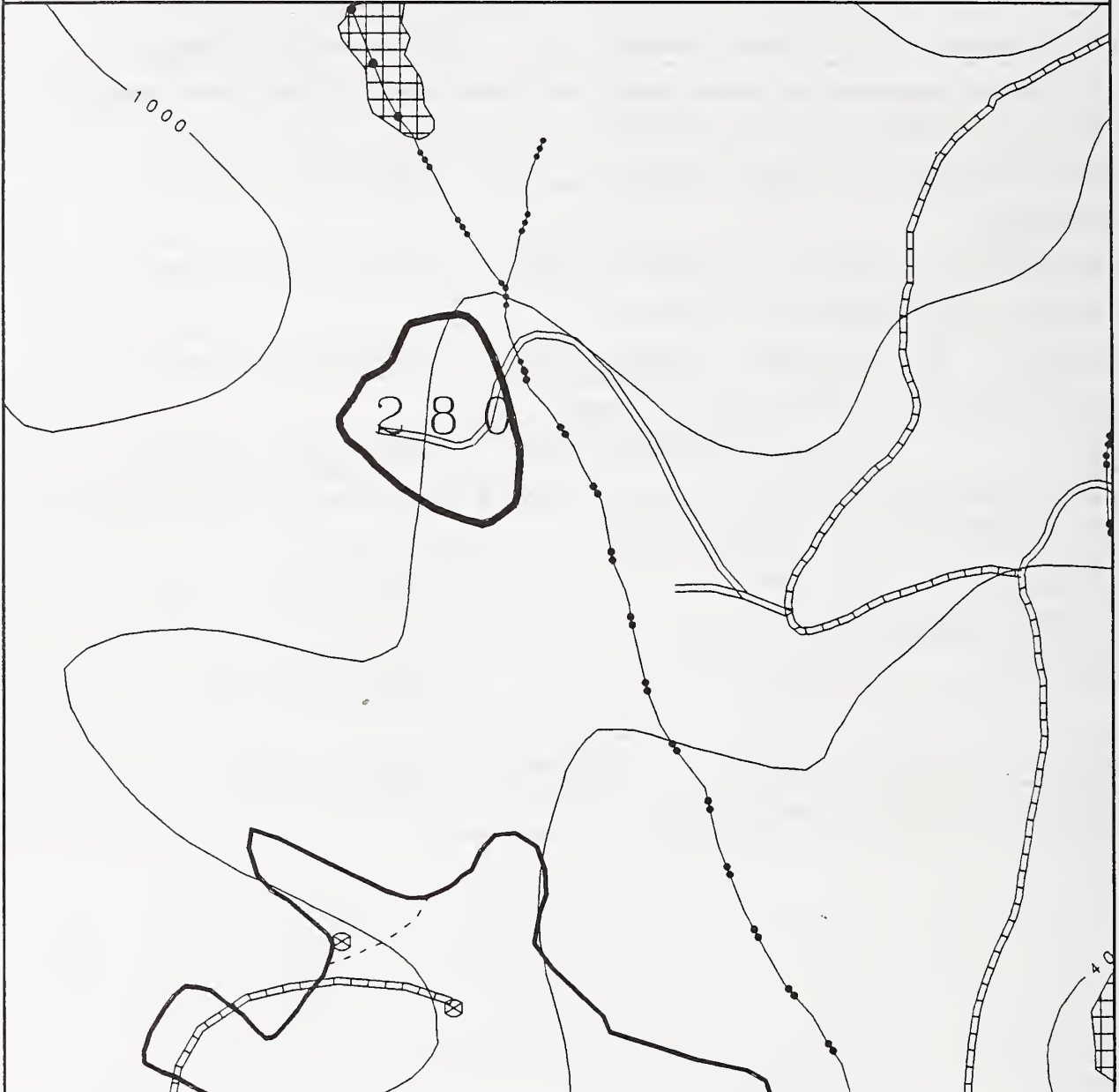
Timber/Silviculture	Field Review: C. Maloney	Office Review: J. Merhwein
Units 613-277 & 278 combined into one unit. Probably need 2 yarder settings. Mt. hemlock stand, some patches of even aged (6" DBH). Basically crappy, low volume stand.		
Logging/Transportation	Field Review: C. Maloney	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review: S. Sundberg 7-23-92	Office Review: T. Stewart
No streams are located within the unit. No concerns.		
Soils/Geology	Field Review: S. Sundberg 7-23-92	Office Review: T. Stewart
Slopes are gentle and stable, with deep soils. No concerns.		
Wildlife	Field Review: S. Sundberg 7-23-92	Office Review: R. Fairbanks
There is abundant bear sign (scat, digs) in the center of the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review:	Office Review:
Not visible from priority travel route/use area.		
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped due to volume less than 8 MBF/acre.		



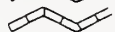
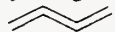

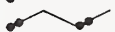
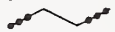








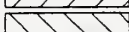

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 280

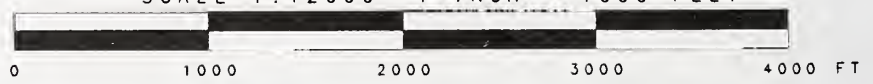
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 280	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-155
ACRES: 20	VOL.: 226 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

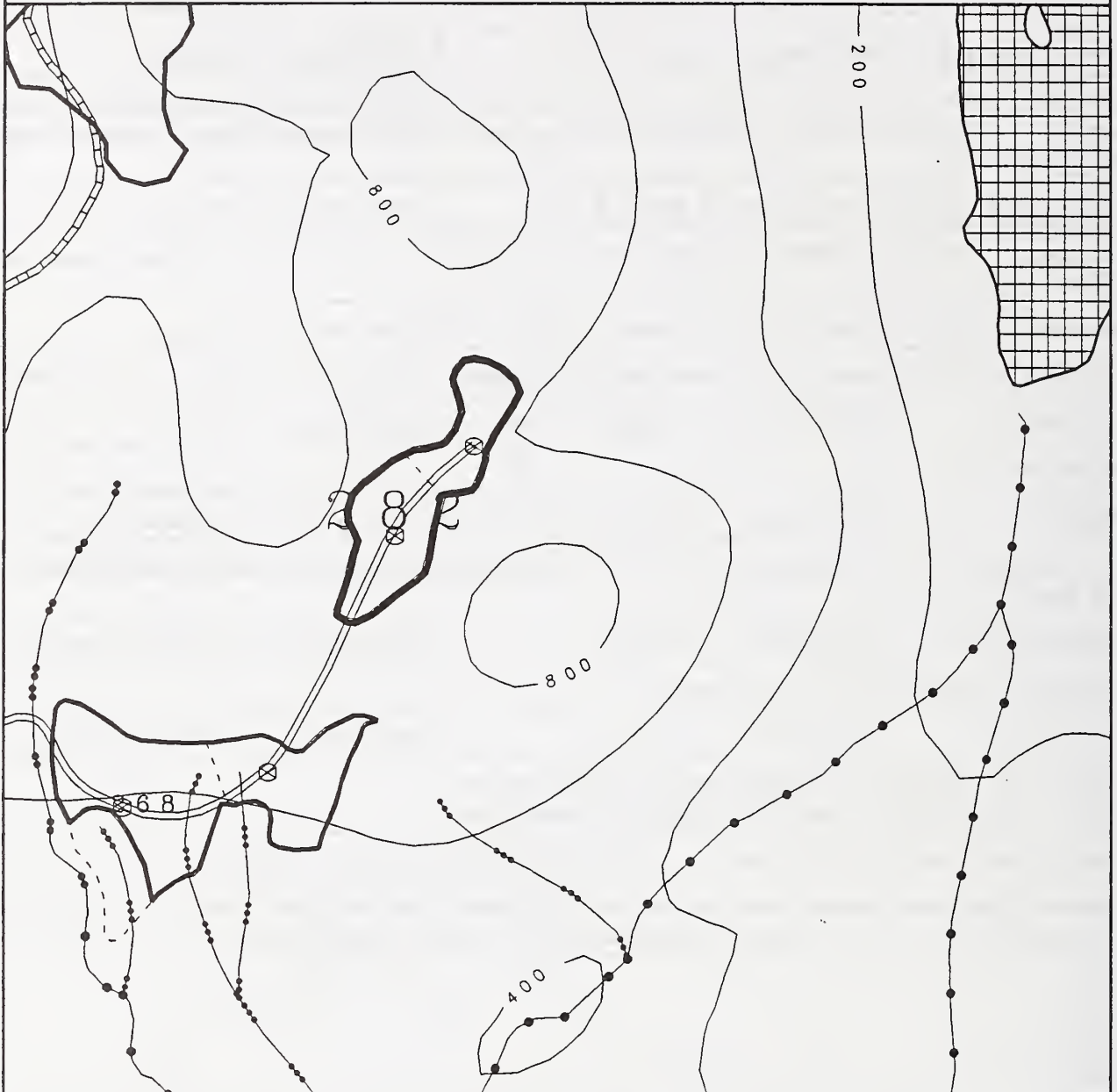
Timber/Silviculture	Field Review: J. Dowd 7-22-92	Office Review: J. Mehrwein
Low volume timber, surrounded by muskegs. Deep v-notch on east boundary. Poor quality and quantity of timber, especially at top of unit and bottom. In the middle of the unit, where slope was steepest, there was larger and better quality logs.		
Logging/Transportation	Field Review: D. Barker 8-2-92	Office Review: J. Mehrwein
Transportation cost average, 30-60% side slopes. 1-3' culvert. Logging no problems. Short yarding but small tailhold stumps.		
Watershed/Fisheries	Field Review: T. Coleman 7-23-92	Office Review: T. Stewart
No streams in unit, no concerns if southeastern unit boundary remains away from Class II stream to the east (BMP 12.6).		
Soils/Geology	Field Review: T. Coleman 7-23-92	Office Review: T. Stewart
No concerns noted.		
Wildlife	Field Review: T. Coleman 7-23-92	Office Review: R. Fairbanks
No concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Keep southeastern unit boundary at least 100 feet from Class II stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 282

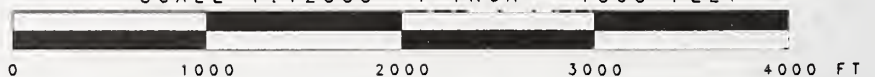
QUAD: B2NE



- |                                      |  |                              |   |
|--------------------------------------|--|------------------------------|---|
| <br><br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET</p> <p>PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|--------------------------------------|--|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 282	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/390-38
ACRES: 14	VOL.: 518 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-25-92	Office Review: J. Mehrwein
Steep slopes with scattered McGillvery soil. Good timber throughout, but most larger 'thuya plicata' with dead tops.		
Logging/Transportation	Field Review: D. Barker 8-5-92	Office Review: J. Mehrwein
Average road cost. Quarry at 2994. Grades favorable. Side slopes 40-70%. No creek crossings. No concerns. Average deflection. Adequate anchors both at landings and at tailholds. Average timber. Need a 90' spar to yard all the wood at the first landing to the top of the hill. Average deflection (1 profile measured). No logging or road building concerns.		
Watershed/Fisheries	Field Review: G. Jackson 7-25-92	Office Review: T. Stewart
There are no streams within the unit. No concerns.		
Soils/Geology	Field Review: G. Jackson 7-25-92	Office Review: T. Stewart
No McGilvery soils observed. Slopes are steep but apparently stable. No concerns.		
Wildlife	Field Review: G. Jackson 7-25-92	Office Review: R. Fairbanks
Deer and bear use evident; a bald eagle was observed flying over the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Eastern boundary of unit partially coincides with Kavalco Village Corporation land.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Achieve partial suspension where possible.		



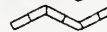
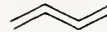
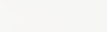
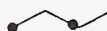
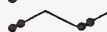
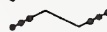









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 613

UNIT: 283

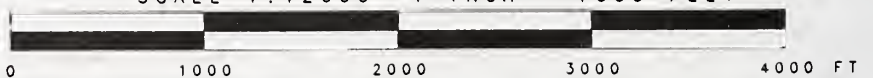
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIOES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 613	UNIT #: 283	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-28
ACRES: 16	VOL.: 504 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 7-25-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of cedar and sitka spruce maybe necessary to maintain current species composition. Predominantly a 710 plant assoc. Site productivity is moderate-low in some areas. The east boundary is 100' from the class I lake, suggest select harvest to the east of proposed road. Unit relatively flat. Many dead &amp; broken tops scattered around unit. DD &amp; light to moderate. Defect is moderate to high in a few scattered areas. Brush is moderate to high.</p>		
Logging/Transportation	Field Review: J. Dalton 8-3-92	Office Review: J. Mehrwein
<p>No concerns with road or logging. Short yarding and good deflection.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 7-25-92	Office Review: T. Stewart
<p>No streams within unit. The Class I lake to the east requires a 100 foot no cut buffer, plus a 400 foot selective cut buffer (BMP 12.6). This significantly impacts the eastern half of the unit. Only the 100 foot no cut buffer was flagged (in pink). Outstanding Cutthroat trout fishing in this lake. Southern unit boundary was maintained at least 100 feet from the Class II stream which flows into a Class I stream (BMP 12.6).</p>		
Soils/Geology	Field Review: G. McNaughton 7-25-92	Office Review: T. Stewart
<p>No concerns, unit has gentle slopes with good stability.</p>		
Wildlife	Field Review: G. McNaughton 7-25-92	Office Review: R. Fairbanks
<p>Little wildlife use observed within the unit. Canada goose observed at lake just to the east of the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. However, approximately eastern half of unit, within 500 feet of lake, is to be selective cut only. Keep southern boundary at least 100 feet north of Class II stream. Because of the proximity of the lake east of unit, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.</p>		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 203

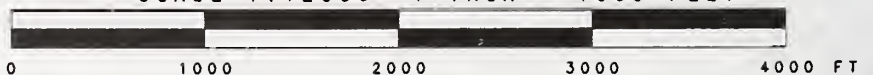
QUAD: B2NE



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 203	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/390-84
ACRES: 20	VOL.: 1106 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: C. Maloney 8-7-92	Office Review: J. Mehrwein
<p>Good volume overall. Active slide in v-notch in southern area, near southern border. High windthrow potential, down live trees in stand. The unit corners are flagged, and the western boundary is flagged every chain. Exceptionally heavy fruiting of mycorrhizal fungi including <i>Cortinarius</i>, <i>Hygrocybe</i>, <i>Suillus</i>, <i>Boletus</i>, and others. Hemlock fluting common below unit near saltwater. A single cut hemlock stump (26") with springboard notch is immediately below lower unit boundary and a full 800 feet from, and 300 feet above, the beach.</p>		
Logging/Transportation	Field Review: C. Maloney 8-7-92	Office Review: J. Mehrwein
<p>Helicopter logging.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 8-7-92	Office Review: T. Stewart
<p>No streams within unit. An extremely unstable V-notch drainage near the southern unit boundary sent a large debris flow nearly to saltwater this year. No concerns if helicopter yarding is used (BMP 13.16).</p>		
Soils/Geology	Field Review: G. McNaughton 8-7-92	Office Review: T. Stewart
<p>Steep and moderately unstable with numerous slides and downhill blowdown strips which resemble V-notch streams on aerial photographs. Much more stable between slide areas, with little exposed soil or rock. No concerns if helicopter yarding is used (BMP 13.9).</p>		
Wildlife	Field Review: G. McNaughton 8-7-92	Office Review: R. Fairbanks
<p>Moderate deer use, very little bear sign. Bald eagle nest site on nearby island. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Steep slopes face entrance to inlet. No topographic screening. No natural openings in vegetation. Mapped by F.S. as Sensitivity Level 3, not seen. The slopes of the inlet are foreground from saltwater view. Unit to be partial cut helilogged. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Partial cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Prescription should emphasize removing majority of volume, leaving behind windfirm clumps and individual trees and trees in unstable areas. Yard logs to saltwater. If bald eagle nest site is active, helicopter flight paths need to be restricted and the interagency agreement with U.S. Fish and Wildlife Service followed. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 205

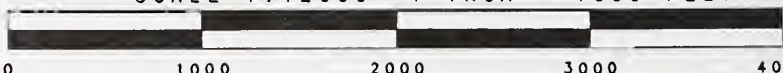
QUAD: B2NE



- |                                      |  |                              |   |
|--------------------------------------|--|------------------------------|---|
| <br><br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET</p> <p>PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|--------------------------------------|--|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 205	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/390-83
ACRES: 38	VOL.: 2463 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: S. Allen 8-4-92	Office Review: J. Mehrwein
<p>Three creeks run parallel in southern third of unit, so southern boundary was changed to Northern-most creek. There is a triangle of timber which could be logging in SE portion of unit. Many of the red cedar had dead tops and stripping cracks in holes. Also hemlock mistletoe was prevalent in the stand. An old blowdown was present along with areas of unstable soils and dog-hair thickets of regen. Previous logging occurred along beach fringe.</p>		
Logging/Transportation	Field Review: S. Allen 8-4-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: S. Allen 8-4-92	Office Review: T. Stewart
<p>Three parallel creeks in southern third of unit too close for cable logging. Boundary in field flagged at the northernmost creek. If creek area to remain in, recommend helicopter logging that area (BMP 13.16).</p>		
Soils/Geology	Field Review: S. Allen 8-4-92	Office Review: T. Stewart
Local soil instability noted adjacent to blowdown. No special concerns.		
Wildlife	Field Review: S. Allen 8-4-92	Office Review: T. Stewart
<p>No special use noted. Bald eagle nest site on nearby inland. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Steep slopes, face into inlet. Screened by topography from Skowl Arm. No natural openings in vegetation. Mapped by F.S. as Sensitivity Level 3, not seen. The slopes of the inlet are foreground from saltwater view. Unit to be partial cut helilogged. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Partial cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Unit extended to south during office review due to change to helicopter yarding. Prescription should emphasize removing majority of volume, leaving behind windfirm clumps and individual trees and trees in unstable areas. Yard logs to saltwater. If bald eagle nest site is active, helicopter flight paths need to be restricted and the interagency agreement with U.S. Fish and Wildlife Service followed. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.</p>		




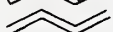


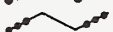






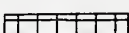



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 209

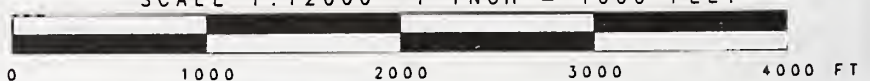
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 209	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/390-33
ACRES: 69	VOL.: 3601 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: C. Maloney 8-4-92	Office Review: J. Mehrwein
---------------------	---------------------------------	----------------------------

Major concern was the potential for slides. Whole area showed signs of long term and recent activity. Many trees were blown down. Some were dead and some still alive. Tree sizes varied, few large trees, with the exception of dead and down and the other blowdown. Logging this unit not recommended. Upper unit appears to be actively moving and lower (east side) is very steep with many slides and trees from slides above, below boundary line (east) are steep cliffs down to inlet. SW - N corner, this line varied from 60% slope to greater than 20%. Reason for the variations appeared to be caused by the sliding activity. Where slides deposited it had less slope. Lower boundary SE - N, had many cliffs and small drainages, v-notches and extensive blowdown.

Logging/Transportation	Field Review: C. Maloney 8-4-92	Office Review: J. Mehrwein
------------------------	---------------------------------	----------------------------

Helicopter logging.

Watershed/Fisheries	Field Review: E. Ablow 8-4-92	Office Review: T. Stewart
---------------------	-------------------------------	---------------------------

Numerous Class III, steep gradient streams in the unit. Streams in the north half of the unit have deeper, more unstable deposits which reside directly above a slide area. Recommend excluding streams from the northern corner of unit. Harvest other streams to slope break and split-yard trees away from V-notch (BMP 13.16). Perhaps helicopter logging is more practical.

Soils/Geology	Field Review: E. Ablow 8-4-92	Office Review: T. Stewart
---------------	-------------------------------	---------------------------

Very unstable with moderate-high steepness (75%) punctuated with numerous cliffs. Several slides are located near the unit. Recommend helicopter logging (BMP 13.9).

Wildlife	Field Review: E. Ablow 8-4-92	Office Review: R. Fairbanks
----------	-------------------------------	-----------------------------

Heavy deer sign and traces of bear. Bald eagle nest sites on nearby islands. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Steep slopes face entrance to inlet. No natural openings in vegetation. F.S. has mapped a band of upper slope as middleground and the rest, Sensitivity Level 3, not seen. The slopes of the inlet appear as foreground from saltwater view. Unit to be partial cut helilogged. Types I and III EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit lies adjacent to high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Original unit boundary was substantially modified to avoid unstable areas. Partial cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Prescription should emphasize removing majority of volume, leaving behind windfirm clumps and individual trees and trees in unstable areas. Yard logs to saltwater or LTF. If bald eagle nest sites are active, helicopter flight paths need to be restricted and the interagency agreement with U.S. Fish and Wildlife Service followed. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 216

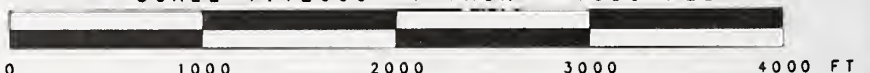
QUAD: B2SE



- |  |                   |  |                            |
|--|-------------------|--|----------------------------|
|  | EXISTING ROADS    |  | FIELD UNIT BOUNDARY        |
|  | 1989-1994 ROADS   |  | FINAL UNIT BOUNDARY        |
|  | POLK INLET        |  | OTHER POLK INLET UNITS     |
|  | PROJECT ROADS     |  | SETTING BOUNDARIES         |
|  | CLASS 1 STREAM    |  | LAKES, PONDS, OCEAN        |
|  | CLASS 2 STREAM    |  | SECOND GROWTH 0-10 YRS OLD |
|  | CLASS 3 STREAM    |  | SECOND GROWTH 11 YRS PLUS  |
|  | EAGLE TREE BUFFER |  | OLD BURNS AND SLIDES       |
|  | LANDINGS          |  |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 216	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/590-74
ACRES: 73	VOL.: 1987 MBF	LOGGING SYSTEM: HELICOPTER	

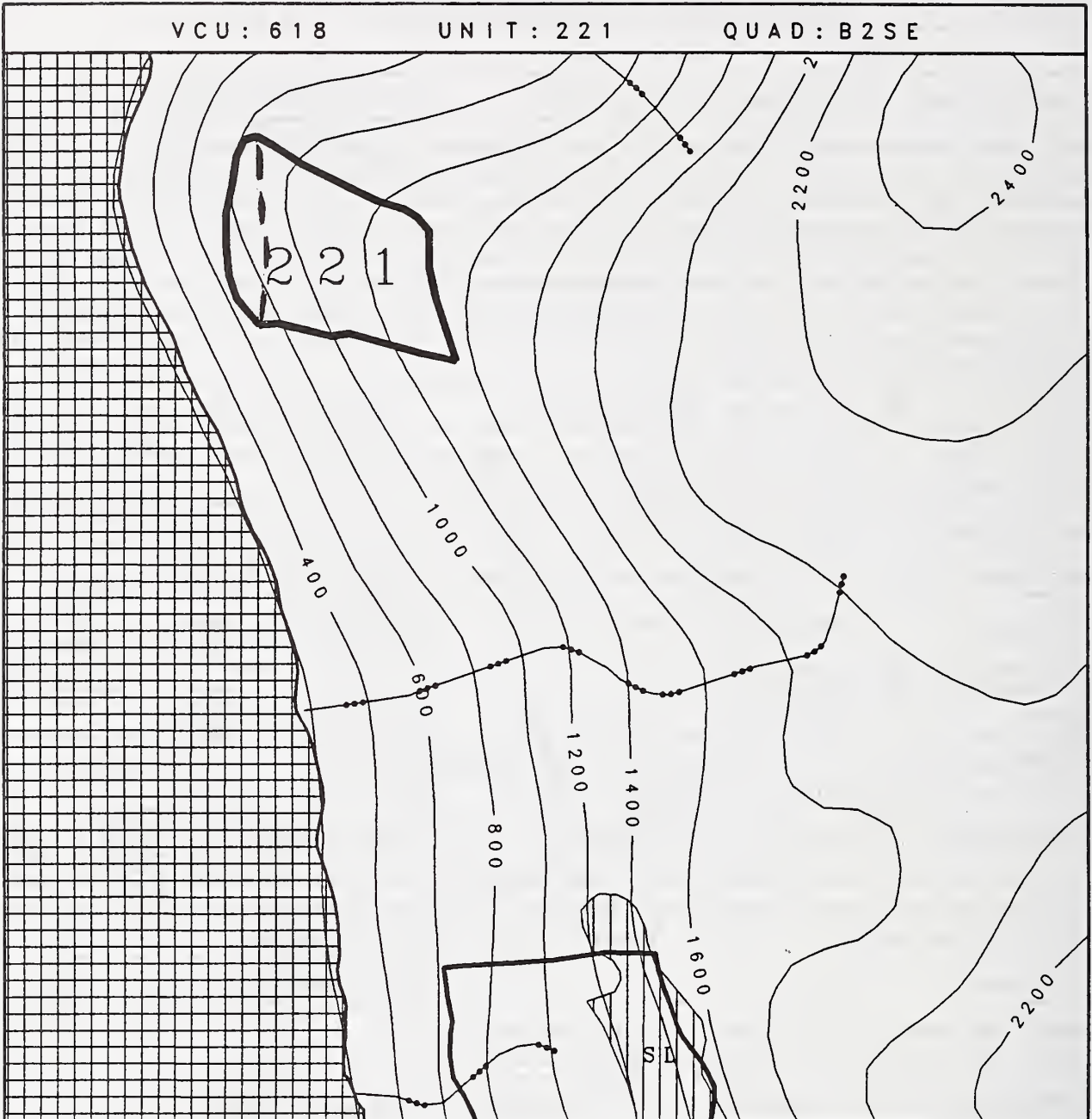
Timber/Silviculture	Field Review: T. Pusina 8-4-92	Office Review: J. Mehrwein
<p>Steep unstable soils evident by jackstraw trees, old slides and recent active slides. Suggest selective helicopter logging. Good volume otherwise. Cliffs &amp; muskegs are the east boundary. North boundary follows a v-notch. West boundary is the road and cliffs. South boundary is a major v-notch and stream that flows to beach. Because of steep unstable slopes, suggest selective helicopter logging (slopes are broken 90-140%). Overall, unit is very steep, the majority is 75% + slope. There are many exposed rocks/cliffs. Soils are shallow and unstable. There are evidences of slides and or blowdown. There are patches of very dense regeneration/saplings. These patches occur on the previously disturbed areas, ie: slides, blowdown, old logging. The prevalent plant assoc. is WH-RC/BB, which is moderately productive. Due to steep slopes and patches of good and poor timber, recommend cutting method is selection by helicopter. Roads are unfeasible within the unit due to slopes.</p>		
Logging/Transportation	Field Review: D. Barker 8-6-92	Office Review: J. Mehrwein
<p>Helicopter logging. The road is feasible to construct but, evidence of small slides below the road location makes the risk of future slumps, due to this disturbance, too high. See road design card.</p>		
Watershed/Fisheries	Field Review: T. Coleman 8-4-92	Office Review: T. Stewart
<p>Only a Class III stream within unit which flows directly to saltwater. No concerns if helicopter yarding is used.</p>		
Soils/Geology	Field Review: T. Coleman 8-4-92	Office Review: T. Stewart
<p>Large slide area in upper, eastern portion of unit.</p>		
Wildlife	Field Review: T. Coleman 8-4-92	Office Review: R. Fairbanks
<p>Maintain eagle nest tree buffer near southwestern tip of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Steep slopes face inlet. Natural openings are due to slope failure. Mapped by F.S. as Sensitivity Level 3, not seen. Inlet is less than a half mile wide through much of its length. Slopes appear as foreground. Unit to be partial cut helilogged. Types I and IV EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Partial cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Prescription should emphasize removing majority of volume, leaving behind windfirm clumps and individual trees and trees in unstable areas. Yard logs to saltwater. If bald eagle nest site is active, helicopter flight paths need to be restricted and the interagency agreement with U.S. Fish and Wildlife Service followed. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 221

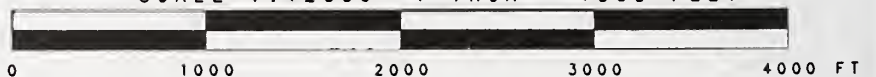
QUAD: B2SE



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 221	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/590-75
ACRES: 23	VOL.: 1285 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: C. Maloney 8-6-92	Office Review: J. Mehrwein
Well stocked, good volume. Soils appear unstable, evidence of a lot of slides in area, some active and recent. Helicopter logging, selective would be ok here.		
Logging/Transportation	Field Review: C. Maloney 8-6-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: J. Dowd 8-6-92	Office Review: G. McNaughton
Small seeps, no true streams noted. No concerns.		
Soils/Geology	Field Review: J. Dowd 8-6-92	Office Review: G. McNaughton
Steep areas have evidence of slides and should be avoided (BMP 13.9). Unit has benches that are stable and potentially good wildlife leave islands. Muskeg area to the northeast was excluded from the unit (BMP 13.15).		
Wildlife	Field Review: J. Dowd 8-6-92	Office Review: R. Fairbanks
Good potential for wildlife leave islands on benches. Signs of deer, bear, and wolf in unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Steep slopes face inlet. Natural openings are due to slope failure. Mapped by F.S. as Sensitivity Level 3, not seen. Inlet is less than a half mile wide through much of its length. Slopes appear as foreground. Unit is to be partial cut helilogged. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to avoid muskeg area. Partial cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Prescription should emphasize removing majority of volume, leaving behind windfirm clumps and individual trees and trees in unstable areas. Yard logs to saltwater. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		



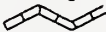
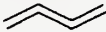



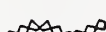









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 233

QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 233	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/390-85
ACRES: 25	VOL.: 1307 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: S. Allen 8-5-92	Office Review: J. Mehrwein
---------------------	-------------------------------	----------------------------

Western half of unit is very steep (>80%) from 500' elevation on. Cliffs, slides, unstable soils are prevalent in west portion of unit. East boundary is original road location. North boundary is straight (as indicated) cutting off 2 knobs. Area by east boundary is boggy, flat, with numerous dead and down. Timber is nice, tall, straight boles, large diameters at about 300' elevation on. Slopes of 60% at 300' increasing to 80% by 500'. Exposed rock, shallow soils were noted in plot 4.

Logging/Transportation	Field Review: J. Dalton 8-7-92	Office Review: J. Mehrwein
------------------------	--------------------------------	----------------------------

The road is higher than planned, because the only feasible bridge crossing was high. Fairly difficult yarding above the road, but good uphill yarding below the road. The road had to be higher than planned to reach the only feasible bridge crossing. Below this point the creek canyon is up to 200' high and 150' across. Road notes in 618-235 file. The road hooks up with the USFS road. Added to the road cost is one bridge, approximately \$40,000. The road comes into the unit higher than planned. Due to steepness, logging much higher than the road will be difficult. Good uphill yarding from below the road.

Watershed/Fisheries	Field Review: S. Allen 8-5-92	Office Review: G. McNaughton
---------------------	-------------------------------	------------------------------

Soils/Geology	Field Review: S. Allen 8-5-92	Office Review: G. McNaughton
---------------	-------------------------------	------------------------------

Wildlife	Field Review: S. Allen 8-5-92	Office Review: R. Fairbanks
----------	-------------------------------	-----------------------------

Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Steep slopes face inlet. Natural openings are due to slope failure. Mapped by F.S. as Sensitivity Level 3, not seen. Inlet is less than a half mile wide through much of its length. Slopes appear as foreground. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met but CVD will be high due to 1993-94 harvest.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit lies adjacent to high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Unit boundary was substantially modified to exclude unstable areas. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard and directionally fall trees along Class III streams.





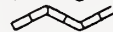
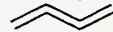
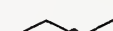

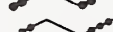










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 235

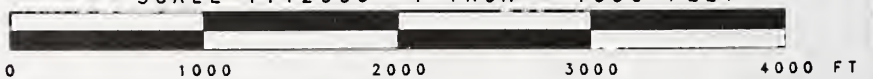
QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 235	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/390-85
ACRES: 29	VOL.: 378 MBF	LOGGING SYSTEM: HIGHLEAD	

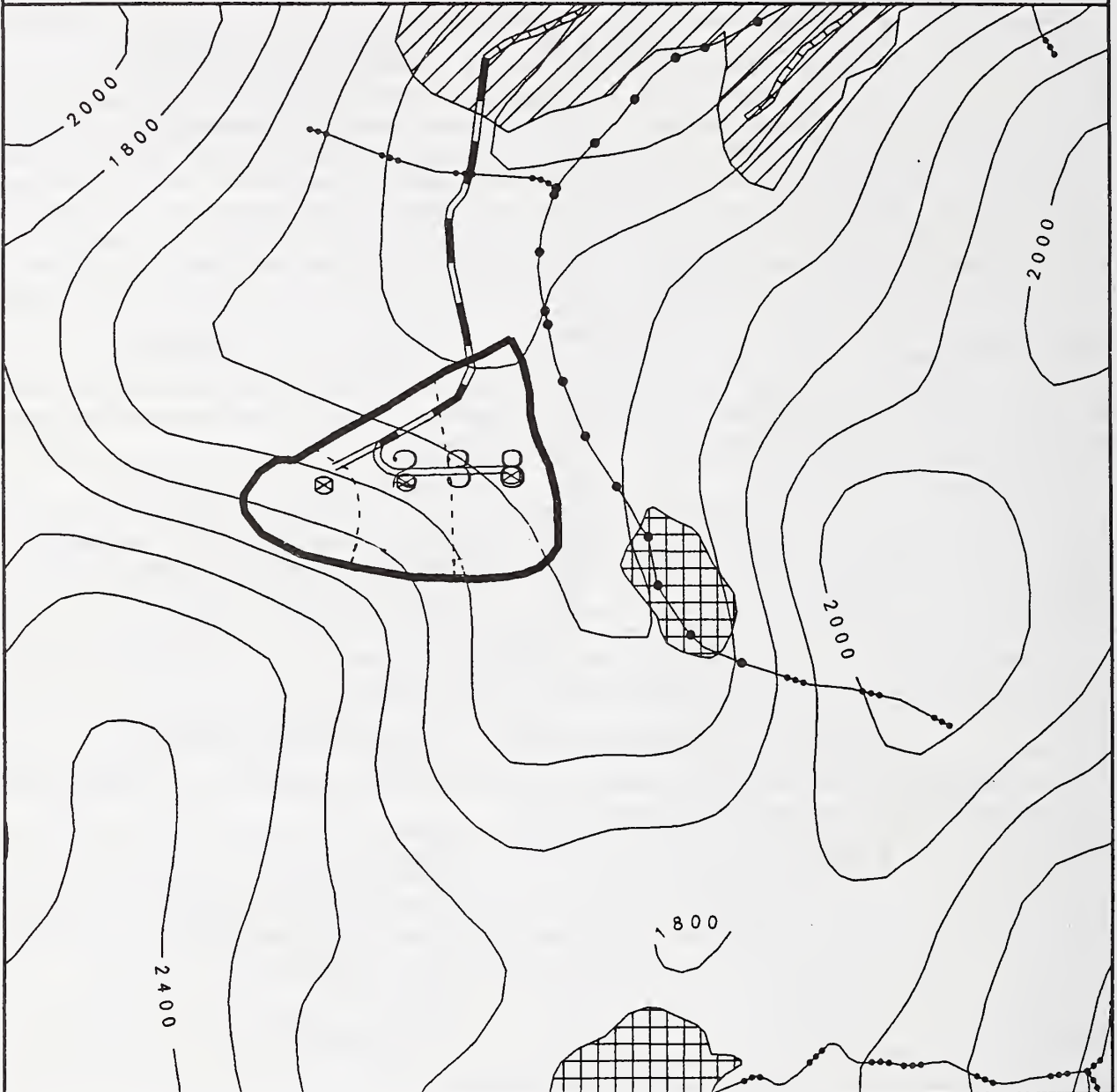
Timber/Silviculture	Field Review: M. White 8-4-92	Office Review: J. Mehrwein
<p>Recommend no cut of unit. Unit contains extreme slopes in excess of 150% in places. These spots have slides extending into the unit. M. soils present in unit. NW corner of unit 150% slopes, mostly cliffs in excess of 70 ft. high. Cliffs border above NW boundary and throughout NW corner and west area of unit. Steep slopes and McGilvery soils extend east to the bottom third of unit. SE corner of unit has a piece of reasonable slope and timber. Area drawn on card. Vomer to drag rain. Unit should be thrown out. Majority of unit is small cliffs and exposed rock outcroppings. Many old slides in area. Soil is very shallow. If any adjacent area is cut then the stand will windthrow. If unit is cut then adjacent areas will have to be salvage cut. Erosion is also a strong concern. Regen doesn't seem to be a problem in old slides. B&amp;D will be high. High percentage of cedar (yellow) in stand, some areas are just patches of 10-15" material.</p>		
Logging/Transportation	Field Review: J. Dalton 8-7-92	Office Review: J. Mehrwein
<p>East boundary is the proposed road (not flagged). SE corner is too close to beach. It should be at the road. Reasonable road building. The road crosses one slide, with mostly bedrock showing. The road will be the lower falling boundary. Due to steepness, downhill yarding will be difficult. North falling line was not seen.</p>		
Watershed/Fisheries	Field Review: A. Kammereck 8-4-92	Office Review: T. Stewart
<p>Large class III stream to south excluded from unit. Steepness may make split yarding difficult for remaining Class III stream, but is not required since it flows directly into saltwater. Recommend helicopter logging (BMP 13.16).</p>		
Soils/Geology	Field Review: A. Kammereck 8-4-92	Office Review: T. Stewart
<p>Upper portion of unit very steep (60 to 150%) with some McGilvery soils. Slides evident. Unstable. Upper, steep portion excluded from unit (BMP 13.5). Flagged boundary is below unstable portion.</p>		
Wildlife	Field Review: A. Kammereck 8-4-92	Office Review: R. Fairbanks
<p>Heavy deer use noted. Fresh and abundant bear sign seen. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Steep slopes face inlet. Natural openings are due to slope failure. Mapped by F.S. as Sensitivity Level 3, not seen. Inlet is less than a half mile wide through much of its length. Slopes appear as foreground. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met but CVD will be high due to 1993-94 harvest.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Unit boundary was substantially modified to exclude unstable areas. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.</p>		




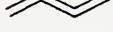


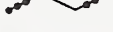





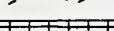



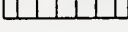
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 238

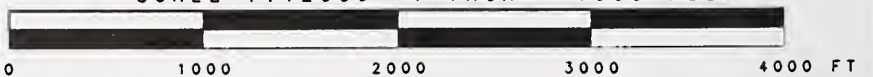
QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 238	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/390-29
ACRES: 33	VOL.: 1649 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Maxey 7-28-92	Office Review: J. Mehrwein
South end of unit cut off. Extremely steep with rock faces. West boundary base of rock faces north boundary creek.		
Logging/Transportation	Field Review: D. Barker 8-10-92	Office Review: J. Mehrwein
Average road cost, quarry at 20+00, tie at N. end, 20% adverse, side slopes to 53%, no concerns. No concerns re anchors. Long (900') profile at landing #2 yardable. Needs a 90' tower. Low yarding cost, good deflection, adequate anchors. Road construction cost is average, quarry at 20+00. No adverse, 20% favorable.		
Watershed/Fisheries	Field Review: D. Barker 8-10-92	Office Review: G. McNaughton
No streams within unit. No concerns if eastern unit boundary is kept well away from Class I stream as planned (BMP 12.6).		
Soils/Geology	Field Review: D. Barker 8-10-92	Office Review: G. McNaughton
Southern portion of original unit dropped due to instability (BMP 13.5). Unit now has moderately steep, stable slopes. No concerns.		
Wildlife	Field Review: D. Barker 8-10-92	Office Review: R. Fairbanks
Low-moderate deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from inlet due to angle of view. Not visible from primary travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit boundary was substantially modified to exclude unstable areas. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Keep eastern unit boundary at least 100 feet away from Class I stream. Because of the proximity of the lake to the southeast, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 242	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/390-90
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: No cards available	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: No cards available	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review: G. Jackson 7-28-92	Office Review: T. Stewart
Numerous Class III streams within unit. These converge at the bottom of the unit. The area is the headwaters for one of the main streams flowing into Mckenzie Inlet, also a Class I stream.		
Soils/Geology	Field Review: G. Jackson 7-28-92	Office Review: T. Stewart
Extremely steep slopes with unstable McGilvery soils observed in greater than 40% of the unit. The unit is cut by several avalanche chutes. Numerous V-notches cross unit with unstable debris in the channel. Recommend no harvest in this unit (BMP 13.5).		
Wildlife	Field Review: G. Jackson 7-28-92	Office Review: R. Fairbanks
Extensive evidence of bear use. Dens discovered and scat, tracks, and digs are all abundant. Wolf tracks observed.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped and added to extreme mass movement index and removed from timber base (BMP 13.5).		




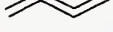








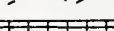




# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 618

UNIT: 243

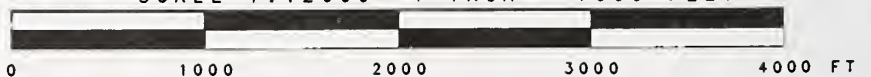
QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 618	UNIT #: 243	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/390-90
ACRES: 36	VOL.: 549 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-29-92	Office Review: J. Mehrwein
Best timber located in central portion of unit. Plot 1 accurately represents mostly muskeg upper portion of unit. Plot 2 located in best timber portion of unit. Plots 3 & 4 lower volumes. Upper unit up to 50% slopes, lower unit mostly 20-30% slopes. Forest service (proposed) road flagged in at bottom of unit.		
Logging/Transportation	Field Review: B. Rot 7-29-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: G. Jackson 7-28-92	Office Review: T. Stewart
Seven Class III streams cross unit and converge on the southwest and northeast sides before flowing out of unit into a Class I stream. There are too many streams to make split yarding feasible. Recommend helicopter logging (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 7-28-92	Office Review: T. Stewart
There are steep slopes with saturated soils, and many seeps and streams. McGilvery-type soils cover about 30% of the unit. Recommend helicopter logging to reduce stability problems (BMP 13.9).		
Wildlife	Field Review: G. Jackson 7-28-92	Office Review: R. Fairbanks
The area is used intensively by bear. Many wolf tracks observed. The area in which no logging has taken place, appears to have more wildlife than units in heavily harvested areas. Because of high observed wildlife use in unit, recommend leaving sufficient live reserve trees and snags to maintain high habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from inlet due to angle of view. Not visible from primary travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit changed to helicopter yarding and deferred until future entry when mobilization costs would not be as high. It currently represents the only Polk Inlet unit in the area.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 111

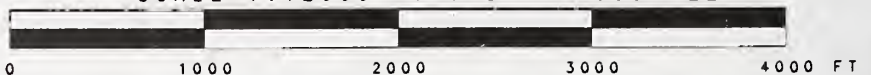
QUAD: B2SE



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 111	QUARTER QUAD: CRGB2SE	PHOTO YR/#:
ACRES: 10	VOL.: 239	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review:	Office Review: J. Mehrwein
Logging/Transportation	Field Review:	Office Review: J. Mehrwein
Watershed/Fisheries	Field Review:	Office Review: T. Stewart
Soils/Geology	Field Review:	Office Review: T. Stewart
Wildlife	Field Review:	Office Review: R. Fairbanks
Visual/Recreation	Field Review:	Office Review: M. Greenig, M. McGown
Other Resources	Field Review:	Office Review:

Interdisciplinary Resolution	Reviewed By: R. Fairbanks, T. Stewart
------------------------------	---------------------------------------

This is a 1989-94 Operating Period harvest unit that will not be harvested under the 1989-94 EIS and is being brought forward for consideration under the Polk Inlet Project. See 1989-94 unit card. Recommend clearcutting, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain minimum 100-ft buffer along Class I stream near southeast boundary.

NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 201	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/290-95
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: B. Rot 7-9-92	Office Review: J. Mehrwein
No comments noted.		
Logging/Transportation	Field Review: B. Rot 7-9-92	Office Review: J. Mehrwein
No comments noted.		
Watershed/Fisheries	Field Review: R. Baker 7-9-92	Office Review: T. Stewart
Only part of a Class III stream included in final (adjusted) unit boundary (see Soils concerns). Unit deferred due to overlap with planned 89-94 unit.		
Soils/Geology	Field Review: R. Baker 7-9-92	Office Review: T. Stewart
Planned unit boundary adjusted significantly to avoid steep slopes (> 100 percent), numerous v-notches, and slides in SW corner (BMP 13.5). Also flagged out muskeg and most of Class III stream (BMP 13.15, 13.16). Final unit boundary was determined to be out due to adjacency/overlap with existing 89-94 unit. Unit deferred.		
Wildlife	Field Review: R. Baker 7-9-92	Office Review: R. Fairbanks
Deer and bear sign very abundant.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to adjacency with '89-'94 unit.		







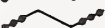










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 209

QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 209	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-116
ACRES: 67	VOL.: 1224 MBF	LOGGING SYSTEM: HIGHLEAD	

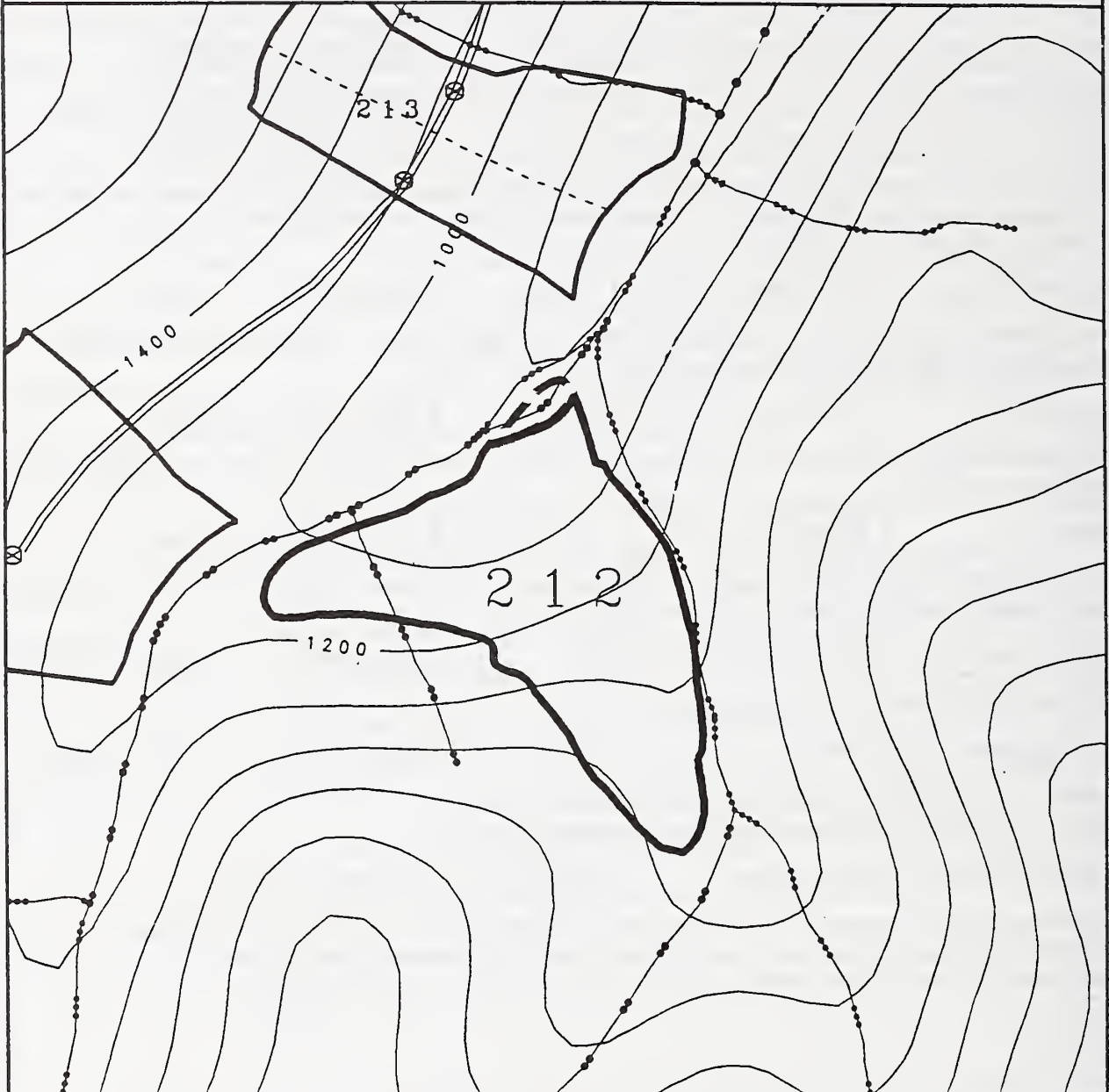
Timber/Silviculture	Field Review: R. Schmeling 7-8-92	Office Review: J. Mehrwein
The NW boundary is along an unloggable rock face cliff of 110%, 100' buffer along Class II stream.		
Logging/Transportation	Field Review: J. Dalton 7-31-92	Office Review: J. Mehrwein
Nice road building within the unit. The upper falling boundary has been lowered. The NW corner is at 1500' elevation. 15% favorable used to get onto a bench. 5% adverse used to get from bench down below cliffs in unit 619-209. (notes in 619-215) Good unit for HL system.		
Watershed/Fisheries	Field Review: T. Stewart 7-8-92	Office Review: R. Fairbanks
Eastern boundary is Class II stream that eventually flows into a Class I stream. 100 foot buffer flagged in (BMP 12.6), although muskeg will probably produce a larger buffer.		
Soils/Geology	Field Review: T. Stewart 7-8-92	Office Review: R. Fairbanks
Steep bedrock slope with McGilvery soils at upper part of unit. Slopes below this are stable. Boundary lowered below cliffs (BMP 13.5).		
Wildlife	Field Review: T. Stewart 7-8-92	Office Review: R. Fairbanks
Heavy deer trails noted but minor browsing. No special concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to exclude unstable area on the west. Partial-cut harvest unit leaving yellowcedar trees in the unit to provide seed and shelter to maintain high yellowcedar composition in future stand. Leave safe snags where possible to maintain snag densities. Maintain buffer along Class II stream on the east.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 212

QUAD: B2NW



- |   |   |  |
|---|---|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET</li> <li> PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0                      1000                      2000                      3000                      4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 212	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-116
ACRES: 68	VOL.: 1455 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 7-8-92	Office Review: J. Mehrwein
This helicopter unit has defined boundaries by rock faced cliffs on SW and v-notches on east and west. The NE corner is in a muskeg. The rock face cliffs are unloggable 110%+ slopes.		
Logging/Transportation	Field Review: R. Schmeling 7-8-92	Office Review: J. Mehrwein
No information. Unit is so steep that it may be difficult to log. There may also be difficulty in finding a landing for helicopter logging.		
Watershed/Fisheries	Field Review: T. Stewart 7-8-92	Office Review: R. Fairbanks
Class III stream on east side has gentle, stable sideslopes. Can be logged to stream channel with partial suspension or helicopter logging (BMP 13.16). Stream along northwest boundary is Class II which eventually flows into a Class I, and a 100 foot buffer has been flagged in (BMP 12.6). Along most of this area the stream is incised about 3 to 10 feet into bedrock. Class II stream shown in western end of unit was not found; either due to low flow conditions at the time of field verification, or the stream does not exist.		
Soils/Geology	Field Review: T. Stewart 7-8-92	Office Review: R. Fairbanks
Southcentral part of unit very steep with very high mass movement soil hazard, the boundary was lowered below the cliffs (BMP 13.5). The southeasternmost corner of the unit has moderate 60 to 70% slopes and was added to the unit.		
Wildlife	Field Review: T. Stewart 7-8-92	Office Review: R. Fairbanks
Bear and deer sign noted. Possible marten tracks observed in dried muskeg pond adjacent to unit on the northwest side. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to avoid unstable areas. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain 100 foot buffer along Class II stream along northwest boundary.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 213

QUAD: B2NW



	<ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul>	<ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul>
<p>CONTOUR INTERVAL 200 FEET</p> <p>SCALE 1:12000 1 INCH = 1000 FEET</p>		



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 213	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-116
ACRES: 53	VOL.: 1951 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Barker 7-10-92	Office Review: J. Mehrwein
Large amount of blowdown throughout the SE quadrant of unit. Plots are 15% high for volume. Good timber but patchy. Good yellow cedar. V-notch gully in upper third of block will get debris in it, but little water flows down. Much blowdown in bottom of block (H & SS), some may be still merchantable.		
Logging/Transportation	Field Review: J. Dalton 7-31-92	Office Review: J. Mehrwein
15% favorable used to get above some large cliffs. One landing located on each side of creek. Average road costs. Two v-notches (dry) requiring 4' culverts. (notes in 619-215).		
Watershed/Fisheries	Field Review: G. McNaughton 7-10-92	Office Review: T. Stewart
A borderline drainage/stream on the northeast boundary of the unit flows into a Class I stream. This drainage has very low flow and forms the unit boundary. No concerns if logging stays within the unit boundary. A second dry streambed is visible on aerial photographs, and runs centrally through the length of the unit.		
Soils/Geology	Field Review: G. McNaughton 7-10-92	Office Review: T. Stewart
Moderate slopes with good stability, no concerns.		
Wildlife	Field Review: G. McNaughton 7-10-92	Office Review: R. Fairbanks
Deer observed in unit but little other wildlife sign. The few deer trails observed were well worn. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain buffer along stream along southeastern boundary.		


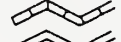
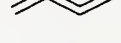
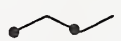
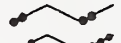



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD







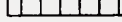
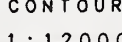
VCU: 619

UNIT: 215

QUAD: B2NW

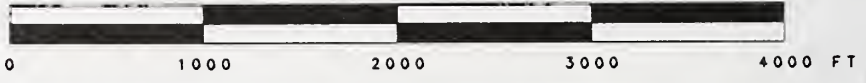


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 215	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-117
ACRES: 55	VOL.: 2424 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Bennett 7-8-92	Office Review: J. Mehrwein
Many snags in part. Good yellow cedar, but some spiral grain. Intermittent creek and v-notch gully.		
Logging/Transportation	Field Review: J. Dalton 7-31-92	Office Review: J. Mehrwein
Present road location crosses 2 V-notches. Needs to be relocated downslope at least 300-400'. Road begins from end of USFS road (station 200+55). 15% favorable used to get to landings in unit 619-215. Average road costs. Large stream requires 8' culvert with approximately 8' cut on each edge and 8' fill over culvert. The large creek runs through the middle of the unit. One landing located on each side of the creek. One landing was located on either side of the class III stream. This was done to prevent yarding across the stream; however, cross stream yarding would provide better deflection.		
Watershed/Fisheries	Field Review: G. McNaughton 7-8-92	Office Review: T. Stewart
Split-yard or fully suspend over Class III V-notch stream near southern unit boundary to maintain water quality of Class I stream it flows into (BMP 13.16).		
Soils/Geology	Field Review: G. McNaughton 7-8-92	Office Review: T. Stewart
Dry V-notch area in southwest corner of unit was dropped due to 140% slope and McGilvery soils (BMP 13.5). No concerns if this area is avoided.		
Wildlife	Field Review: G. McNaughton 7-8-92	Office Review: R. Fairbanks
Little wildlife use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to eliminate unstable area. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain distance from Class I stream on the southeast. Split-yard and directionally fall timber along Class III stream.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 246

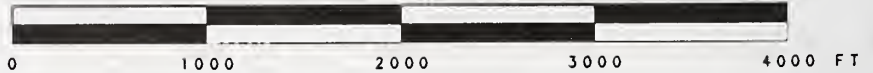
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLO BURNS AND SLIOES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 246	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-160
ACRES: 41	VOL.: 2023 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: M. White 7-25-92	Office Review: J. Mehrwein
<p>Recommend clear-cut, natural regen should be adequate. Planting of cedar &amp; spruce maybe necessary to maintain current species composition. Predominantly a 760 plant assoc. Unit boundary not flagged along second growth on north side of unit.</p>		
Logging/Transportation	Field Review: M. White 7-25-92	Office Review: J. Mehrwein
<p>Helicopter logging. There is a previously staked and surveyed road or trail running through the unit.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 7-26-92	Office Review: T. Stewart 9-30-92
<p>Class I stream bisects unit, buffered 100 feet in the field with blue/white flagging (BMP 12.6). Headwater areas of this stream are on the eastern unit boundary, and include a small Class III beaver pond and numerous small drainages which come together to form the stream. This area was excluded from the unit and flagged buffer widened to 150-200 feet (BMP 13.2). Subsequent office review extended this excluded area slightly more than was flagged in the field, resulting in unit being split in two.</p>		
Soils/Geology	Field Review: G. McNaughton 7-26-92	Office Review: T. Stewart
<p>Gentle-moderate slopes with good stability, no concerns.</p>		
Wildlife	Field Review: G. McNaughton 7-26-92	Office Review: R. Fairbanks
<p>Light-moderate deer and bear use. Flying squirrel observed in unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Goose Bay is a Visual Priority Use Area, small boat anchorage. Unit is located on low hill east of Connection Pass. Would be visible in foreground as a notch in the tree line. Unit is near FS boundary. Second growth, 30+ years old just north of proposed unit is not evident due to fairly flat slopes. Moderate VAC. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit lies near high probability area for cultural resources. Lands - Eastern unit boundary is adjacent to Old Tom Creek Research Natural Area.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Original unit boundary was modified to exclude wetland area on eastern border. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain 100 to 200 foot buffer on each side of Class I stream through unit. Exclude additional area as shown on eastern boundary of unit card map. Because of the proximity of the unit to saltwater and the presence of lowland habitats, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.</p>		




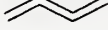

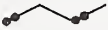
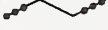





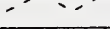



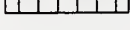
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 248

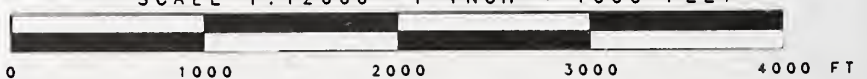
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 248	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-161
ACRES: 64	VOL.: 2862 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: C. Maloney 7-29-92	Office Review: J. Mehrwein
The setting on the north end was deleted because it was adjacent to another unit. Good volume timber, but the terrain is very broken with many benches in the north end. Very good unit for selective helicopter logging.		
Logging/Transportation	Field Review: C. Maloney 7-29-92	Office Review: J. Mehrwein
The west ties into spec road at P140+51 STA 15 and goes south to SW corner at STA 87 P127+18, passed the junction of the easterly spec. road (later changed to helicopter logging).		
Watershed/Fisheries	Field Review: G. McNaughton 7-26-92	Office Review: T. Stewart
No streams, no concerns.		
Soils/Geology	Field Review: G. McNaughton 7-26-92	Office Review: T. Stewart
Very steep rocky slopes with mostly thin McGilvery soils. However, unit appears stable, and has numerous flat benches which may help overall stability. No concerns with stability if helicopter yarding is used (BMP 13.9). Southeast corner excluded for steepness and instability (BMP 13.5)		
Wildlife	Field Review: G. McNaughton 7-26-92	Office Review: R. Fairbanks
Deer use is extremely heavy on the benches but very little use elsewhere in the unit. Recommend bench areas as no-cut wildlife leave islands (BMP 18.1), and leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Goose Bay is a Visual Priority Use Area. A rounded hill bordering Goose Bay to the east provides visual enclosure. Top portion of unit would be visible in foreground from the anchorage in the bay. Foreground trees provide some screening. Unit to be helilogged. No impact from roads. Moderate VAC. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability area for cultural resources. Lands - Eastern unit boundary is adjacent to Old Tom Creek Research Natural Area.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to exclude unstable area. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Also, leave at least three, 2-acre islands of timber on benches within unit.		



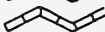
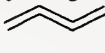
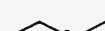







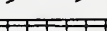




# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 250

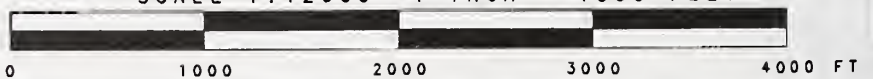
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 250	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-35
ACRES: 10	VOL.: 171 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 7-30-92	Office Review: J. Mehrwein
---------------------	--------------------------------	----------------------------

Unit 619-251 has cliffs on eastern side, big ones. With unit cut below cliffs. Its only 4 chains wide at its widest point, tapering down to 2 chains. Recommend ditching unit. Unit 619-250 has sparse timber. Ground extremely broken up. Not worth heli-logging (I think) and possibly not possible for cable yarding. Unit is 80% RC with WH & M. Area has many v-notches and 1 80' cliff with smaller "rock outcroppings". Defect in stand is moderate. The lay of terrain will probably prevent any type of cable yarding (Engineer call). Possible helicopter unit but low volume, with high percentage of it being cedar, the cost ratio might be in red (silviculturist call). Personally, I feel, it should be left alone at this point. Possibly use as a backup unit.

Logging/Transportation	Field Review: D. Barker 8-13-92	Office Review: J. Mehrwein
------------------------	---------------------------------	----------------------------

Higher than average cost. Road at base of slope. Large boulders. Short yarding, low logging cost. Broken ground. Average timber. Average cost. Some broken ground, poorer than average yarding deflection. Small anchors. Short yarding except to west of landing. Poor quality timber. Approximately \$130,000/mile cost. Mostly located at base of hill. Large boulders. Quarry available. Side slopes to 80% and flat at edge of muskeg. Short yarding, mostly good deflection, except west of landing on 250.

Watershed/Fisheries	Field Review: G. McNaughton 7-29-92	Office Review: T. Stewart
---------------------	-------------------------------------	---------------------------

Class I lake southwest of the unit requires selective harvest only within 500 feet, and a no-cut buffer of 100 feet (BMP 12.6). This impacts a large proportion of the unit. Unit boundary flagged in the field only fulfills the 100 foot no-cut buffer requirement.

Soils/Geology	Field Review: G. McNaughton 7-29-92	Office Review: T. Stewart
---------------	-------------------------------------	---------------------------

No concerns. Broken topography with gentle overall slopes and good stability. Some smaller V-notch drainages may require split-yarding.

Wildlife	Field Review: G. McNaughton 7-29-92	Office Review: R. Fairbanks
----------	-------------------------------------	-----------------------------

Little wildlife use evident. Canada goose droppings prevalent on lakeshore southwest of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Goose Bay is a Visual Priority Use Area. Slopes are fairly flat. Removal of trees may create a notch in foreground vegetation on the low, rounded hill which provides enclosure on the south side of the Bay. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit lies near high probability area for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. However, only selective harvest permitted within 500 feet of lake southwest of unit. Because of the proximity of the lake, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.



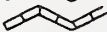
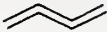

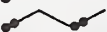
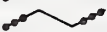










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 251

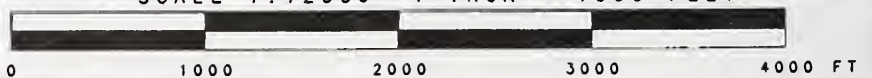
QUAD: B2NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 251	QUARTER QUAD: CRGB2NE	PHOTO YR/#: 1991/290-35
ACRES: 23	VOL.: 580 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 7-30-92	Office Review: J. Mehrwein
See Unit Card for 619-250.		
Logging/Transportation	Field Review: D. Barker 8-13-92	Office Review: J. Mehrwein
See Unit Card for 619-250.		
Watershed/Fisheries	Field Review: G. McNaughton 7-29-92	Office Review: T. Stewart
No streams in the unit, only a small drainage. Class I lake west of the unit requires selective harvest only within 500 feet, and a no-cut buffer of 100 feet (BMP 12.6). This impacts the northcentral portion of the unit. Unit boundary flagged in the field only fulfills the 100 foot no-cut buffer requirement.		
Soils/Geology	Field Review: G. McNaughton 7-29-92	Office Review: T. Stewart
Steep, rocky, unstable slopes with many pistol-butt trees and exposed soil. Upper, eastern edge of unit was excluded due to steepness, cliffs, and instability (BMP 13.5). Recommend helicopter yarding (BMP 13.9) or drop unit from further consideration (BMP 13.5).		
Wildlife	Field Review: G. McNaughton 7-29-92	Office Review: R. Fairbanks
Moderate deer and bear use on lower slopes. Canada goose droppings prevalent on lakeshore to the west. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Goose Bay is a Visual Priority Use Area. Slopes are fairly flat. Removal of trees may create a notch in foreground vegetation on the low, rounded hill which provides enclosure on the south side of Goose Bay. Type I EVC. Timber Production. Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies adjacent to high probability area for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original boundary was modified to exclude unstable areas. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. However, only selective harvest permitted within 500 feet of lake west of unit. Require suspension of logs to avoid damage to unstable slopes. Because of the proximity of the lake west of the unit, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.		



NO UNIT MAP  
UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 259	QUARTER QUAD: B2SE	PHOTO YR/#: 1991/290-164
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review:	Office Review: J. Mehrwein
Unit is out for adjacency.		
Logging/Transportation	Field Review:	Office Review:
Watershed/Fisheries	Field Review: R. Baker	Office Review: T. Stewart
Unit dropped due to adjacency.		
Soils/Geology	Field Review: R. Baker	Office Review: T. Stewart
Unit dropped due to adjacency.		
Wildlife	Field Review: R. Baker	Office Review: R. Fairbanks
Unit dropped due to adjacency.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped due to adjacency.		




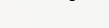




# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 619

UNIT: 261

QUAD: B2SE

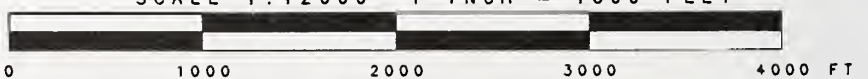


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 261	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/ 290-25
ACRES: 42	VOL.: 742 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 6-15-92	Office Review: J. Mehrwein
---------------------	------------------------------------	----------------------------

Borders muskeg. Landslide patch to west of unit around plot 4. Cliffs on far side of unit, east of unit around plot 5. Rock Slide area (rock cliffs).

Logging/Transportation	Field Review: R. Schmeling 6-15-92	Office Review: J. Mehrwein
------------------------	------------------------------------	----------------------------

There may be difficulties locating a suitable helicopter landing site.

Watershed/Fisheries	Field Review: R. Baker 6-15-92	Office Review: T. Stewart
---------------------	--------------------------------	---------------------------

Unit is located on the east side of a small bowl-shaped lake basin. Final unit boundary stays 500 feet or more away from edge of lake to avoid muskeg, wetlands and scrub timber, and to provide adequate lake buffer (BMP 12.6). Lake is shallow and apparently senescent with no fish seen or collected. No fisheries concerns. Helicopter logging will further minimize any potential for impacts to lake or surrounding muskeg/wetlands (BMP 13.15, 13.16). Selective logging is allowed between 100-500 feet from lake (BMP 12.6). Unit appears very close to lake to the north on unit design card, however the slopes are so steep that the unit is at least 500 feet from the lake.

Soils/Geology	Field Review: R. Baker 6-15-92	Office Review: T. Stewart
---------------	--------------------------------	---------------------------

Terrain of unit is highly irregular, with numerous V-notches, and a steep bedrock ridge in northern half. Southwest corner of unit contains evidence of hazard (McGilvery) soils. Minimize ground disturbance in Southwest corner, and of bedrock ridge in North end of unit. Helicopter logging only (BMP 13.9). Full suspension over v-notches in North end of unit (BMP 13.16).

Wildlife	Field Review: R. Baker 6-15-92	Office Review: R. Fairbanks
----------	--------------------------------	-----------------------------

This area appears to have extremely high value for wildlife. Bear sign is superabundant, including scat, tracks and digs. Wolf sign (scat) abundant. Ridge in north end of unit probably a wolf denning area, based on frequency of wolf scat observed there. Should consider leaving ridge area undisturbed (BMP 18.1), helicopter logging would more easily allow this area to be left, or drop unit entirely. Recommend leaving sufficient live reserve trees and snags to maintain high habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Goose Bay is a Visual Priority Use Area. Unit located on side of high point at southern part of Goose Bay. Linear shape would climb the slope. Partially visible from anchorage. Leave dirty clearcut to reduce contrast in color and texture. Type I EVC. Timber Production. Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife and to soften visual contrast with surrounding area. Also, leave at least two, 2-acre islands of timber in northern ridge area. Because of the proximity of the lakes west and north of the unit, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.






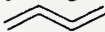
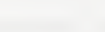

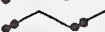
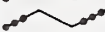









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 619

UNIT: 270

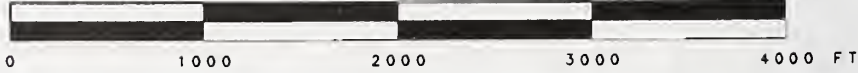
QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 619	UNIT #: 270	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-164
ACRES: 17	VOL.: 401 MBF	LOGGING SYSTEM: HIGHLEAD	

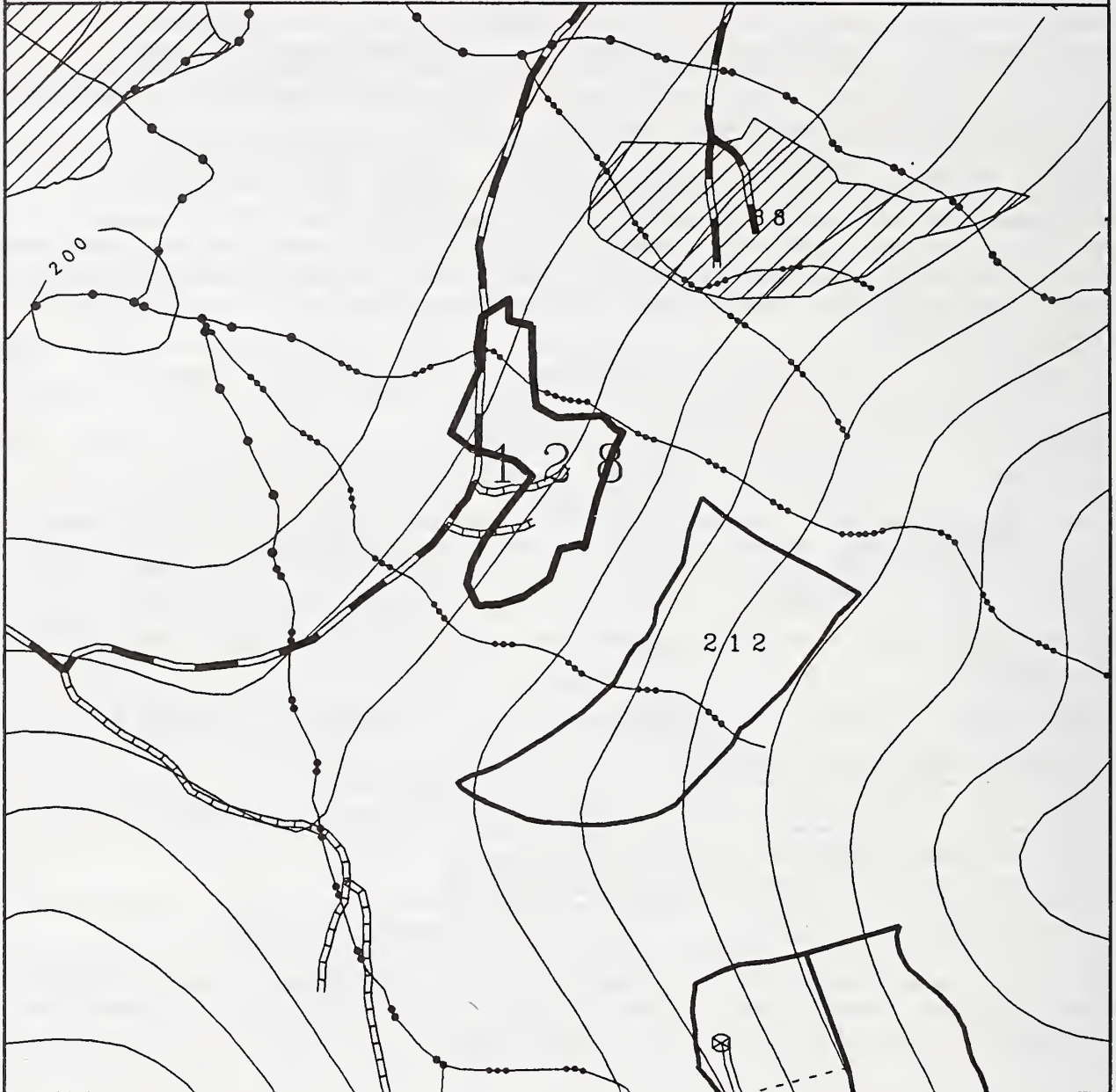
Timber/Silviculture	Field Review: B. Rot 7-27-92	Office Review: J. Mehrwein
No way is this unit X46. After we chopped up unit, probably 7 ac remaining. 2 deep v-notches, one was flagged out. Rest of stand had a small component of western hemlock.		
Logging/Transportation	Field Review: D. Barker 8-15-92	Office Review: J. Mehrwein
Lower than average construction cost from existing road at rock quarry. Side slopes 5-55%. No concerns. Use 70' spar. Landing 1 has poor to average anchors, landing 2 has good anchors. Easy yarding, low cost. Good deflection. No yarding concerns, except poor tailhold/anchors at NW corner of unit. Note: Unit laid out according to photos & transferred as shown to the map. Average to good yarding, no concerns, except possible poor tailhold anchors at NW corner. Easy road building.		
Watershed/Fisheries	Field Review: G. Jackson 7-27-92	Office Review: T. Stewart
No streams within or adjacent to unit (V-notch excluded from unit).		
Soils/Geology	Field Review: G. Jackson 7-27-92	Office Review: T. Stewart
Variable slopes, but mostly stable. A V-notch on the east side of the unit has McGilvery-type soils on both sides and is very steep slopes-up to 110%. Recommend excluding the V-notch from unit (BMP 13.2).		
Wildlife	Field Review: G. Jackson 7-27-92	Office Review: R. Fairbanks
Deer use is apparently light. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Exclude V-notch on the east side of unit or fully suspend logs. Evaluate potential for expanding unit boundary to the west and northwest to include recent blowdown.		

















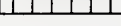
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 128

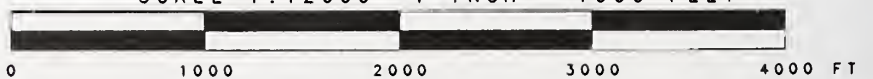
QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 128	QUARTER QUAD: CRGB2SW	PHOTO YR/#:
ACRES: 19	VOL.: 503	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review:	Office Review: J. Mehrwein
Logging/Transportation	Field Review:	Office Review: J. Mehrwein
Watershed/Fisheries	Field Review:	Office Review: T. Stewart
Soils/Geology	Field Review:	Office Review: T. Stewart
Wildlife	Field Review:	Office Review: R. Fairbanks
Visual/Recreation	Field Review:	Office Review: M. Greenig, M. McGown
Other Resources	Field Review:	Office Review:
Interdisciplinary Resolution		Reviewed By: R. Fairbanks, T. Stewart

This is a 1989-94 Operating Period harvest unit that will not be harvested under the 1989-94 EIS and is being brought forward for consideration under the Polk Inlet Project. See 1989-94 unit card. Recommend clearcutting, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split yard or use suspension over Class III stream in northern part of unit.

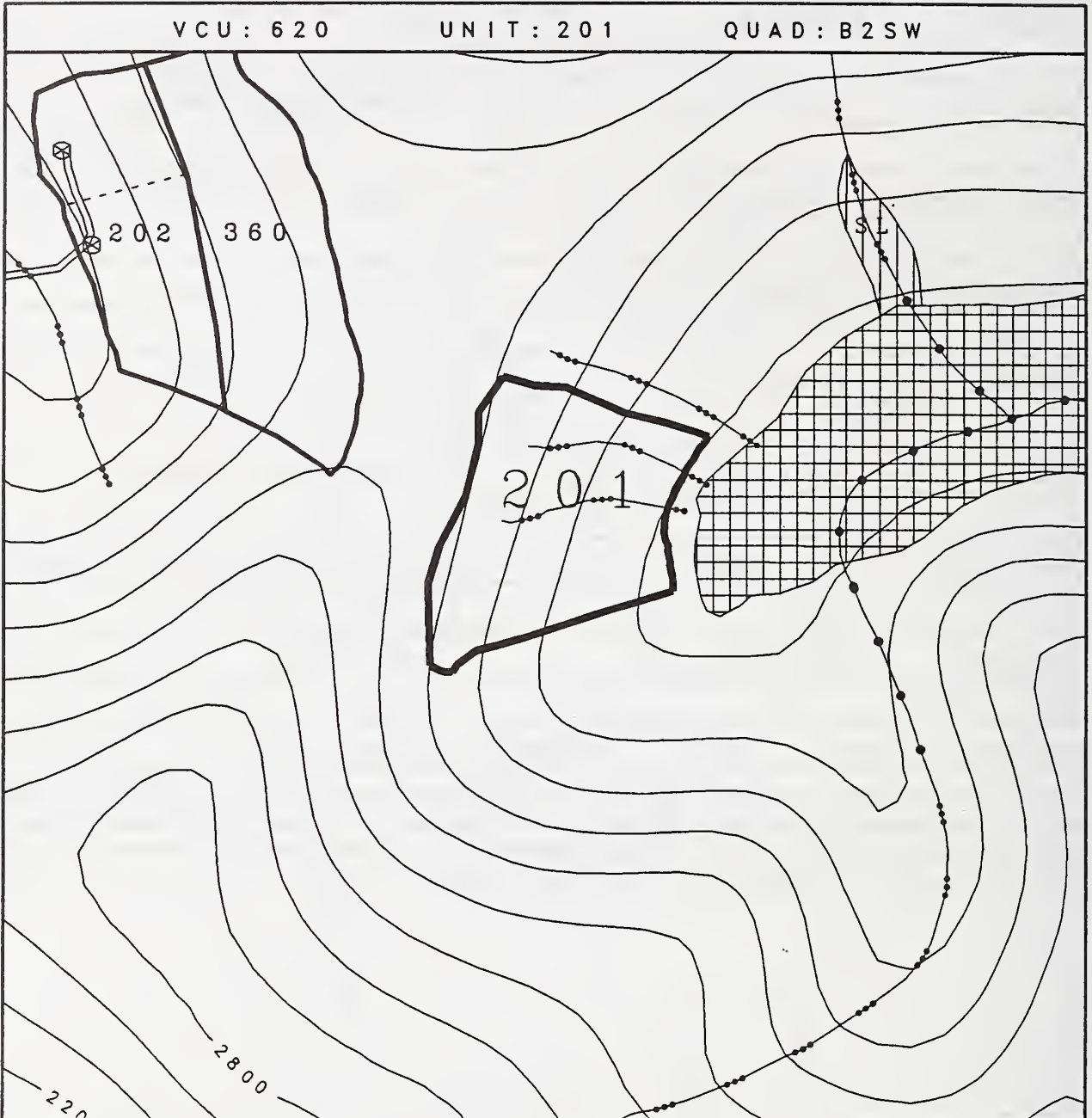


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 201

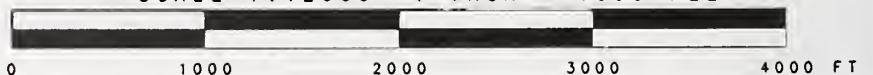
QUAD: B2SW



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET</li> <li> PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 201	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1992/290-42
ACRES: 43	VOL.: 1233 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: M. White 8-6-92	Office Review: J. Mehrwein
---------------------	-------------------------------	----------------------------

Recommend overstory removal type system. Select cut. Must be done within 500' of lake. SC system on higher slopes is to help maintain stability of soils and meet visual guidelines of lake. Lower canopy of unit should be sufficient to meet above. Note: Possibly cut unit only if needed. No cut if volume requirements can be met elsewhere. Soils seem to be stable yet there are "slides" in unit and adjacent to unit large rocks are strewn about. Various benches in unit. Hemlock fluting is evident across whole unit, but is only a one. Unit is basically divided into two layers. Overstory is made up of large SS, with some large WH and scattered YC. Lower layer is ave. 14" WH.

Logging/Transportation	Field Review: M. White 8-6-92	Office Review: J. Mehrwein
------------------------	-------------------------------	----------------------------

Helicopter logging.

Watershed/Fisheries	Field Review: E. Ablow 8-6-92	Office Review: T. Stewart
---------------------	-------------------------------	---------------------------

The units southeast boundary is a Class I lake which requires a 100 foot (flagged) buffer and 400 foot selective cut (BMP 12.6). There are three water quality streams located in the unit. The northern most stream has unstable banks that slump into channel. Recommend split-yarding away from streams (BMP 13.16).

Soils/Geology	Field Review: G. Jackson 8-6-92	Office Review: T. Stewart
---------------	---------------------------------	---------------------------

The southwest boundary is bordered by a debris avalanche. Extremely steep with McGilvery soils and pistol-butted trees, as well as, debris piles where trees peeled off rock. There is a debris cone that is in the center of the SE boundary. Soils actively unravelling into the lake from seeps located 200 feet above the lake. 300 feet down from the northern corner of the unit there are exposed boulders. Recommend avoiding McGilvery soils and area around debris cone (BMP 13.5) and helicopter logging the rest (BMP 13.9). Also, selectively cutting on higher and steeper slopes to maintain stability (BMP 13.9).

Wildlife	Field Review: E. Ablow 8-6-92	Office Review: R. Fairbanks
----------	-------------------------------	-----------------------------

Deer trails throughout the unit. Many leading directly to the northern most stream. Bear scat was also seen on the northwest edge of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel route/use areas.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Northern unit boundary was moved south to exclude unstable stream and boulder areas (BMP 13.16). Northwestern boundary lowered to exclude debris avalanche (BMP 13.5). Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Use selective cutting only within 500 feet of lake. Unit deferred until a landing is developed closer to the unit in a future entry.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 202

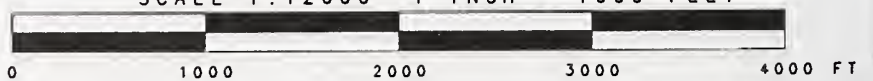
QUAD: B2SW



- |  |   |  |
|--|---|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li style="text-align: center;"></li> <li style="text-align: center;">LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 202	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-87
ACRES: 32	VOL.: 1035 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 7-26-92	Office Review: J. Mehrwein
Southern boundary cut short because of slide, northern boundary follows ridgeline to top. Only NW section of unit flagged, the rest is a definite timber-type. Good uniform stocking. Low brush over majority of stand. Low volume loss. Higher portion of stand is M with lower portion being WH. Slopes moderate. Some portions of stand cut off due to settings.		
Logging/Transportation	Field Review: D. Wilson 8-7-92	Office Review: J. Mehrwein
Average road construction and costs. Unit suitable for 50'/70' tower. Deadman/guyline extensions will be required for the two landings which border sides. Side slopes average +/- 30%. Two 6 foot culverts required @ sta. 2+13 and 18+04. Road locations crosses through slide (757') which average +/- 20% side slopes. Slide contains assorted boulders (up to 2') which should not create any construction problems. Since landings border slide deadman/guyline extensions will be required.		
Watershed/Fisheries	Field Review: R. Schmelling 7-26-92	Office Review: T. Stewart
Only two small seeps, no true streams or V-notches. No concerns.		
Soils/Geology	Field Review: R. Schmelling 7-26-92	Office Review: T. Stewart
Steep near southeast corner. No concerns.		
Wildlife	Field Review: R. Schmelling 7-26-92	Office Review: R. Fairbanks
Moderate deer and bear sign. No concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit was divided into two units. The western half is 620-202 and is planned for highlead. The eastern half is 620-360 and is planned for helicopter. Original unit boundary was modified to avoid slide area to the south of unit. Unit 620-202 should be clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.		

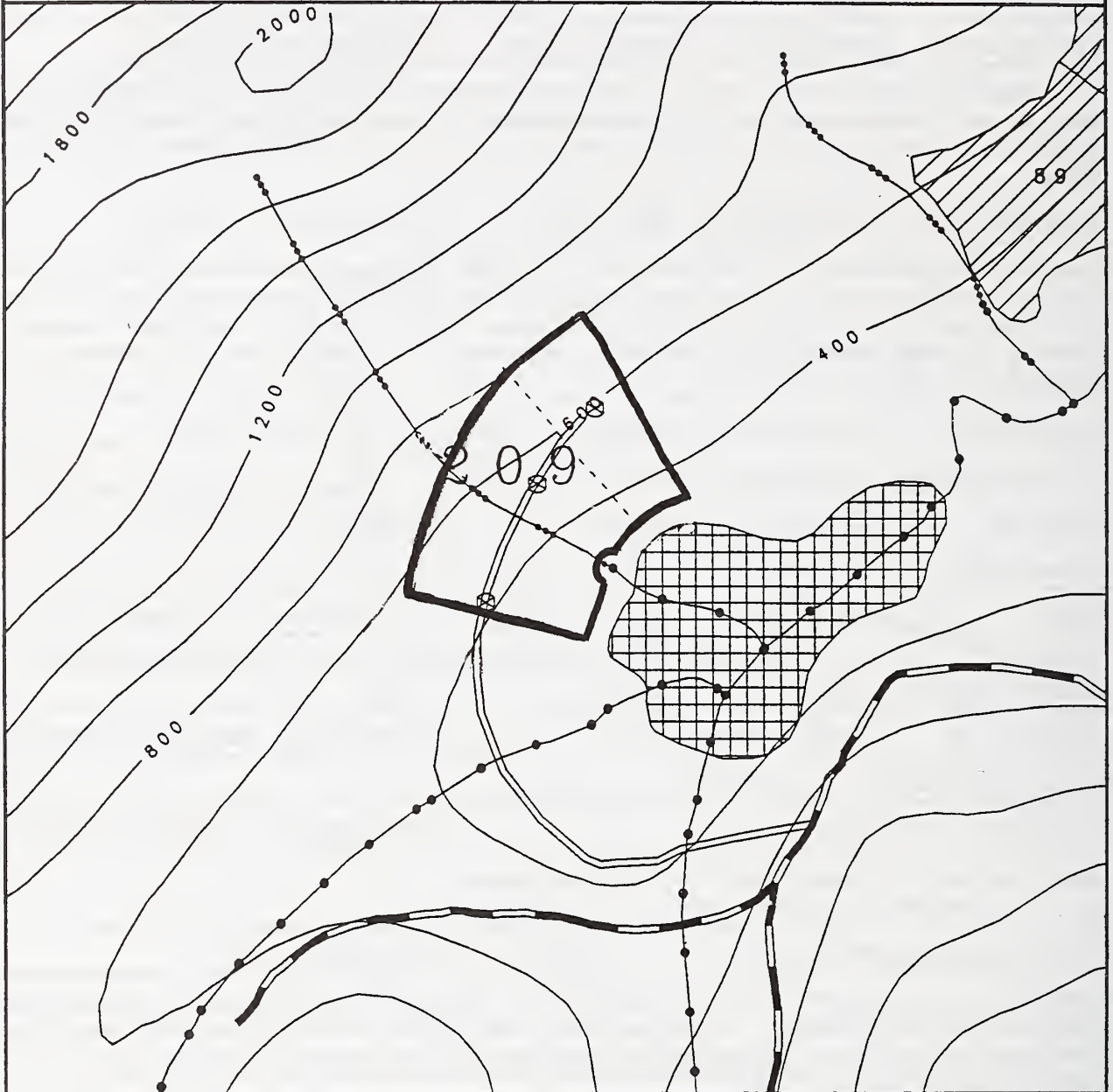






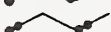
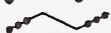
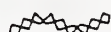

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 620

UNIT: 209

QUAD: B2SW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 209	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-89
ACRES: 57	VOL.: 2978 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: S. Allen 8-6-92	Office Review: J. Mehrwein
<p>Southern part of unit (S. of creek) contains draws and areas of loose rock, along with large patches of brush. The north half is cleaner, less brush, no creeks. Timber is good quality, some very tall trees, good spacing, at times large gaps in canopy with brush and regen. East boundary is on large lake, active beaver colony. Toward top of unit is large patch (approx. 5 acres) of regen. Possibly old slump/blowdown. Some mistletoe was evident (minor).</p>		
Logging/Transportation	Field Review: R. Doering 7-29-92	Office Review: J. Mehrwein
<p>10% adverse to get down from built road. 22' span across a fish creek (Class I or II). Some heavy rock, full bench construction west of lake. Three highlead landings. Some high volume spruce patches. Good guyline and tailhold stumps. Can rig up backline trees (up to 3' dia. spruce) for extra deflection. Good tailholds and guyline stumps. Boundary not yet defined. Unit may go R/S with adequate deflection. Road grade suitable for R/S. Above average road construction. 22' span on creek into lake.</p>		
Watershed/Fisheries	Field Review: E. Ablow 9-17-92	Office Review: T. Stewart
<p>A Class I lake forms the eastern boundary of the unit. Sockeye salmon were found in the lake. Blue and white flagging was used to flag the 500 foot buffer above the lake. Selective cutting from the 500 to 100 foot buffer is allowed (BMP 12.6). A Class III stream bisects unit. Stream banks appear unstable. Harvest only to slope break, fall trees away from stream, and split-yard away from channel (BMP 13.16). This Class III stream becomes Class I for about 100 feet within the unit (approximately 300 feet upstream from the lake), and requires a 100 foot buffer (BMP 12.6) which was not flagged in the field.</p>		
Soils/Geology	Field Review: E. Ablow 9-17-92	Office Review: T. Stewart
<p>Moderate to steep slopes. Few stability problems. Stream banks of Class III stream are loose and unstable; formed in colluvium.</p>		
Wildlife	Field Review: E. Ablow 9-17-92	Office Review: R. Fairbanks
<p>Heavy deer and bear use throughout the unit. Sockeye salmon carcasses with tear and teeth marks near base of unit. Beaver dams nearby in upper end of lake. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. However, use selective cutting only within 500 feet of lake. Harvest only to slope break of class III stream and fall trees away from stream. Maintain a 100-foot buffer on both sides of Class I stream segment (approximately 300 feet upstream of lake). Because of the proximity of the unit to the lake, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Partial suspension may be necessary, due to slope steepness. Reevaluate logging system if necessary during final layout.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 212

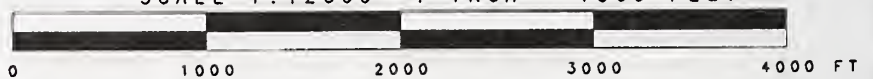
QUAD: B2SW



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 212	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-88
ACRES: 41	VOL.: 1024 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-29-92	Office Review: J. Mehrwein
Plots 1 & 2 on a 20-50% slope with mixed quality timber, lots of muskegs interspersed. Plot 3 borders on deep v-notch, timber improving. North of v-notch is area of big hemlocks, steep slopes, loose soils. For this reason I believe Garrett asked for heli logging.		
Logging/Transportation	Field Review: B. Ferneau 8-2-92	Office Review: J. Mehrwein
No access- 95 foot canyon at 1750', then a 70', 60', and 45' span. Helicopter log.		
Watershed/Fisheries	Field Review: G. Jackson 7-29-92	Office Review: T. Stewart
One Class III stream is in center of the unit, in a deep V-notch.		
Soils/Geology	Field Review: G. Jackson 7-29-92	Office Review: T. Stewart
Extremely steep slope with McGilvery-type soil, loose talus and bedrock. Cliffs are present throughout the unit. Recommend helicopter logging to reduce slide potential (BMP 13.9).		
Wildlife	Field Review: G. Jackson 7-29-92	Office Review: R. Fairbanks
Wolves heard in the northeast part of the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Partial cutting in the form of patches or blocks may be necessary to avoid some steeper areas, especially near V-notch in center of unit.		



NO UNIT MAP

UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 220	QUARTER QUAD: B2SW	PHOTO YR/#: 1991/290-39
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review:	Office Review: J. Mehrwein
---------------------	---------------	----------------------------

Drop unit from consideration - unit is adjacent to fresh clear-cut, labeled 89-94 op. on photo 290-39. (RJB)

Logging/Transportation	Field Review:	Office Review:
------------------------	---------------	----------------

Watershed/Fisheries	Field Review: R. Baker	Office Review: T. Stewart
---------------------	------------------------	---------------------------

Drop unit from consideration -- unit is adjacent to fresh clearcut (89-94 unit).

Soils/Geology	Field Review: R. Baker	Office Review: T. Stewart
---------------	------------------------	---------------------------

Unit dropped due to adjacency.

Wildlife	Field Review: R. Baker	Office Review: R. Fairbanks
----------	------------------------	-----------------------------

Unit dropped due to adjacency.

Visual/Recreation	Field Review:	Office Review:
-------------------	---------------	----------------

Other Resources	Field Review:	Office Review:
-----------------	---------------	----------------

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Unit deferred due to adjacency with '89-94 unit.






# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 231

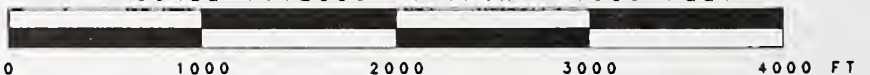
QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 231	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-92
ACRES: 45	VOL.: 1578 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: D. Bennett 7-29-92	Office Review: J. Mehrwein
Lots of blowdown and broken tops. Snags all have broken tops. Lots of mistletoe on plots 4 & 5.		
Logging/Transportation	Field Review: J. Dalton 7-28-92	Office Review: J. Mehrwein
Fairly flat ground, mostly common material. One 3' culvert and one 4' culvert in this segment. This is a fairly small unit. The R/S system would be best for this unit. This is flat ground, good for road building. This ground is very broken; swampy with rock outcrops. The road winds slightly to avoid the rock. There is one patch of 18% grade for 200'. The road was located through this unit before the falling boundary was located. The road location is approximately as shown on the paper plan. Some old pink ribbons were spotted on the south end of the unit.		
Watershed/Fisheries	Field Review: S. Sundberg 7-29-92	Office Review: T. Stewart
Split yard or fully suspend over both Class III streams to maintain water quality of Class I stream they flow into (BMP 13.16). Maintain southeastern unit boundary at least 100 feet from this Class I stream (BMP 12.6).		
Soils/Geology	Field Review: S. Sundberg 7-29-92	Office Review: T. Stewart
Slopes are gentle and stable, with deep soils.		
Wildlife	Field Review: S. Sundberg 7-29-92	Office Review: R. Fairbanks
A young marten was seen in the northwestern corner of the unit. Wildlife use is moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard fully suspended over both Class III streams. Maintain 100-foot buffer along Class I stream along southeastern boundary.		



















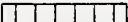
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 233

QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 233	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-93
ACRES: 51	VOL.: 1148 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 7-21-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of YC and SS maybe necessary to maintain current species composition. Predominantly a WH-YC/BB plant assoc. site. Productivity is moderate. Moderate amount of defect noted. L-M B&amp;D percentage. Note: East side of unit should possibly be left alone. If not, only a select-cut in open boggy areas should be done. Unit varies on west and east side. West side is large (more volume/acre). East side is more open. Higher quantity of cedar on east side. More muskeg areas on east side. Brush is low in stand. Snags are moderate in quantity. Dead &amp; Down material is moderately low. "Small" runoff stream on southern end of boundary. Larger (possible class III) stream runs along north end of unit.</p>		
Logging/Transportation	Field Review: J. Dalton 7-28-92	Office Review: J. Mehrwein
<p>This segment is in fairly flat ground, and it crosses one swamp. One 4' culvert required for a dry creek. The road through the unit is mostly level and the yarding distances are not high, making this a good unit for the R/S system. Some swampy conditions with rock outcrops. Good spot for the wide switchback.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 7-21-92	Office Review: T. Stewart
<p>No streams in unit, only small drainages. Maintain northwestern unit boundary at least 100 feet from Class II stream because it flows into a Class I stream (BMP 12.6).</p>		
Soils/Geology	Field Review: G. McNaughton 7-21-92	Office Review: T. Stewart
<p>No concerns, only small pockets of pistol-butt trees, unit appeared stable.</p>		
Wildlife	Field Review: G. McNaughton 7-21-92	Office Review: R. Fairbanks
<p>Very little deer or bear use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Use partial to full suspension on east side of unit, to avoid muskeg and low site areas. Maintain northwestern boundary at least 100 feet from Class II stream.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 244

QUAD: B2SW

4200



244









600

80

40



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0                      1000                      2000                      3000                      4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 244	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/890-185
ACRES: 72	VOL.: 472 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: C. Maloney 7-26-92	Office Review: J. Mehrwein
The boundary was changed because of adjacent to other recent clear-cuts. This is a low volume unit with many muskeg areas. Unit is poorly drained, trees are low volume, high defect, spike tops, crooks sweep, stunted looking.		
Logging/Transportation	Field Review: B. Ferneau 7-31-92	Office Review: J. Mehrwein
North unit boundary was not flagged, used class III stream instead. NE end of unit may actually be flagged, closer to stream than planned. Local attraction with compass was strong at E end of unit. In the easterly third of the unit the timber is in the steep northerly & easterly slopes. The other section is timbered above the road on very steep slopes. Rock humps in between swamps. Short yarding on steep rocky slopes. Average construction, no problems. Fairly heavy adverse under rock bluffs. Steep slopes above road, bench below.		
Watershed/Fisheries	Field Review: G. McNaughton 9-15-92	Office Review: T. Stewart
No streams within unit. Class III stream forms northern unit boundary (not flagged). No concerns if trees are felled and yarded away from this stream (BMP 13.16).		
Soils/Geology	Field Review: G. McNaughton 9-15-92	Office Review: T. Stewart
Unit is very steep yet appears stable. No concerns.		
Wildlife	Field Review: G. McNaughton 9-15-92	Office Review: R. Fairbanks
Light-moderate deer use, heavy bear use in muskeg areas at east end of unit. A single large deer trail runs the length of the eastern half of unit halfway down the slope. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Attain partial suspension in areas with steeper slopes.		











# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 620

UNIT: 247

QUAD: B2SW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 247	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/890-185
ACRES: 73	VOL.: 822 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: C. Maloney 7-28-92	Office Review: J. Mehrwein
One pocket of good wood concentrated in SE corner where it is better drained, near large v-notch.		
Logging/Transportation	Field Review: B. Ferneau 8-1-92	Office Review: J. Mehrwein
Higher than average road cost. Side slopes 35-70%, some rock but mostly rippable. Higher than average road cost. Two landings established. Average yarding cost. Side slopes 45-80%. Average yarding cost. Road at bottom of unit will mean long yarding to the NE corner. Spur to west laid out to reduce yarding distance to NW corner. Strong local attraction on compass in this unit.		
Watershed/Fisheries	Field Review: T. Coleman 7-27-92	Office Review: T. Stewart
Recommend split-yarding or full suspension over Class III stream in center of unit to maintain water quality of Class I stream it flows into (BMP 13.16). A second Class III stream forms the eastern unit boundary.		
Soils/Geology	Field Review: T. Coleman 7-27-92	Office Review: T. Stewart
Class III V-notch stream forms the eastern unit boundary. No concerns if trees are felled away from this stream (BMP 13.16).		
Wildlife	Field Review: T. Coleman 7-27-92	Office Review: R. Fairbanks
Moderate deer and bear use, wolf tracks observed in unit. Sandhill cranes and nest observed directly below unit in meadowed/tree area, startled when approached. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard or fully suspend over Class III stream in center of unit. Eastern boundary cut off at Class III stream on east side. Because of area habitats, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. During final layout, evaluate need for partial suspension. Low productivity forest in southeast part of unit should be excluded.		


















# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 248

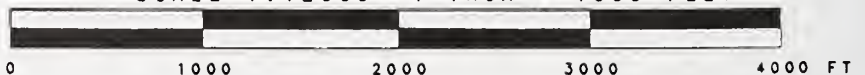
QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 248	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/1090-65
ACRES: 12	VOL.: 174 MBF	LOGGING SYSTEM: HELICOPTER	

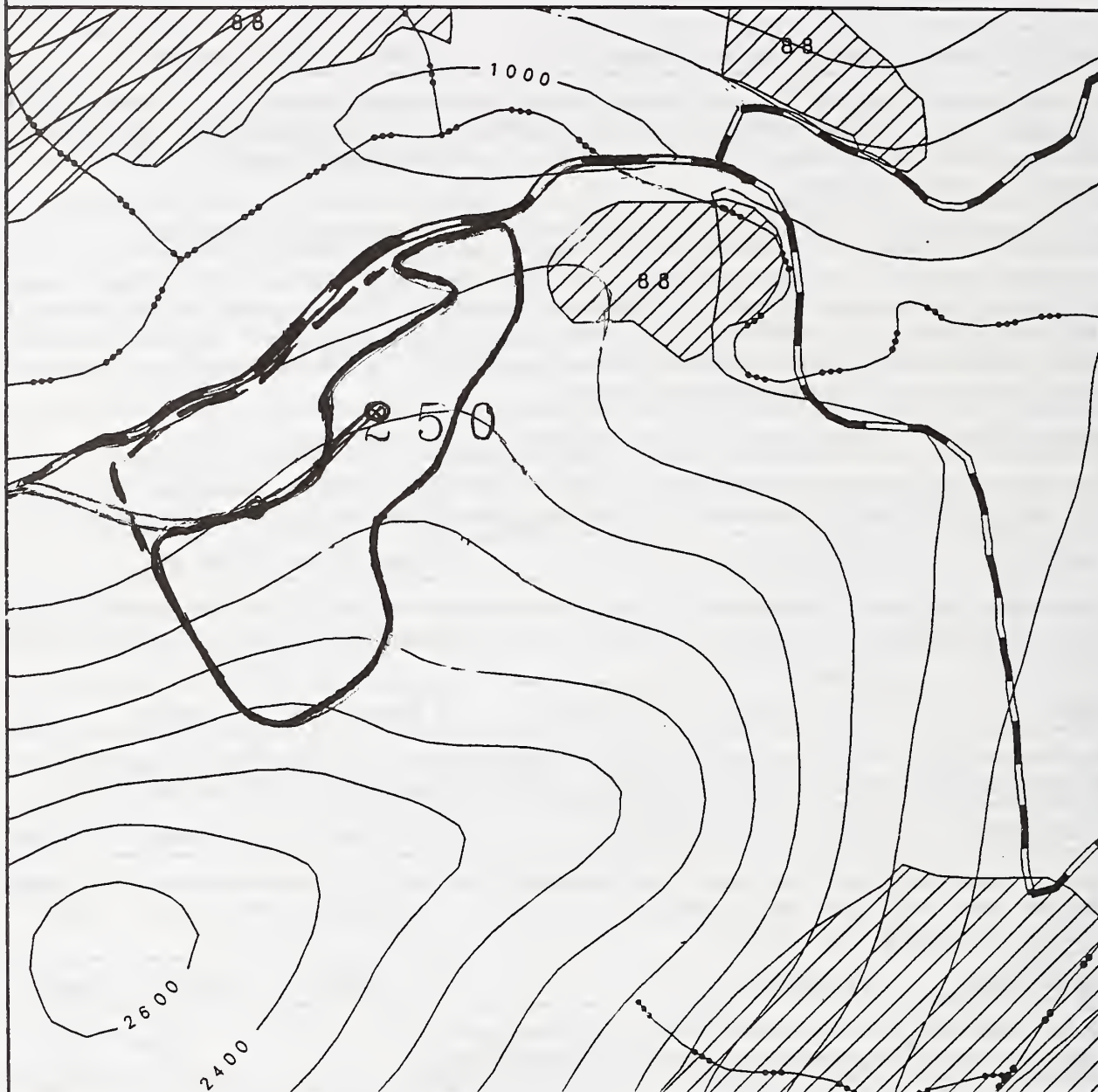
Timber/Silviculture	Field Review: C. Maloney 7-28-92	Office Review: J. Mehrwein
<p>On top of unit timber is scrubby, suppressed short M, in poorly drained exposed muskeggy area. Down below timber is good medium size M with mixed in OG spruce, many of which have noticeable ring shake defect. Unit is smaller than appears on air photo. The east boundary is along a v-notch to a muskeg at the north corner. Trees are scraggly and suppressed. Most have spike tops.</p>		
Logging/Transportation	Field Review: C. Maloney 7-28-92	Office Review: J. Mehrwein
<p>Some rock in upper part of road, higher than average cost. Side slopes 7-80%. Running skyline bottom. Average to better yarding. Okay deflection. (2 profiles). Small anchors for haul back. Blocks in places. No creek concerns. Much muskeg in lower area. Bottom half of unit is running skyline. Top half is highlead. Upper half is expensive road building. 70% side slopes and rock but timber is average to good quality. No sensitive streams; much muskeg in lower section with poor timber. (Changed to helicopter yarding).</p>		
Watershed/Fisheries	Field Review: E. Ablow 9-13-92	Office Review: T. Stewart
<p>There are three steep gradient deeply incised streams in the northwest corner of the unit. Removing trees from tops of banks could destabilize streams. Recommend helicopter logging above slope break for bank stability (BMP 13.16).</p>		
Soils/Geology	Field Review: E. Ablow 9-13-92	Office Review: T. Stewart
<p>Three deeply incised channels run diagonally NE-SW across northern third of unit. Stream bank gradient is greater than 100 percent; developed on till and colluvium. Exclude this area from harvest (BMP 13.16). Lower slopes are steep but stable.</p>		
Wildlife	Field Review: E. Ablow 9-13-92	Office Review: R. Fairbanks
<p>Deer observed in alpine meadow above unit and in the northeast side of unit. Deer trails found throughout the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Small unit, high on hill. Not a focal point. Recent harvest near Pass Lake has resulted in substantial visual disturbance in the area. Sensitivity Level 3, area mapped as not seen. Low VAC. Type I and IV EVC. LUD IV. Timber Production. Maximum Modification VQO.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Unit boundary adjusted significantly to avoid unstable areas (BMP 13.5). Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.</p>		




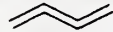

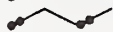
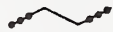






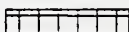



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 250

QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 250	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/1090-64
ACRES: 68	VOL.: 1049 MBF	LOGGING SYSTEM: HIGHLEAD/RUNNING SKYLINE	

Timber/Silviculture	Field Review: J. Dowd 7-21-92	Office Review: J. Mehrwein
Field unit boundary is different from final unit boundary. Low volume timber, suggest two short stub roads from existing road to landings to log unit.		
Logging/Transportation	Field Review: D. Barker 7-20-92	Office Review: J. Mehrwein
Field-flagged road is marginal due to steepness of grade. Alternate spur from near Pass Lake southeast to unit is shown on unit card. May need short spur to reach timber in northeast corner. Sideslopes 70-80% in upper unit. Use running skyline in order to achieve at least partial suspension. Better than average yarding. O.K. deflection (2 profiles). Small anchors for haulback blocks in places.		
Watershed/Fisheries	Field Review: D. Barker 7-20-92	Office Review: T. Stewart
Small drainage at south end of unit. No concerns. Subsequent recon (4/7/94) located at least one Class III stream requiring split-yarding or suspension.		
Soils/Geology	Field Review: D. Barker 7-20-92	Office Review: T. Stewart
Upper, southern portion of unit is moderately steep with rock outcrops but has good stability. Lower portion flattens out substantially and remains stable. Maintain at least partial suspension in steeper portions of unit.		
Wildlife	Field Review: D. Barker 7-20-92	Office Review: R. Fairbanks
Light deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density. Provide leave islands where possible because of extensive cutting in area and relatively large size of unit.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Unit will be partially adjacent to Forest Road 21 on fairly flat slopes and part way up a sloping ridge. The harvest will be visible from a very close distance. In this segment of road, which forms the Pass Lake view corridor, there has been substantial harvest in the late 1980s. Forest Road 21 is not a Visual Priority Route in this area. Sensitivity Level 3, area mapped as not seen. Low VAC. Type V EVC. LUD IV. Timber Production. Maximum Modification VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit boundary modified to avoid areas of musket. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain at least partial suspension in steeper portions of unit. Split-yard or suspend over Class III stream. Also, leave at least two, 2-acre islands of timber in difficult-to-log areas.		



NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 251	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/1090-64
ACRES: 95	VOL.:	LOGGING SYSTEM: HELICOPTER	

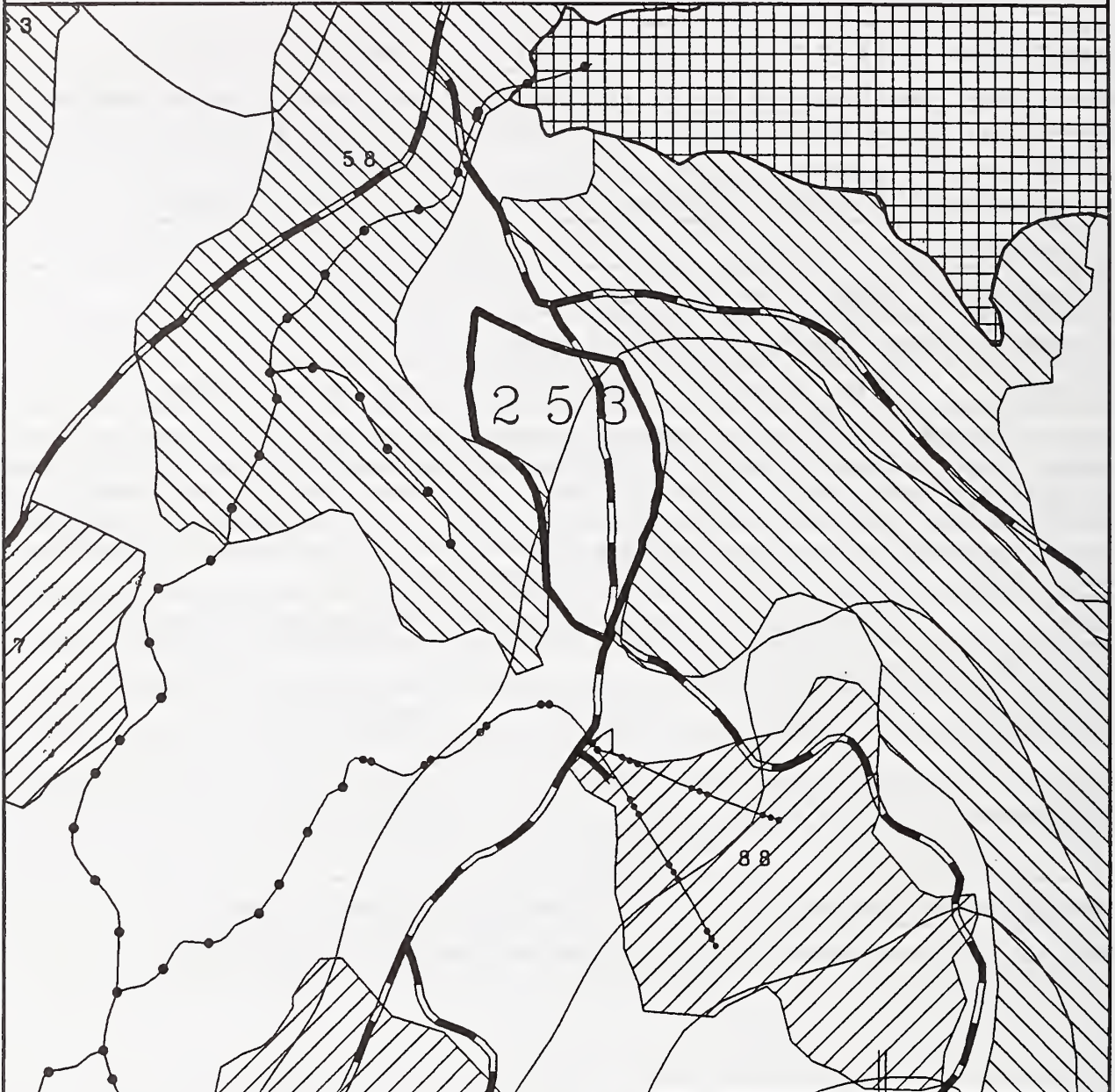
Timber/Silviculture	Field Review: D. Bennett 7-15-92	Office Review: J. Mehrwein
Extremely steep in places (primarily on the east side). Exceeding 120% for long stretches. Bluffs, Cliffs, Boulders, thin soil, etc. Steep side slopes, thin soil over large boulders & bluffs everywhere. A lot of pistol butt in the trees. Unit dropped.		
Logging/Transportation	Field Review: D. Bennett 7-15-92	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review: G. McNaughton 7-15-92	Office Review: T. Stewart
No streams, no concerns. Class I lake is directly across the road.		
Soils/Geology	Field Review: G. McNaughton 7-15-92	Office Review: T. Stewart
Extremely steep shallow, rocky McGilvery soil with numerous cliffs. Most trees are perched on rock outcrops and boulders. Trees in soil are severely pistol-butted. Numerous small slides, especially in eastern part of unit. Recommend dropping unit from further consideration (BMP 13.5). This unit is perfect for training field crews to recognize unstable McGilvery soil units. It is directly on a major road with a nice pullout, easy to locate (across the road from a large lake), and an extremely scenic area. Large bench area above unit is below very large cliffs and has a great view of islands to the west. Many trees in unit are very large and beautifully contorted.		
Wildlife	Field Review: G. McNaughton 7-15-92	Office Review: R. Fairbanks
Little deer use, although a nice buck was seen.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped from timber base due to McGilvery soils and MMI 4 stability 10-1-92 (BMP 13.5).		


















# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 253

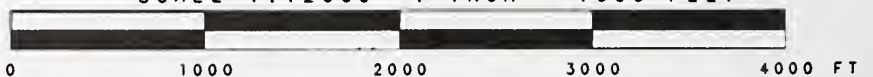
QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 253	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-37
ACRES: 28	VOL.: 684 MBF	LOGGING SYSTEM: SHOVEL/HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 7-21-92	Office Review: J. Mehrwein
Flat unit, good volume, mixed age to OG. Unit has good road access, shovel logging would work well here. N. Boundary flagged, other sides bounded by regeneration.		
Logging/Transportation	Field Review: D. Wilson 8-9-92	Office Review: J. Mehrwein
Unit suitable for shovel logging. No additional road required to log this unit. Average logging cost.		
Watershed/Fisheries	Field Review: S. Sundberg 7-21-92	Office Review: T. Stewart
No streams are located within the unit. However, there is a mosaic of wetlands interspersed with forested uplands in the northwestern corner of the unit. These are hydrologically connected to a ponded area to the east, which is adjacent to a Class I stream. Recommend excluding northwestern corner of the unit (BMP 13.15).		
Soils/Geology	Field Review: S. Sundberg 7-21-92	Office Review: T. Stewart
Slopes are stable, with deep soils. In the northwestern portion of the unit, there is a mosaic of wetlands, with organic soils.		
Wildlife	Field Review: S. Sundberg 7-21-92	Office Review: R. Fairbanks
There is extensive evidence of bear use in the mosaic of wetlands in the northwestern corner, including scat and digs. Recommend excluding northwestern corner of unit, which is on the western side of the road. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies adjacent to high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Also leave at least a 2-acre island of timber in the wetland area in the northwest corner of unit. Evaluate appropriateness of shovel logging in this area.		















# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 263

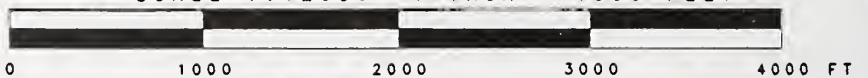
QUAD: B2SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 263	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-92
ACRES: 30	VOL.: 608 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-26-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: D. Barker 7-20-92	Office Review: J. Mehrwein
Easy road building. One switchback. No major crossings. Easy yarding. No yarding to be done over stream to north. Unit can be enlarged to go to the old logging as shown on photo 290-91.		
Watershed/Fisheries	Field Review: G. Jackson 7-27-92	Office Review: T. Stewart 10-1-92
A Class I stream runs along the north boundary of the unit which was not flagged in the field as a Class I, but is Class I on ADF&G anadromous stream maps. Final unit layout should ensure at least a 100 foot buffer on this section of unit boundary (BMP 12.6). Two class III streams are located within the unit. Split yarding or full suspension is recommended on both to preserve water quality (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 7-27-92	Office Review: T. Stewart
Slopes are stable, moderately steep, with deep soils developed primarily in till.		
Wildlife	Field Review: G. Jackson 7-27-92	Office Review: R. Fairbanks
Deer use apparently heavy. Wolf tracks observed. Crane tracks observed in muskeg pond. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Maintain at least a 100-foot buffer along Class I stream along northern boundary. Split-yard and suspend over Class III streams in unit.		






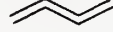
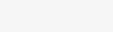

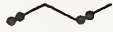
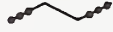










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 281

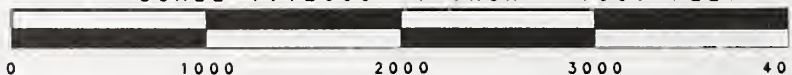
QUAD: B2SW



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 281	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/890-183
ACRES: 40	VOL.: 910 MBF	LOGGING SYSTEM: HELICOPTER	

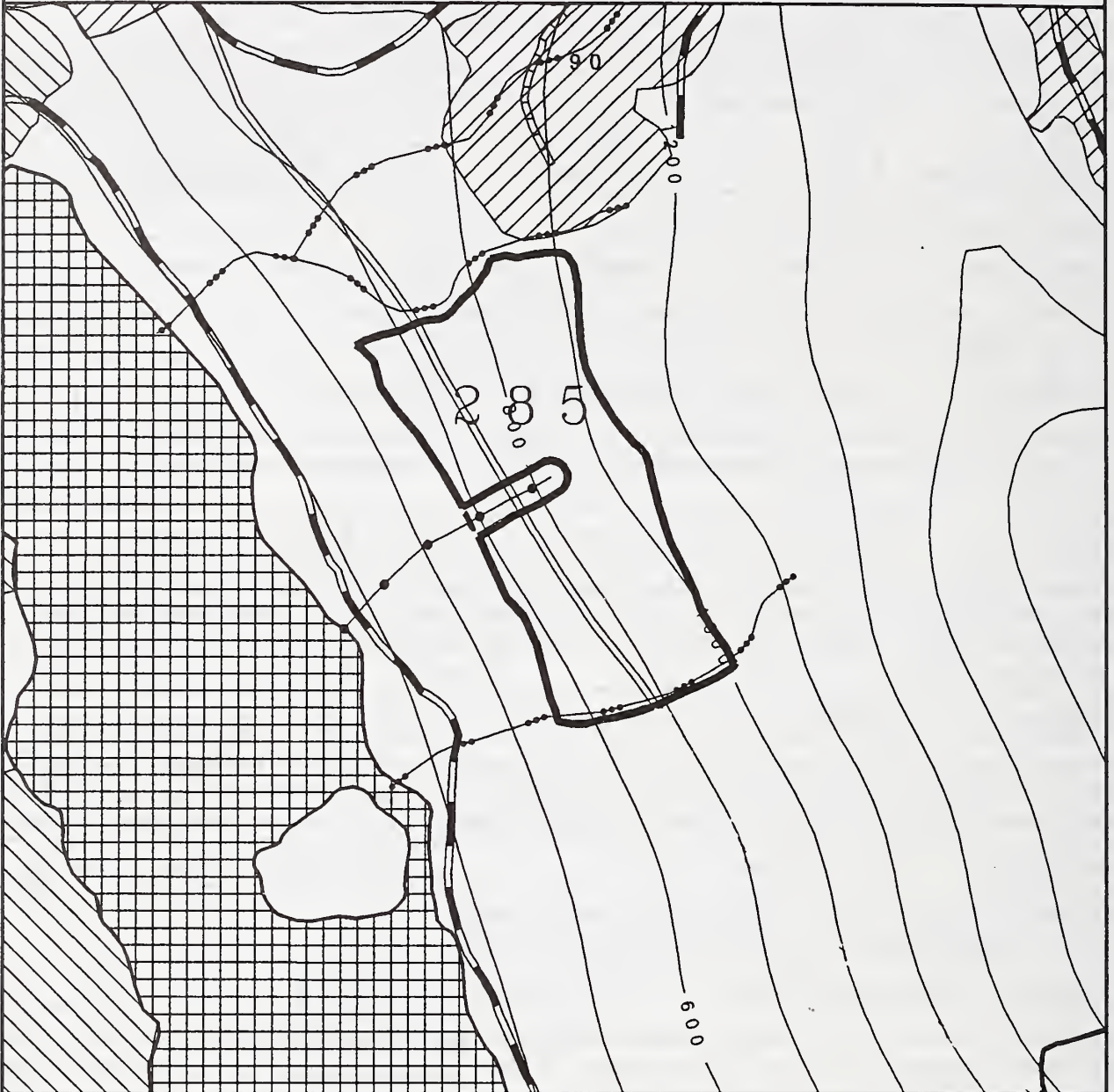
Timber/Silviculture	Field Review: M. White 7-28-92	Office Review: J. Mehrwein
Very open spaced. Scrubby mountain hemlock stand. I don't think its worth helicopter logging. Recommend throwing unit out.		
Logging/Transportation	Field Review: M. White 7-28-92	Office Review: J. Mehrwein
Helicopter logging. Recommend throwing out unit.		
Watershed/Fisheries	Field Review: G. McNaughton 7-28-92	Office Review: T. Stewart
No streams in unit. Northern unit boundary follows timber type and is 200 feet from a Class II stream draining a Class I lake to the northwest. No concerns if this boundary is maintained (BMP 12.6).		
Soils/Geology	Field Review: G. McNaughton 7-28-92	Office Review: T. Stewart
Some areas closer to lake have thin rocky soils and steep slopes but appeared stable. Unit in general appeared stable and had only moderately thin soils and benches yielding a terrace effect. Achieve partial suspension on steeper sections of unit.		
Wildlife	Field Review: G. McNaughton 7-28-92	Office Review: R. Fairbanks
Little deer or bear sign in unit except for several vertical deer trails which lead down through unit to the Class I lake to the northwest. This lake had a large (> 15) population of Canadian geese and other aquatic birds with droppings almost covering the lakeshore. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: G. McNaughton 7-28-92	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas. Several old campsites were found near the lakeshore, and on top of the cliffs above the lake to the north (near unit 620-400). This lake is a reasonably short hike in from a road to the east, and is very scenic. Unit boundary does a good job of keeping unit around the corner and out of view from the lake area.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain buffer along Class II stream to the north. Because of the proximity of this unit to the lake to the northwest, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.		













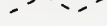



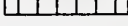
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 285

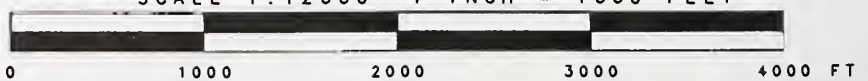
QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 285	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-164
ACRES: 63	VOL.: 2773 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

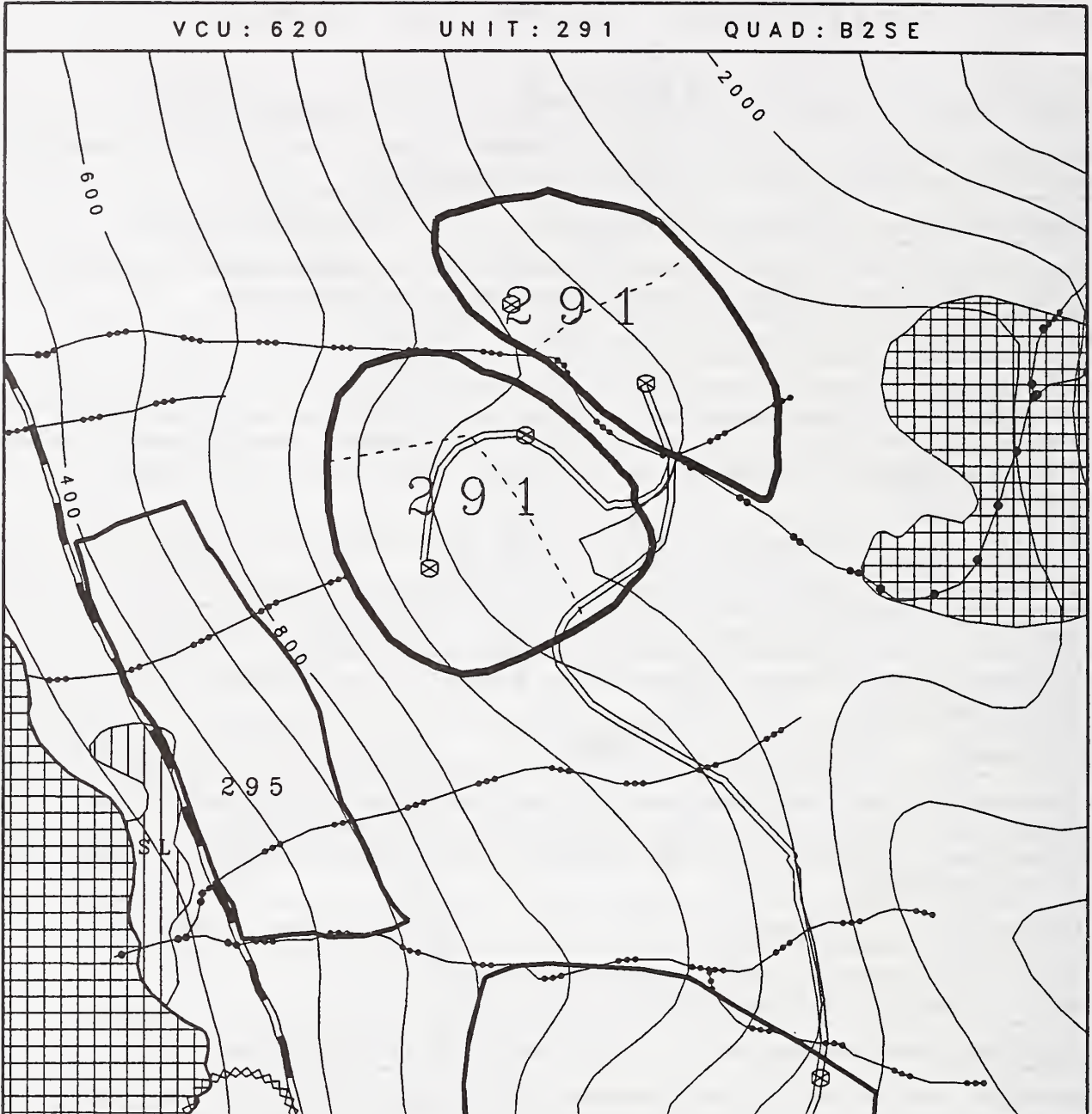
Timber/Silviculture	Field Review: D. Bennett 7-24-92	Office Review: J. Mehrwein
Sliding soils, beautiful trees. Low incidence of rot. Overstocked. The north & south boundary is a V-notch & Class III stream. Lots of old blowdown in unit. Unit should be reviewed by geologist.		
Logging/Transportation	Field Review: B. Ferneau 8-3-92	Office Review: J. Mehrwein
Average road construction. The ground is benchy but is suitable for running skyline (grapple). It could also be highlead. Tag line extends approximately 1000' past the unit boundary. See map enclosed in envelope.		
Watershed/Fisheries	Field Review: G. Jackson 9-15-92	Office Review: T. Stewart
A steep gradient stream occurs near the center of the unit which was not flagged in the field as Class I. However, it is listed as Class I on ADF&G anadromous stream maps. Final unit layout should incorporate at least a 100-foot buffer on this stream (BMP 12.6), unless it can be shown not to be Class I or II. Additional seeps and springs occur in the area, and the unit is bounded to the north and south by Class III streams. Directionally fall and yard logs away from these two streams (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 9-15-92	Office Review: T. Stewart
Steep slopes with unstable soils cover much of the unit. Recommend helicopter logging (BMP 13.9).		
Wildlife	Field Review: G. Jackson 9-15-92	Office Review: R. Fairbanks
Fresh bear sign. Deer sign abundant. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Rectangular unit on slope. Variable width stream buffer would break up the geometric shape if buffer not too uniform. Unit shape does not emulate a natural opening. Sensitivity Level 3, area mapped as not seen. Can be seen from Inlet and Forest Road 21 as background. Low VAC. Type I EVC. LUD IV. Timber Production. Approaching the limits of Maximum Modification.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Maintain 100-foot buffer along stream in center of unit unless it can be shown not to be Class I or II. Suspend logs over areas with unstable soils. If full suspension cannot be achieved in areas of high MMI, then helicopter logging may be necessary in these areas.		




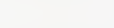





# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 620

UNIT: 291

QUAD: B2SE

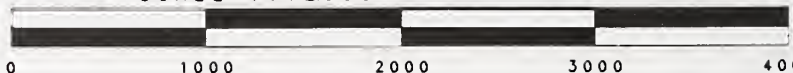


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET
-  PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 291	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-166
ACRES: 111	VOL.: 5273 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: C. Maloney 7-25-92	Office Review: J. Mehrwein
---------------------	----------------------------------	----------------------------

High volume stand, low defect, well drained. Tailholds for cable logging, no problem. Unit reflagged with yellow ribbon on 8/11/92. Ignore pink flagging.

Logging/Transportation	Field Review: B. Ferneau 8-7-92	Office Review: J. Mehrwein
------------------------	---------------------------------	----------------------------

There are two good landings on the road as located. The unit boundaries should be altered to reflect the actual road location. Possible unit boundaries are shown in green on the enclosed map. Some heavy rock work costs will be above average. Unit boundaries to be altered to fit designated landings. See unit card.

Watershed/Fisheries	Field Review: S. Sundberg 7-25-92	Office Review: T. Stewart
---------------------	-----------------------------------	---------------------------

Split yard or fully suspend over Class III stream in northern half of unit to maintain water quality (BMP 13.16). Harvest only to the slope break to both sides of the V-notch that bisects the unit (BMP 13.16).

Soils/Geology	Field Review: S. Sundberg 7-25-92	Office Review: T. Stewart
---------------	-----------------------------------	---------------------------

Recommend full or partial suspension over V-notch to maintain sideslope stability (BMP 13.16).

Wildlife	Field Review: S. Sundberg 7-25-92	Office Review: R. Fairbanks
----------	-----------------------------------	-----------------------------

Wildlife use is moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

80+ acre unit may be split into two clearcuts if stream/notch is split yarded. From saltwater view, trees will be removed from ridge line. Sensitivity Level 3, mapped as not seen. Can be seen from Inlet and Forest Road 21 as background. Low VAC. Type I EVC. LUD IV. Timber Production. Approaching the limits of Maximum Modification. Leave road to Harvest Unit 291 open, upon completion of harvest activities to provide road access to near an unnamed lake. Coordinate the siting of a location to park three cars for recreationists, with USFS recreation specialist.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Unit design was modified to exclude most of the V-notch Class III stream originally bisecting the unit (BMP 13.2). Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Evaluate potential for full suspension across V-notch stream to reduce road-building requirement. Because of proximity of the unit to the lake to the southeast, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed. Leave road to unit open for recreation access to unnamed lake (see Recreation comments).


















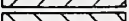

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 295

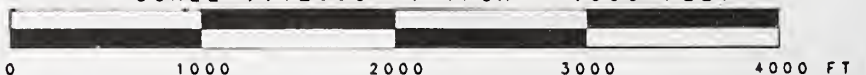
QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 295	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-166
ACRES: 54	VOL.: 2307 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: B. Rot 6-17-92	Office Review: J. Mehrwein
Full suspension over stream in NE corner. Split yard stream in south 1/4 of unit.		
Logging/Transportation	Field Review: L. Yu 6-17-92	Office Review: J. Mehrwein
The road for this unit is built. The road is fairly level and the yarding distance is an average of 800'; therefore we recommend using the R/S system. Two D.L.'s were run showing that R/S is possible, although there would be some ground lead.		
Watershed/Fisheries	Field Review: R. Baker 6-17-92	Office Review: T. Stewart
Two Class III, type A4 streams cross unit from upslope. Numerous poorly defined seeps and springs. V-notch present on north side of unit. Recommend split yarding away from streams to preserve water quality-downstream (BMP 13.16), and outside of the unit, stream becomes a Class II stream with observed dolly varden trout. Southern unit boundary was adjusted slightly to exclude a Class III stream (BMP 13.2)		
Soils/Geology	Field Review: G. Jackson 6-17-92	Office Review: T. Stewart
The unit is a planar fjord sideslope with a bedrock bench at the base. Middle and upper slopes blanketed by till. McGilvery soils cover less than 40% of the unit. Upper slopes steeper -- attain partial suspension.		
Wildlife	Field Review: R. Baker 6-17-92	Office Review: R. Fairbanks
No special concerns noted. Bald eagle nest site located west of road south of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Linear unit above road will be partially screened along lower margin by beach fringe and forested lower slopes. Dirty clearcut would reduce contrast with surrounding forest. Sensitivity Level 3, mapped as not seen. Low VAC. Type I EVC. LUD IV. Timber Production. Maximum Modification can be met by this unit, but CVD is approaching UM.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability area for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Split-yard Class III stream in south 1/4 of unit. Maintain partial suspension in areas of high MMI in upper part of unit.		

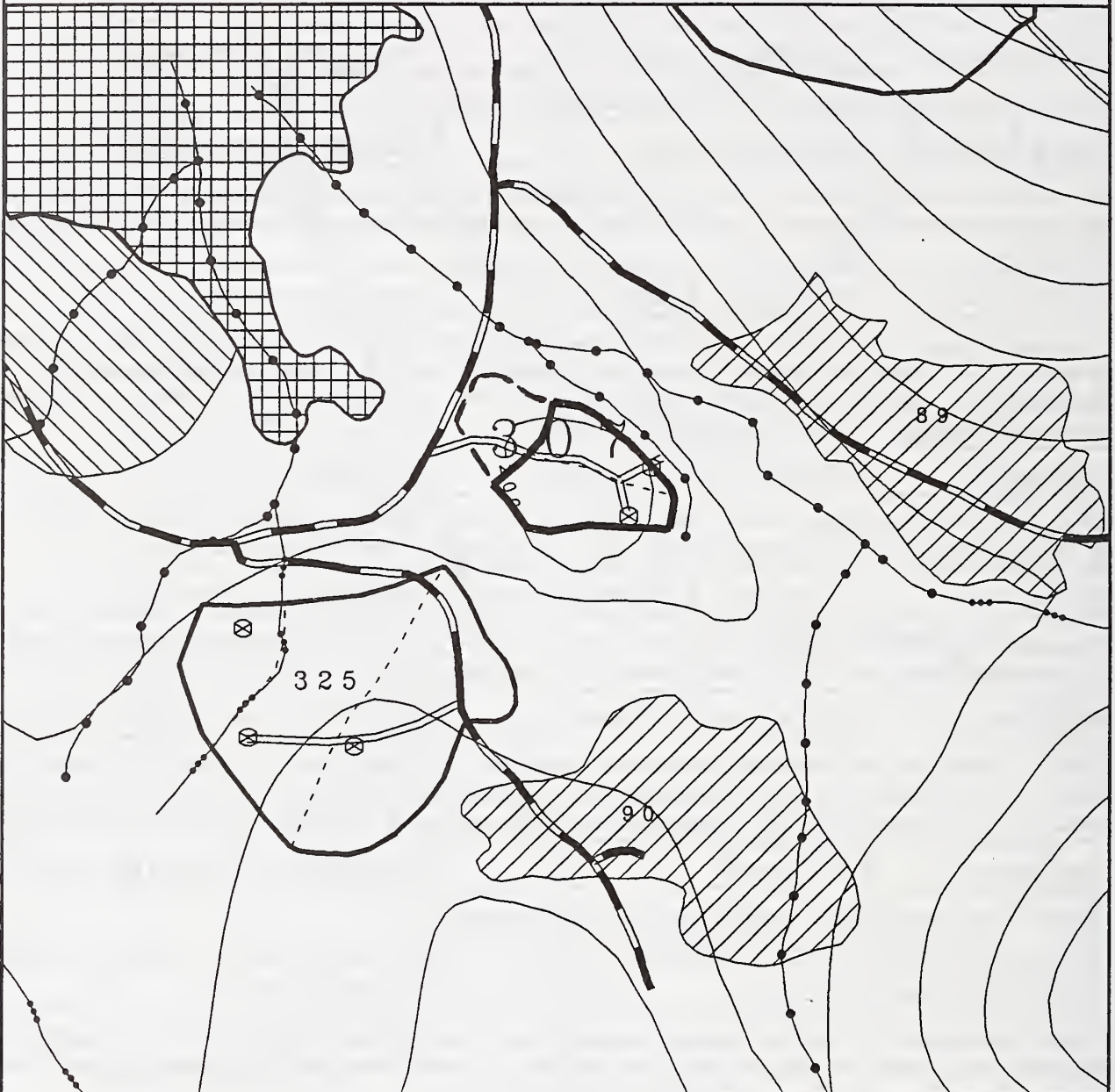


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 307

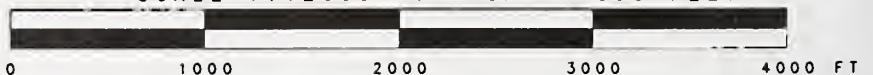
QUAD: B2SE



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 307	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-168
ACRES: 17	VOL.: 532 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 6-13-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: R. Doering 6-13-92	Office Review: J. Mehrwein
Some special road construction for first 500', see road design card. R/S, some areas in unit may require multiple rigging for tailholds. 18% favorable for first 500'. 12' through cut at top of 500' section. Must have tight grade control for this section in order to get up to flatter ground. R/S along length of road. Some areas in unit have poor tailholds, may require multiple rigging. Average road construction costs. 80' section of 12' through cut in mostly rippable material. First 400' at max. grade of 18% to lessen through cut. Adequate tailholds & guyline stumps.		
Watershed/Fisheries	Field Review: D. Volsen 6-13-92	Office Review: T. Stewart
A Class I stream flows along the north and east unit boundary. No concerns if the 100 foot buffer is maintained (BMP 12.6).		
Soils/Geology	Field Review: D. Volsen 6-13-92	Office Review: T. Stewart
Unit is level and appears stable. No concerns.		
Wildlife	Field Review: D. Volsen 6-13-92	Office Review: R. Fairbanks
No special concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
In vicinity of potential campground site. Not visible from saltwater viewpoint. Potentially visible from existing road. Sensitivity Level 3, mapped as not seen. Moderate to High VAC from water. Type III EVC. LUD IV. Timber Production. Maximum Modification will be met. Leave buffer between Forest Road 21 and unit, if possible, to screen unit from recreationists driving to and/or using the future family campground and recreation cabin.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies adjacent to high probability area for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was moved south to provide for a 1,000-foot estuarine buffer and to screen unit from road. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100-foot buffer along north and east border of unit. Because of the proximity of the unit to an estuary and the presence of lowland habitats, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		



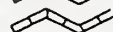
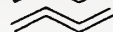


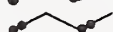
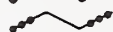
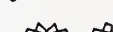









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 316

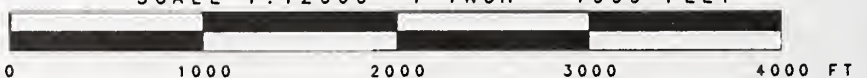
QUAD: B2SE



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 316	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-41
ACRES: 37	VOL.: 1140 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: M. White 7-26-92	Office Review: J. Mehrwein
---------------------	--------------------------------	----------------------------

No boundaries flagged, muskeg & scrub timber on all sides. Avalanche chute in middle of unit, yard around it. Many openings in stand. Small scattered slides. Rock patches. Volume loss low-moderate. Stocking is un-even. Brush moderate. Small runoff drainages enclosed in unit.

Logging/Transportation	Field Review: M. White 7-26-92	Office Review: J. Mehrwein
------------------------	--------------------------------	----------------------------

Helicopter logging.

Watershed/Fisheries	Field Review: G. Jackson 9-13-92	Office Review: T. Stewart
---------------------	----------------------------------	---------------------------

No streams, no concerns.

Soils/Geology	Field Review: G. Jackson 9-13-92	Office Review: T. Stewart
---------------	----------------------------------	---------------------------

Many avalanche chutes in center of unit. Minor landslides are present throughout this area. Recommend excluding the central part of the unit from harvest (BMP 13.5) and helicopter logging for the rest of the unit (BMP 13.9). Mineral claims occur in the vicinity of this unit. During final layout, be alert for any mining claim markers and protect their integrity.

Wildlife	Field Review: G. Jackson 9-13-92	Office Review: R. Fairbanks
----------	----------------------------------	-----------------------------

Some deer and bear sign present. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

High on south west slope about 1.5 miles from viewpoint in middle of inlet. The unit would be a minimal visual disturbance. Moderate VAC. Type IV EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Avoid harvest in avalanche chutes in center of unit.



NO UNIT MAP

UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 321	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-169
ACRES: 30	VOL.: 682	LOGGING SYSTEM:	

Timber/Silviculture	Field Review:	Office Review:
Logging/Transportation	Field Review:	Office Review:
Watershed/Fisheries	Field Review: S. Sundberg 7-26-92	Office Review: T. Stewart
Pull logs away from Class III stream at southern edge of unit (BMP 13.16).		
Soils/Geology	Field Review: S. Sundberg 7-26-92	Office Review: T. Stewart
Nearly all of the unit has slopes greater than 70% and the northern portion has series of cliffs. Slopes are composed of jumbled large boulders with thin soils in much of the unit. Recommend dropping unit (BMP 13.5).		
Wildlife	Field Review: S. Sundberg 7-26-92	Office Review: R. Fairbanks
Unit was not extensively surveyed for wildlife because of steep slopes. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped, due to MMI 4 stability problems.		

NO UNIT MAP

UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 322	QUARTER QUAD:	PHOTO YR/#: 1991/290-169
ACRES: 13	VOL.: 295	LOGGING SYSTEM:	

Timber/Silviculture	Field Review:	Office Review:
Logging/Transportation	Field Review:	Office Review:
Watershed/Fisheries	Field Review: S. Sundberg 7-26-92	Office Review: T. Stewart
There is a V-notch containing a Class III stream bisecting the unit. Recommend full or partial suspension over V-notch to maintain sideslope stability (BMP 13.16).		
Soils/Geology	Field Review: S. Sundberg 7-26-92	Office Review: T. Stewart
Slopes are steep in much of the unit and are unstable within the V-notch that bisects the unit. Recommend dropping unit (BMP 13.5).		
Wildlife	Field Review: S. Sundberg 7-26-92	Office Review: R. Fairbanks
The unit was not extensively surveyed because of steep slopes. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped, due to MMI 4 stability problems.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 325

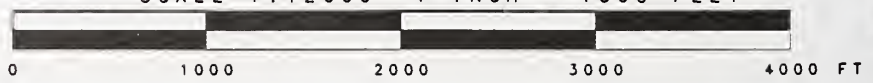
QUAD: B2SE



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 325	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-168
ACRES: 59	VOL.: 1818 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 6-13-92	Office Review: J. Mehrwein
---------------------	------------------------------------	----------------------------

West unit boundary changed due to class I stream.

Logging/Transportation	Field Review: D. Wilson 8-8-92	Office Review: J. Mehrwein
------------------------	--------------------------------	----------------------------

Average road construction costs. Good landings. May need guyline extensions to good tiebacks. Lots of room for decking logs. Recommend 70' tower. Average road costs. Good upper landings. Tiebacks up to 2 1/2' (cedar, hemlock). Good decking areas on landings.

Watershed/Fisheries	Field Review: R. Baker 6-13-92	Office Review: T. Stewart
---------------------	--------------------------------	---------------------------

Stream on western unit boundary is a Class I stream with coho present upstream to a 6 foot waterfall located about 600 feet south of the road. This barrier to upstream migration is removable and is proposed for enhancement (BMP 18.1). The road culvert may also be a partial barrier at some flows; many juvenile coho were seen below the road. A 125-150 foot buffer is flagged where this stream abuts the unit (BMP 12.6). A smaller Class I stream is present just east of the first stream; it disappears into muskeg, then re-emerges. This second Class I segment and muskeg surrounding it are flagged with a buffer of 100-125 feet on each side (BMP 12.6, 13.15). Above the muskeg, the stream is flagged with a 25 foot buffer on both sides to maintain downstream water quality (BMP 13.16). Observe and maintain stream and muskeg buffers as flagged. Directional fell trees away from buffers (BMP 13.16).

Soils/Geology	Field Review: R. Baker 6-13-92	Office Review: T. Stewart
---------------	--------------------------------	---------------------------

Unit is flat with no problem soils. Small muskeg inclusions are common.

Wildlife	Field Review: R. Baker 6-13-92	Office Review: R. Fairbanks
----------	--------------------------------	-----------------------------

No special concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel route/use areas. Potentially visible from Forest Road 21. Leave buffer between Forest Road 21 and unit, if possible, to screen unit from recreationists driving to and/or using the future family campground and recreation cabin.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit lies adjacent to high probability areas for cultural resources.

Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Original unit boundary was moved south to provide for a 1,000-foot estuarine buffer and to screen unit from road. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain stream and muskeg buffers as flagged. Because of the proximity of the unit to an estuary and the presence of lowland habitats, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed. Evaluate the opportunity for stream barrier removal and culvert redesign/maintenance.





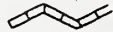
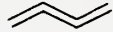

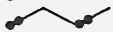
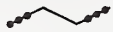










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 333

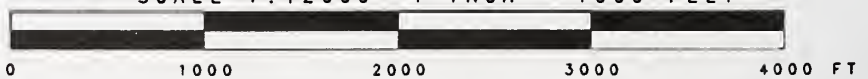
QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 333	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-168
ACRES: 16	VOL.: 248 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: C. Maloney 6-16-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: D. Wilson 6-16-92	Office Review: J. Mehrwein
Average road construction & costs. Unit suitable for 50/70' tower. Adequate guyline stumps. No difficulties anticipated in logging this unit. Easy road construction, side slopes averaging +/- 20%. Unit suitable for highlead with 50'/70' tower. No logging difficulties anticipated. Average logging costs.		
Watershed/Fisheries	Field Review: D. Volsen 6-13-92	Office Review: T. Stewart
A Class III stream flows through the center of the unit. Recommend directionally falling and split yarding logs away from this stream to preserve water quality (BMP 13.16)		
Soils/Geology	Field Review: D. Volsen 6-13-92	Office Review: T. Stewart
Moderate slopes with good stability. No concerns.		
Wildlife	Field Review: D. Volsen 6-13-92	Office Review: R. Fairbanks
No special concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation M.	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Directionally fall and split-yard along Class III stream through unit.		


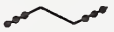


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 343

QUAD: B2SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 343	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-170
ACRES: 39	VOL.: 1548 MBF	LOGGING SYSTEM: HELICOPTER	

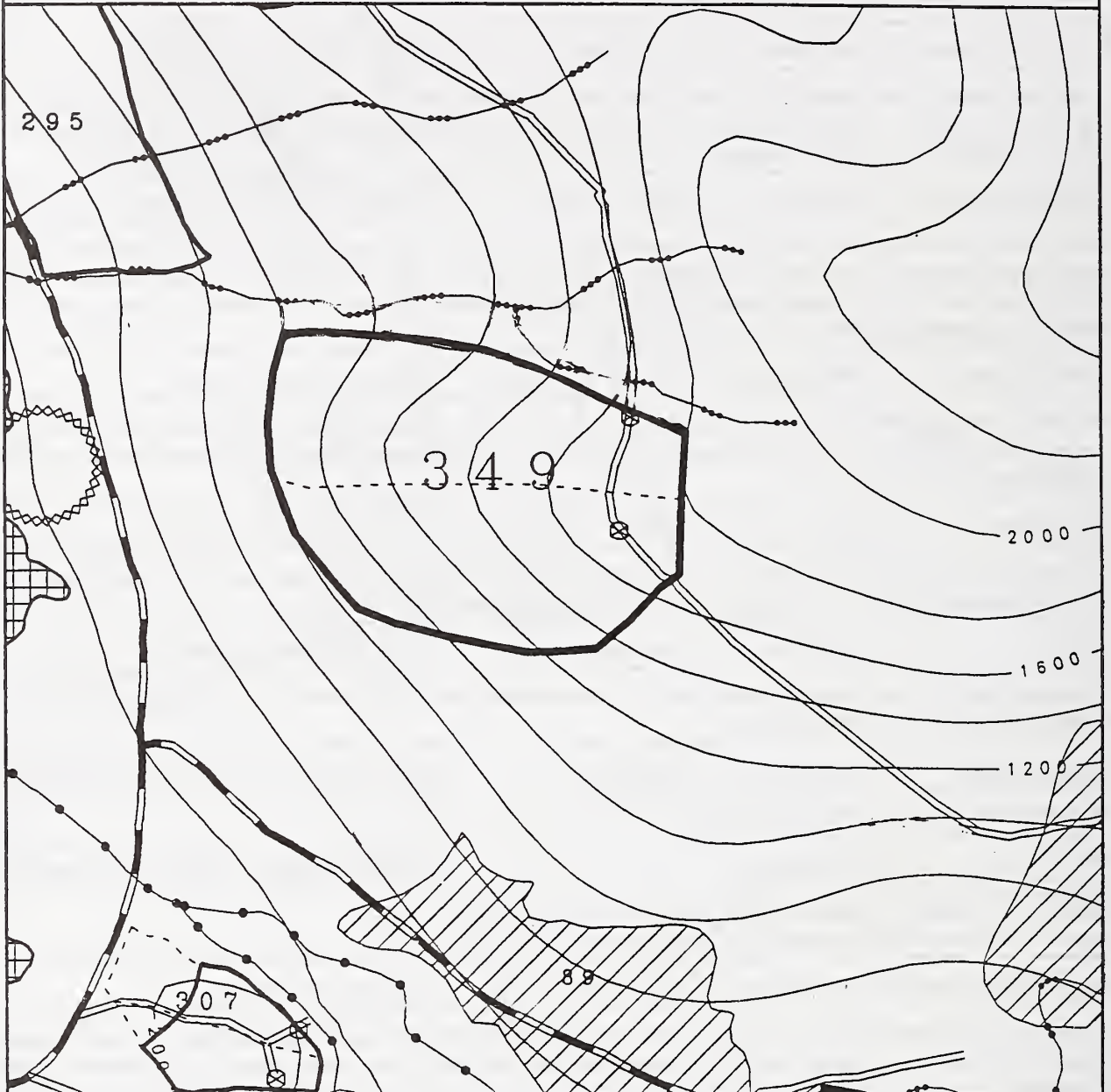
Timber/Silviculture	Field Review: B. Rot 7-26-92	Office Review: J. Mehrwein
Garrett saw an area in the middle of the unit (about 100' on a side) where the timber had been cut and apparently removed by helicopter. Slopes average 80%. Top 1/2 of unit very loose McGilvery soils. Sign of fresh windthrow, plenty of old windthrow. Timber appeared to be larger than H44.		
Logging/Transportation	Field Review: J. Dalton 7-30-92	Office Review: J. Mehrwein
Good ground, but this segment contains 8 streams requiring culverts. Road notes in file 674-283. This unit was chosen for helicopter logging, so no landings were located. The road follows some nice benches through this unit. 17% favorable grade was used for approximately 1000 feet starting from the built road. No logging on this segment. Potential difficulty for providing landing for helicopter yarding.		
Watershed/Fisheries	Field Review: G. Jackson 7-26-92	Office Review: T. Stewart
Four class III streams run east to west across the unit. If conventional logging is used, recommend split yarding away from each stream (BMP 13.16). One stream is in a V-notch; recommend no harvesting within the V-notch to maintain slope stability (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 7-26-92	Office Review: T. Stewart
Very steep slopes with McGilvery-type soils and signs of instability. Recommend excluding cliffy area on east side (BMP 13.5) and recommend helicopter logging to reduce landslide potential (BMP 13.9).		
Wildlife	Field Review: G. Jackson 7-26-92	Office Review: R. Fairbanks
Deer use apparently light. Squirrel heard chattering. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Eliminate cliffy area on east side of unit as shown. Maintain full suspension on high MMI areas (helicopter logging will achieve this). Avoid logging within V-notch Class III stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 349

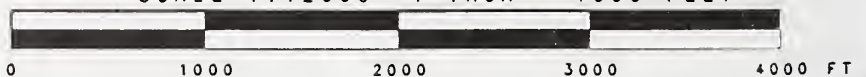
QUAD: B2SE



- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 349	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/290-166
ACRES: 91	VOL.: 2623 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: C. Maloney 7-24-92	Office Review: J. Mehrwein
Fairly open grown OG 60% of stand. Semi to full suspension will fly ok. Lots of big trees on top of unit, tailholds, not problem. Unit as a whole, fairly well drained. 1-2 area fairly open grown well drained. OG area good stocking trees fairly healthy, few snags. Good tailholds up top. Partial to full suspension.		
Logging/Transportation	Field Review: B. Ferneau 8-7-92	Office Review: J. Mehrwein
Some heavy rock. Above average costs. Severe rock cut on 12% adverse into creek canyon @ 56+00. Heavy cut and end have 56-59+00. Stay out of deep canyons. Keep cutting lines above the canyon breaks.		
Watershed/Fisheries	Field Review: S. Sundberg 7-24-92	Office Review: T. Stewart
Recommend logging only to the slope break along the V-notch along the northern edge of the unit (BMP 13.16).		
Soils/Geology	Field Review: S. Sundberg 7-24-92	Office Review: T. Stewart
Slopes are gentle and stable, with deep soils in the northern half of the unit. The southern half was not inspected.		
Wildlife	Field Review: S. Sundberg 7-24-92	Office Review: R. Fairbanks
Deer use is moderate. Eagle nest tree occurs outside of the unit to the west. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Unit would bare the steepest portion of a ridge which slopes toward the inlet almost to the sky line ridge. Dirty clear cut would reduce color contrast. Low VAC. Type III EVC. LUD IV. Timber Production. Maximum Modification VQO limits are approached.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Keep cutting lines above the canyon breaks. Leave at least two, 2-acre islands of timber in difficult-to-log areas.		






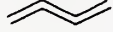
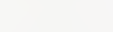

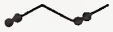
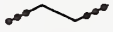










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 360

QUAD: B2SW



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 360	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/290-87
ACRES: 41	VOL.: 1300 MBF	LOGGING SYSTEM: HELICOPTER	

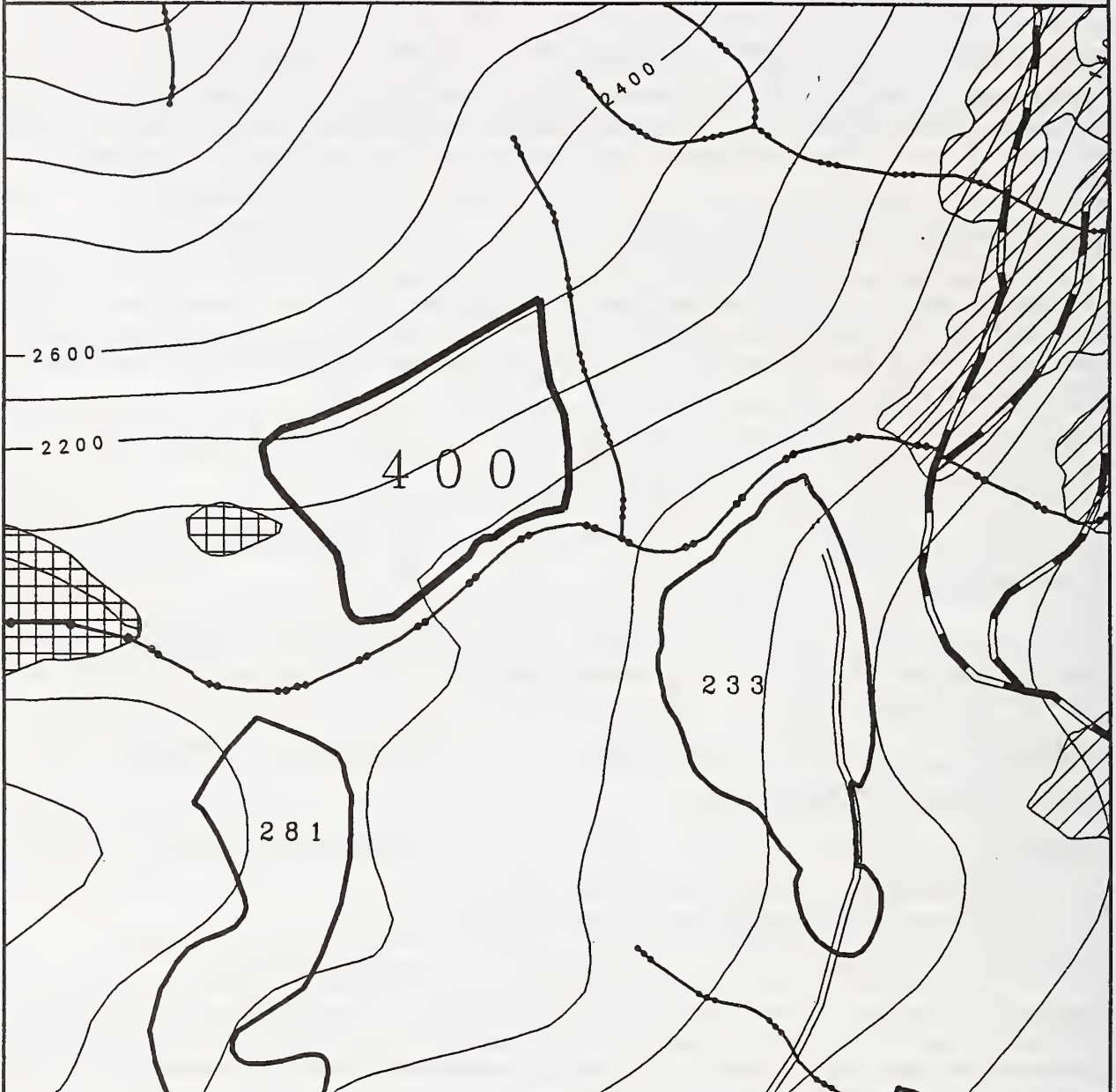
Timber/Silviculture	Field Review: R. Schmeling 7-26-92	Office Review: J. Mehrwein
Southern boundary cut short because of slide, northern boundary follows ridgeline to top. Only NW section of unit flagged, the rest is a definite timber-type. Good uniform stocking. Low brush over majority of stand. Low volume loss. Higher portion of stand is M with lower portion being WH. Slopes moderate. Some portions of stand cut off due to settings.		
Logging/Transportation	Field Review: D. Wilson 8-7-92	Office Review: J. Mehrwein
Average road construction and costs. Unit suitable for 50'/70' tower. Deadman/guyline extensions will be required for the two landings which border sides. Side slopes average +/- 30%. Two 6 foot culverts required @ sta. 2+13 and 18+04. Road locations crosses through slide (757') which average +/- 20% side slopes. Slide contains assorted boulders (up to 2') which should not create any construction problems. Since landings border slide deadman/guyline extensions will be required.		
Watershed/Fisheries	Field Review: R. Schmelling 7-26-92	Office Review: T. Stewart
Only two small seeps, no true streams or V-notches. No concerns.		
Soils/Geology	Field Review: R. Schmelling 7-26-92	Office Review: T. Stewart
Steep near southeast corner. No concerns.		
Wildlife	Field Review: R. Schmelling 7-26-92	Office Review: R. Fairbanks
Moderate deer and bear sign. No concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit was divided into two units. The western half is 620-202 and is planned for highlead. The eastern half is 620-360 and is planned for helicopter. Original unit boundary was modified to avoid slide area to the south of unit. Unit 620-360 should be clearcut, using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.		


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 620

UNIT: 400

QUAD: B2SW



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 620	UNIT #: 400	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/890-183
ACRES: 43	VOL.: 665 MBF	LOGGING SYSTEM: HELICOPTER	

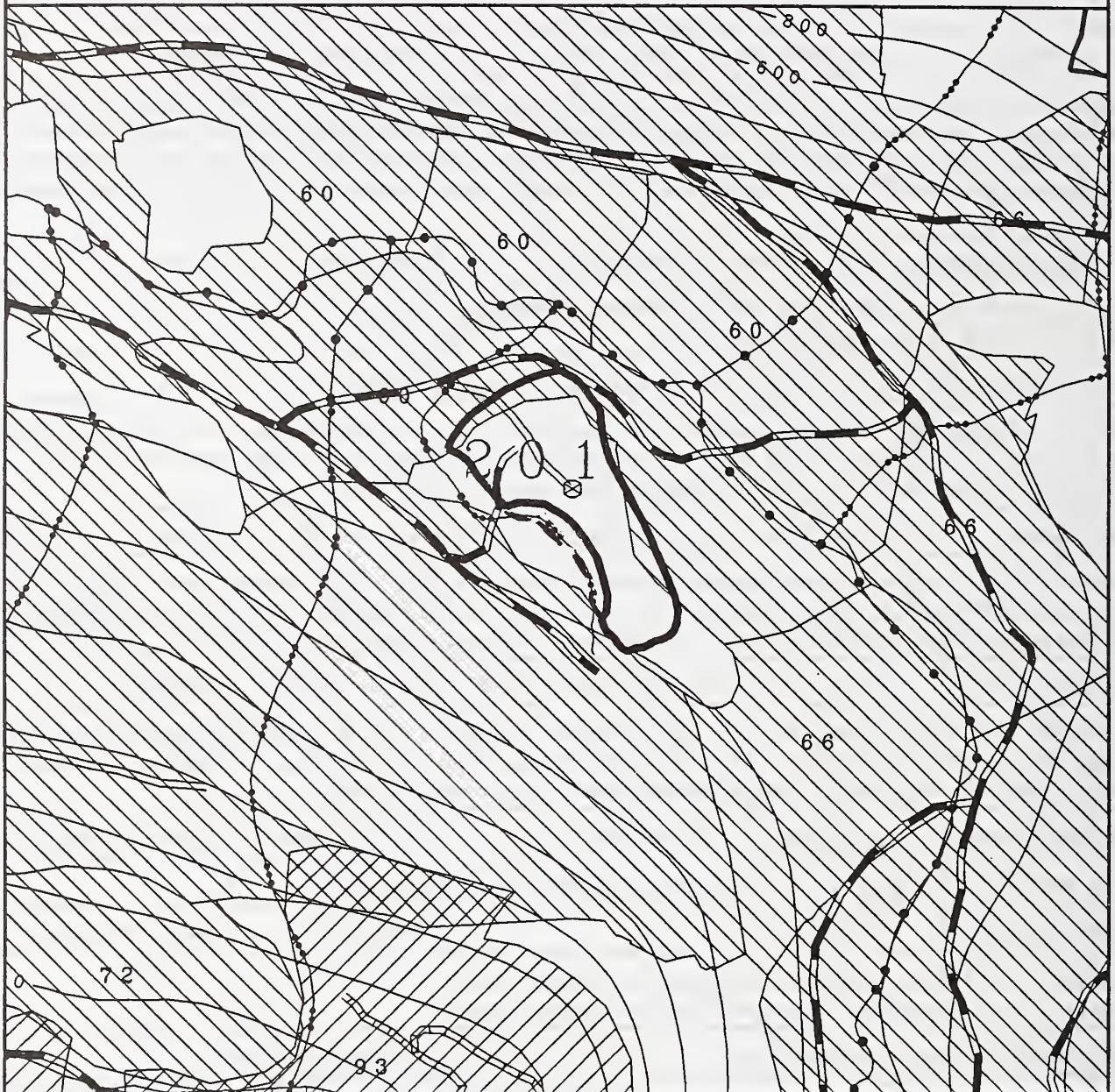
Timber/Silviculture	Field Review: M. White 7-29-92	Office Review: J. Mehrwein
Nice stand. Scattered spruce, one even 79" DBH! Large mountain hemlock, too. A worthwhile helicopter unit, except upper section. Recommend moving N boundary farther south (see Photo #890-183). NE & SE corners flagged as originally designed. Great stand. Mt. hemlock mostly with some spruce scattered around, big ones. See Plot #5 for 79" DBH spruce. Awesome!! Western hemlocks at lower elevation, some blowdown too. A lot of blown tops throughout unit.		
Logging/Transportation	Field Review: M. White 7-29-92	Office Review: J. Mehrwein
Area is rock bound. Couldn't get a road up. Recommend heli logging photo 390-27 not in file. Partly covered by 290-167. Poor aerial photo coverage of area.		
Watershed/Fisheries	Field Review: G. McNaughton 7-28-92	Office Review: T. Stewart
No streams in unit. A small lake occurs to the west, and a much larger Class I lake occurs over 1000 feet to the west. A dry brushy V-notch occurs through the central/eastern portion of the unit, but loses the V-notch character at the 1900 foot elevation slope break. No concerns if helicopter yarding is used (BMP 13.16).		
Soils/Geology	Field Review: G. McNaughton 7-28-92	Office Review: T. Stewart
Upper portion of unit has numerous brush-filled slide and slump areas, with lots of windthrow and exposed soil. Lower in the unit (2300 feet elevation), soils appeared much more stable despite steep slopes. At 1900 feet elevation, the unit flattens out substantially and is quite stable. No concerns if helicopter yarding is used (BMP 13.9).		
Wildlife	Field Review: G. McNaughton 7-28-92	Office Review: R. Fairbanks
Much deer sign in upper, subalpine area of unit but reduced in middle of unit. Bear use heavy throughout unit but especially high (deer also) in lower, flatter areas of unit less than 1900 feet in elevation. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas or saltwater viewpoint in Polk Inlet.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain unit at least 100 feet north of Class II stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

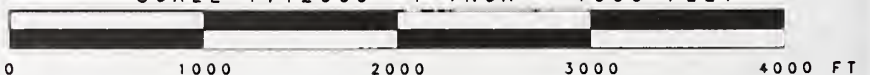
UNIT: 201

QUAD: B3SE



CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 201	QUARTER QUAD: CRGB3SE	PHOTO YR/#: 1991/990-139
ACRES: 22	VOL.: 430 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Maxey 6-17-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: B. Ferneau 6-16-92	Office Review: J. Mehrwein
An old partially built road accesses the north side of the unit. Only need approximately 600' of new construction. There is a beaver swamp in the middle of the unit. \$50,000 for road construction. Approximately \$60,000 to replace 12 mile creek bridge. Fairly wet ground. Landing is on an isolated hump approximately 15-20" above the water table. Bridge is out across 12 mile creek approximately 55' span.		
Watershed/Fisheries	Field Review: D. Volsen 6-17-92	Office Review: T. Stewart
Class II stream along northern unit boundary buffered 100 feet. Recommend a 100 foot buffer along Class III stream near southwestern unit boundary to help maintain shade and large organic debris in this general area that has been heavily harvested in the past (BMP 12.6).		
Soils/Geology	Field Review: D. Volsen 6-17-92	Office Review: T. Stewart
No special concerns.		
Wildlife	Field Review: D. Volsen 6-17-92	Office Review: R. Fairbanks
Recommend leave tree islands within unit to help in providing greater habitat diversity within this general area that has been heavily harvested in the past. Because of extent of logging in the area, recommend leaving as many live reserve trees and snags as possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies adjacent to high probability area for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Also, leave at least one, 2-acre island of timber within unit. Add a 100-foot buffer along Class III stream along southwestern boundary to help maintain LOD input. Maintain 100-foot buffer along class II stream along northwestern and northern unit boundary.		

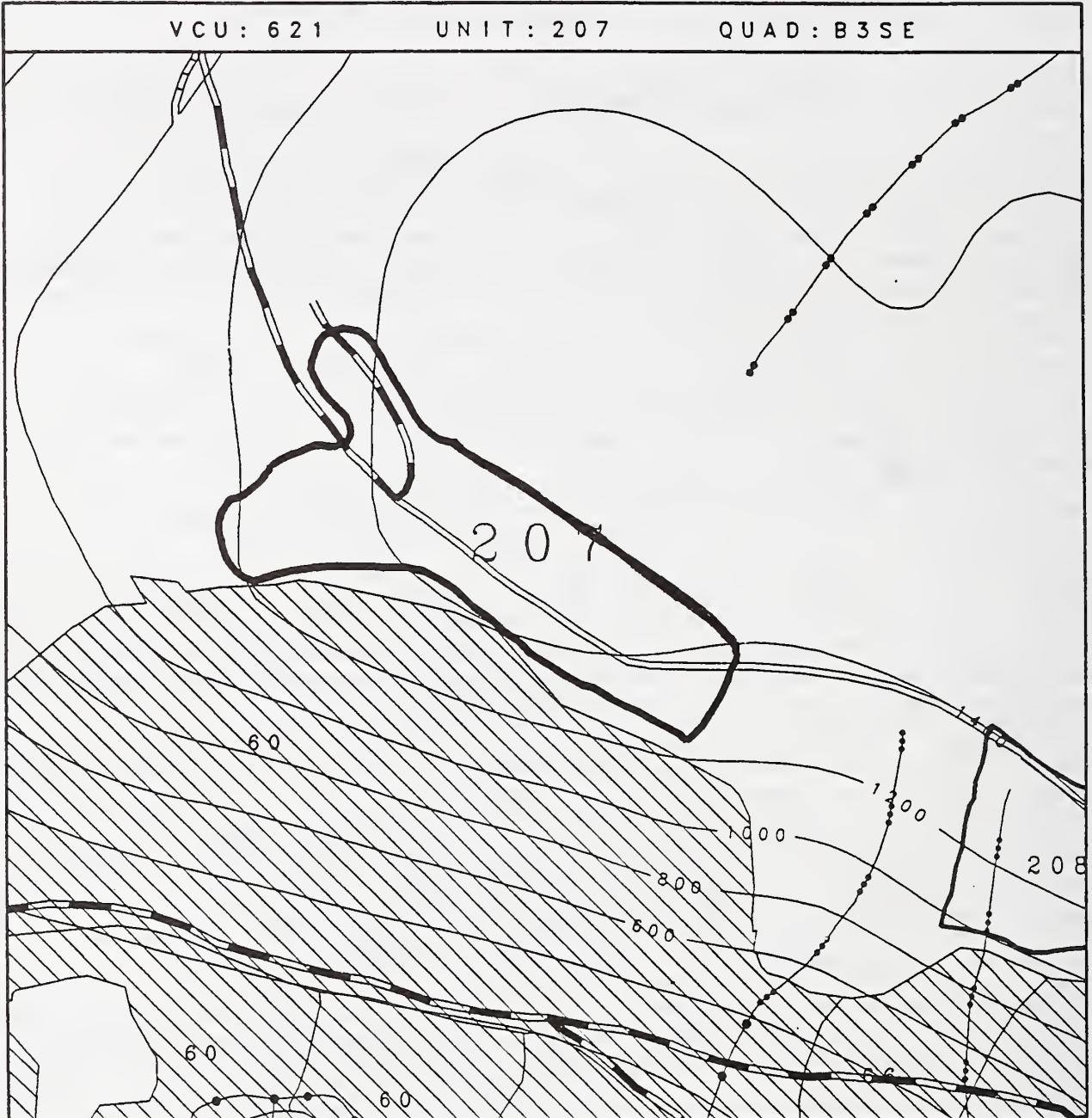


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 207

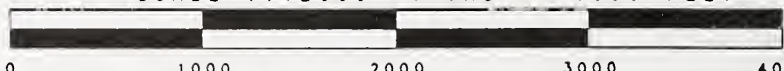
QUAD: B3SE



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 207	QUARTER QUAD: CRGB3SE	PHOTO YR/#: 1991/990-139
ACRES: 77	VOL.: 1458 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

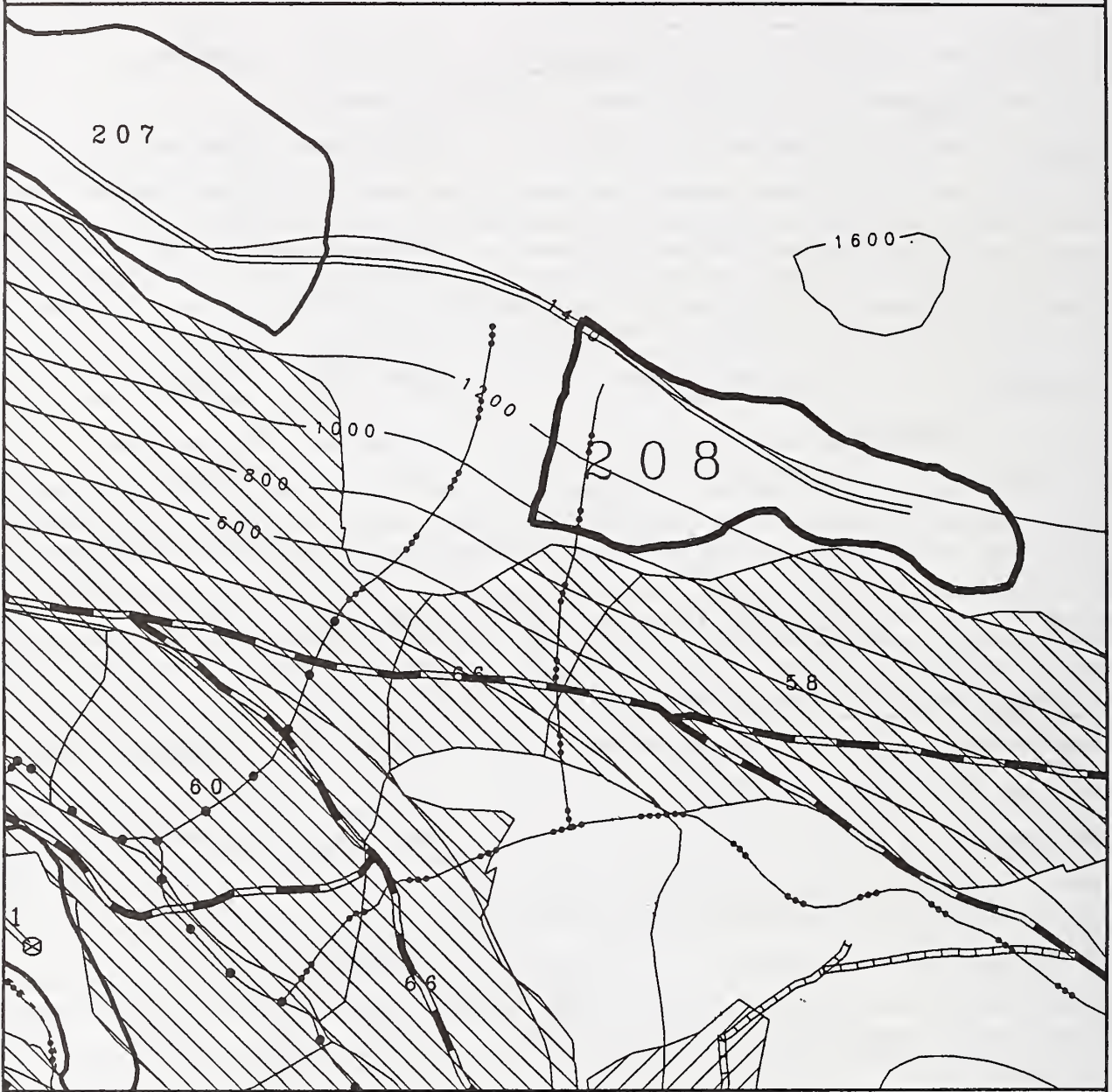
Timber/Silviculture	Field Review: R. Schmeling 7-9-92	Office Review: J. Mehrwein
The NW & SE boundaries are flagged otherwise muskeg or reproduction bounds unit.		
Logging/Transportation	Field Review: L. Yu 7-7-92	Office Review: J. Mehrwein
This is a good unit for the R/S system, because it is so narrow. Landings were located in the field in case the HL system is used. The road runs up at 15% to reach the unit and then flattens out to an average grade of 0%. No concerns with this spur (Spur A) The R/S system is preferred in this narrow unit. 15% favorable used to get into the unit. A lot of the ground is swampy. Two landings were located on this segment, although we suggest the R/S. This segment is located in very flat ground which is not swampy. The average grade is zero, with some pitches of 3% adverse. There is very good deflection from the located landing. We suggest that R/S could be used in this unit.		
Watershed/Fisheries	Field Review: T. Stewart 7-9-92	Office Review: R. Fairbanks
No streams. No special concerns.		
Soils/Geology	Field Review: T. Stewart 7-9-92	Office Review: R. Fairbanks
Boundary along northwest finger modified to avoid muskeg (BMP 13.15). Slopes 30 to 60%, no slope instability noted. Mineral claims occur in the vicinity of this unit. During final layout, be alert for any mining claim markers and protect their integrity.		
Wildlife	Field Review: T. Stewart 7-9-92	Office Review: R. Fairbanks
Heavy deer trails and bear sign noted. Because of extent of logging in the area, recommend leaving as many live reserve trees and snags as possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Boundary along northwest finger modified to avoid muskeg. Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 208

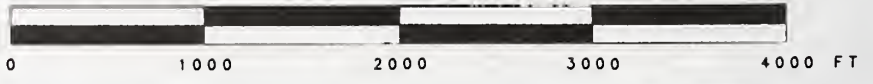
QUAD: B3SE



- |                                      |  |                              |   |
|--------------------------------------|--|------------------------------|---|
| <br><br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET</p> <p>PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|--------------------------------------|--|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 208	QUARTER QUAD: CRGB3SE	PHOTO YR/#: 1991/990-139
ACRES: 49	VOL.: 548 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: R. Schmeling 7-13-92	Office Review: J. Mehrwein
The NE boundary is muskeg and the SW boundary is the regeneration.		
Logging/Transportation	Field Review: J. Dalton 6-17-92	Office Review: J. Mehrwein
Very easy road building. Nice wood. The R/S system would be most appropriate for this unit because it is so narrow. Very inexpensive road building. The ground is very flat and not very swampy. The road stays higher than the proposed paper plan location to take advantage of this ground. Good logging whether using HL or R/S.		
Watershed/Fisheries	Field Review: T. Stewart 7-9-92	Office Review: R. Fairbanks
Small class III stream on west side - recommend split yarding (BMP 13.16).		
Soils/Geology	Field Review: T. Stewart 7-9-92	Office Review: R. Fairbanks
Slopes 30 to 70%. Some colluvial soils exposed by blowdown. Minor sediment movement being caught on benches. No special concerns.		
Wildlife	Field Review: T. Stewart 7-9-92	Office Review: R. Fairbanks
No special use noted. Because of extent of logging in the area, recommend leaving as many live reserve trees and snags as possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Split-yard Class III stream.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 219	QUARTER QUAD: CRGB3SE	PHOTO YR/#: 1991/1090-55
ACRES: 27	VOL.: 582	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: T. Coleman 7-18-92	Office Review: J. Mehrwein
Logging/Transportation	Field Review: T. Coleman 7-18-92	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review: G. Jackson 7-2-92	Office Review: T. Stewart
Class I stream bisects the unit; coho fry identified. This is a tributary to Twelve-mile Creek and has numerous tributaries of its own extending across the unit. These tributaries probably are class I, as there were no barriers observed. Buffers not flagged because the unit becomes infeasible when all required buffers are added.		
Soils/Geology	Field Review: G. Jackson 7-2-92	Office Review: T. Stewart
Gentle slopes, deep soils. There are no stability concerns.		
Wildlife	Field Review: G. Jackson 7-2-92	Office Review: R. Fairbanks
Bald eagle observed flying over unit. Grouse observed roosting in unit.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Resolution	Approved By: T. Stewart 9-25-92	
Unit deferred. Class I stream bisects unit and 55-foot bridge is out. Not enough left to justify bridge by itself. Save for future entry.		





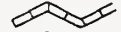
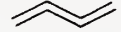

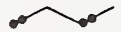
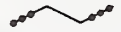





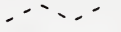




# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 237

QUAD: B3SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 237	QUARTER QUAD: CRGB3SE	PHOTO YR/#: 1991/1090-156
ACRES: 102	VOL.: 2216 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Barker 7-9-92	Office Review: J. Mehrwein
Opportunity, YC snags & WF are mostly sound. Not included in cruise. Low volume in SW & S center. SS, hemlock & yellow cedar. Many snags, swampy areas (SW), low volume.		
Logging/Transportation	Field Review: B. Ferneau 7-2-92	Office Review: J. Mehrwein
Low volumes, may make a better unit if the 2nd setting is deleted, ending the road at the first landing. Overland construction in swampy ground, gentle sidehill.		
Watershed/Fisheries	Field Review: G. McNaughton 7-9-92	Office Review: T. Stewart
Class II stream along eastern unit boundary received a 100 foot buffer in the field, but is much wider if the sparsely forested muskeg and meadow areas in the unit along the buffer are included. Split-yard or fully suspend logs over Class III stream in center of unit to ensure water quality of Class II and I streams it flows into (BMP 13.16). Recommend a 100 foot buffer on this stream to increase recruitment of large organic debris and shade in this heavily harvested area (BMP 12.6).		
Soils/Geology	Field Review: G. McNaughton 7-9-92	Office Review: T. Stewart
Unit has gentle slopes and appears stable. No concerns. Mineral claims occur in the vicinity of this unit. During final layout, be alert for any mining claim markers and protect their integrity.		
Wildlife	Field Review: G. McNaughton 7-9-92	Office Review: R. Fairbanks
Extremely high bear sign and scent throughout unit. Southwest corner has a nice island of old-growth which has great potential for leaving to create a wildlife mosaic of large timber within muskegs (BMP 13.15, 18.1). Because of extent of logging in the area, recommend leaving as many live reserve trees and snags as possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit boundary modified to exclude natural leave island in southwestern corner of unit. Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Maintain minimum of 100-foot buffer along Class II stream on east side. Split-yard Class III stream in unit and leave 50 to 100 foot buffer along stream to maintain LOD recruitment and wildlife habitat structure and snags.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 243	QUARTER QUAD:	PHOTO YR/#:
ACRES: 34	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: M. White 8-7-92	Office Review: J. Mehrwein
<p>Suggest no cut of unit. Contains steep, loose, rocky soils. Many large outcroppings. Small slides scattered throughout. Heavy windthrow along north &amp; south boundaries. Many pockets of windthrow contained in unit. Merchantable size timber (12" +) is widely spread with good understory of 8-10" material. If unit must be cut to meet volume needs, I recommend an overstory removal trying to save the understory to help with erosion problems that will occur. South boundary is regen. East is v-notch. Rest is flagged. Deferred - young trees need to grow to merchantable size.</p>		
Logging/Transportation	Field Review: M. White 8-7-92	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review:	Office Review:
Soils/Geology	Field Review:	Office Review:
Wildlife	Field Review:	Office Review:
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to small size of merchantable trees and steep, loose, rocky soils.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 246

QUAD: B3NE



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 246	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-145
ACRES: 29	VOL.: 310 MBF	LOGGING SYSTEM: SLACKLINE	

Timber/Silviculture	Field Review: D. Maxey 6-26-92	Office Review: J. Mehrwein 10-1-92
---------------------	--------------------------------	------------------------------------

Eastern unit boundary was moved for visual concerns. Areas of good timber with a large portion of unit in muskeg scrub timber. Unit boundary was significantly modified from what is actually flagged in the field. Final unit layout should follow boundary as described on unit design card. The western boundary is the road, the northern boundary is the Class II stream, the eastern boundary should follow existing pink flagging, while the southern boundary is 100 feet north of the other Class II stream.

Logging/Transportation	Field Review: B. Ferneau 7-8-92	Office Review: J. Mehrwein 10-1-92
------------------------	---------------------------------	------------------------------------

Falling line (upper) is about 600 feet below road. Unit is accessible by road. The unit boundary was not flagged as shown on photos and unit cards.

Watershed/Fisheries	Field Review: S. Sundberg 7-23-92	Office Review: T. Stewart
---------------------	-----------------------------------	---------------------------

There is a Class II stream along the northern edge of the unit with a shallow V-notch. Yard away from the break in slope of the V-notch to maintain water quality and fish habitat (BMP 13.16). A second Class II stream is 100 feet south of the unit.

Soils/Geology	Field Review: S. Sundberg 7-23-92	Office Review: T. Stewart
---------------	-----------------------------------	---------------------------

There are steep slopes and cliffs with unstable soils in the southeastern portion of the unit. Recommend moving boundary above the cliffs (BMP 13.5).

Wildlife	Field Review: S. Sundberg 7-23-92	Office Review: R. Fairbanks
----------	-----------------------------------	-----------------------------

Bald eagle nest site within 1/2 mile northeast of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Visible in foreground from saltwater viewpoints. Western boundaries are hard lines. Road runs across top of unit. Lower part of unit is screened by foreground slopes and vegetation. To reduce hard edges, directionally fall; leave unmerchantable timber standing where possible. Locate landings out of unit. Low to Moderate VAC. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit lies near high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Eastern unit boundary moved upslope because of visual and instability concerns. Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Maintain 100-foot buffers from Class II streams.




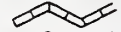
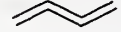





# POLK INLET PROJECT HARVEST UNIT DESIGN CARD








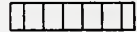
VCU: 621

UNIT: 248

QUAD: B3NE

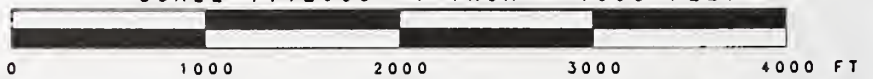


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 248	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-145
ACRES: 43	VOL.: 349 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: R. Schmeling 6-3-92	Office Review: J. Mehrwein 10-1-92
---------------------	-----------------------------------	------------------------------------

No comment noted.

Logging/Transportation	Field Review: B. Ferneau 7-8-92	Office Review: J. Mehrwein 10-1-92
------------------------	---------------------------------	------------------------------------

The unit was reduced in size because of a ridge that runs parallel to the eastern boundary. The upslope half of the unit cannot be logged unless a road is constructed on the bench through the unit. Recommend constructing a spur from the northeast to the southwest to access timber above the ridge.

Watershed/Fisheries	Field Review: J. Knutzen 6-30-92	Office Review: T. Stewart
---------------------	----------------------------------	---------------------------

No streams or sediment concerns. No streams in or adjacent to site.

Soils/Geology	Field Review: J. Knutzen 6-30-92	Office Review: T. Stewart
---------------	----------------------------------	---------------------------

Potential soil problems alleviated by moving northwest boundary down slope from original design (BMP 13.5).

Wildlife	Field Review: J. Knutzen 6-30-92	Office Review: R. Fairbanks
----------	----------------------------------	-----------------------------

Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Part of unit is visible in foreground from salt water viewpoints. Clearcut would bare skyline ridge. Road along eastern boundary will not be visible. Lower part of unit is screened by foreground slopes and vegetation. Leave unmerchantable timber throughout unit if possible to reduce contrast caused by exposed ridge line. Low to Moderate VAC. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

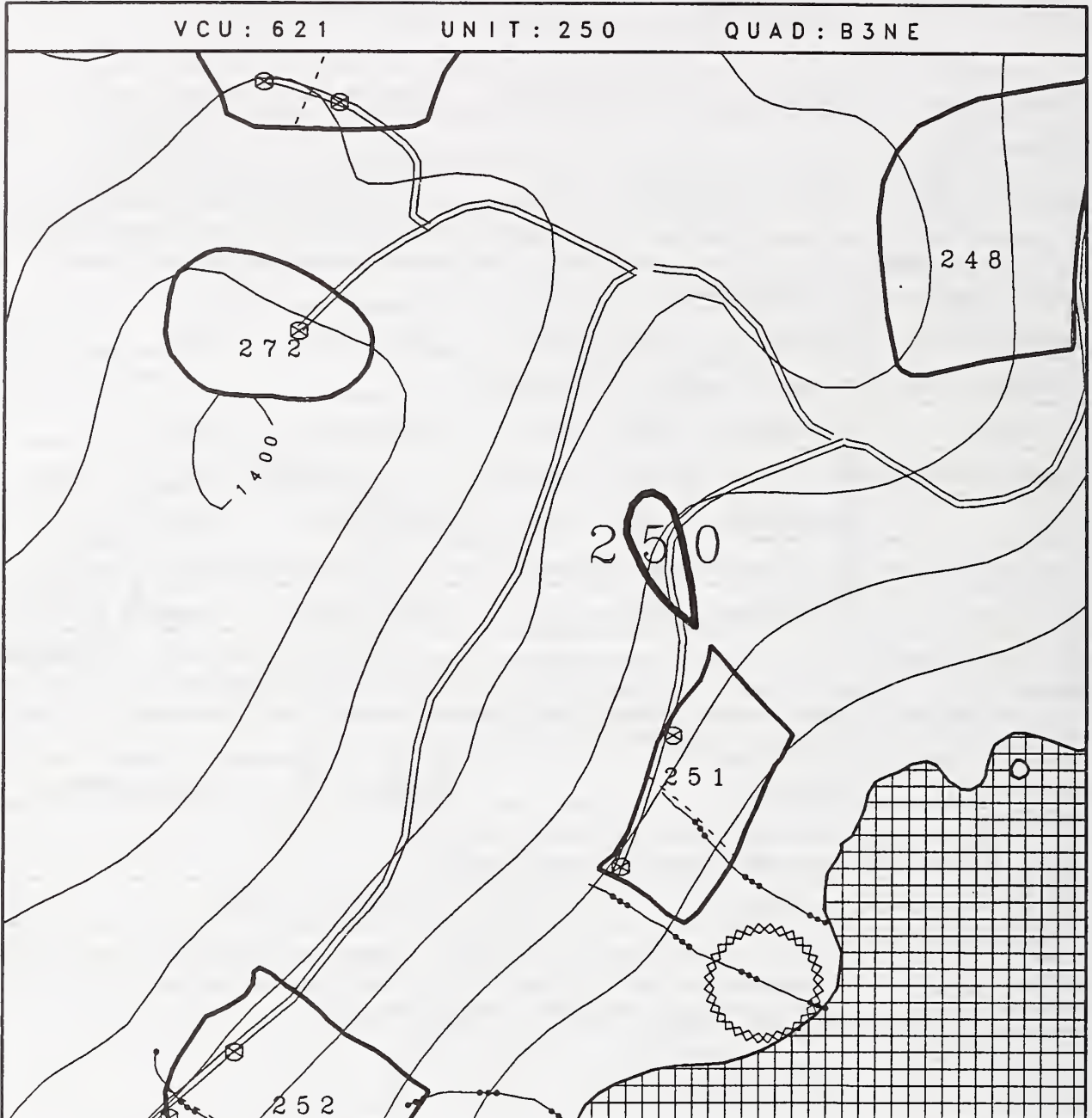
Original unit boundary modified to minimize visual and soil problems. Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Maintain buffer south along Class II stream to the north.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 250

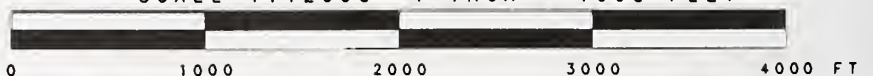
QUAD: B3NE



- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET</li> <li> PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 250	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-145
ACRES: 4	VOL.: 78 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

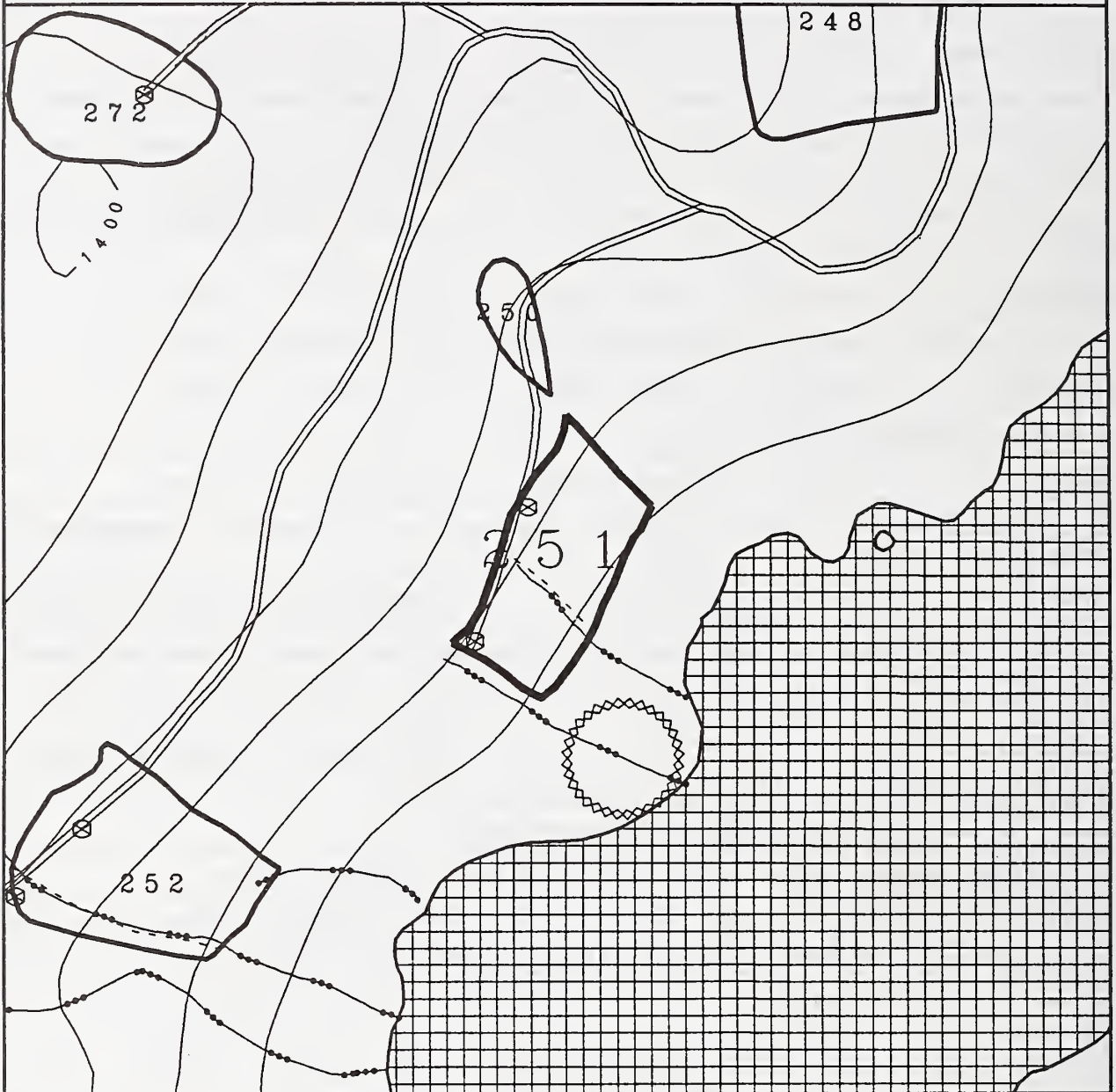
Timber/Silviculture	Field Review: R. Schmeling 6-30-92	Office Review: J. Mehrwein
Cut small because of muskeg. This unit should not be considered since it is mostly muskeg and terrain reduces the unit size to approximately 5 acres or less. Log unit with 621-251 to be economical.		
Logging/Transportation	Field Review: J. Dalton 7-12-92	Office Review: J. Mehrwein
Log unit as road will be built and no additional cost to access. This unit crosses a very wide gully; this is the reason for the favorable and adverse grade.		
Watershed/Fisheries	Field Review: J. Knutzen 6-30-92	Office Review: T. Stewart
No concerns, no streams in unit. Small flowage near SW corner, too small to consider as a Class III stream.		
Soils/Geology	Field Review: J. Knutzen 6-30-92	Office Review: T. Stewart
Small stable unit with gentle slopes. No concerns.		
Wildlife	Field Review: J. Knutzen 6-30-92	Office Review: R. Fairbanks
Only light deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Small, irregular shaped unit in foreground distance zone. Minimal disturbance compared to larger, regular shaped units nearby. Dirty clearcut would reduce contrast caused by harvest. Low VAC. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Unit should be logged with 621-251 to be economical.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 251

QUAD: B3NE



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 251	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-145
ACRES: 21	VOL.: 100 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: T. Coleman 7-1-92	Office Review: J. Mehrwein
---------------------	---------------------------------	----------------------------

No comment noted.

Logging/Transportation	Field Review: J. Dalton 7-12-92	Office Review: J. Mehrwein
------------------------	---------------------------------	----------------------------

The first landing is on a ridge and there is good deflection for the whole unit. The road should stop at this first landing because the south end of the unit was cut short. The road was laid out past the 1st landing to the 2nd landing, but this section can be removed. This road had to be high to access unit 621-250. This is the reason for the adverse which was required to bring the road down into unit 621-251. The road laid out is 3000' long, but we noticed that the south felling boundary was cut short; so the road can end at 1700'. We advise that the road be cut short to make this a one landing unit. Can't move west boundary 300' down hill. Note: As the road is the west boundary.

Watershed/Fisheries	Field Review: J. Knutzen 7-1-92	Office Review: T. Stewart
---------------------	---------------------------------	---------------------------

Recommend split yarding or full suspension SW boundary class III stream (BMP 13.16) or use stream as boundary to maintain water quality (BMP 13.2). Recommend split yarding or full suspension over class III stream in middle of unit (BMP 13.16).

Soils/Geology	Field Review: J. Knutzen 7-1-92	Office Review: T. Stewart
---------------	---------------------------------	---------------------------

Most slopes moderate, little chance for excessive erosion near streams. Steep bank (cliff in places) 80 to 100 feet SW of stream number 1. Do not log SW of here due to slope stability.

Wildlife	Field Review: J. Knutzen 7-1-92	Office Review: R. Fairbanks
----------	---------------------------------	-----------------------------

Heavy deer use of region. Move southeastern unit boundary to exclude eagle nest tree buffer. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Rectangular shaped unit in foreground distance zone. Lower portion of unit would be screened by foreground slopes and vegetation. Directionally fall trees; leave unmerchantable timber standing along edges to reduce contrast caused by hard edge. Low VAC. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit lies adjacent to high probability area for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Southwestern boundary moved to exclude Class III stream, unstable slopes, and eagle nest buffer and reduce size due to visual concerns. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife and reduce visual contrast with adjacent forest. Split-yard or suspend over Class III stream in center of unit. Unit 621-250 should be logged with this unit.

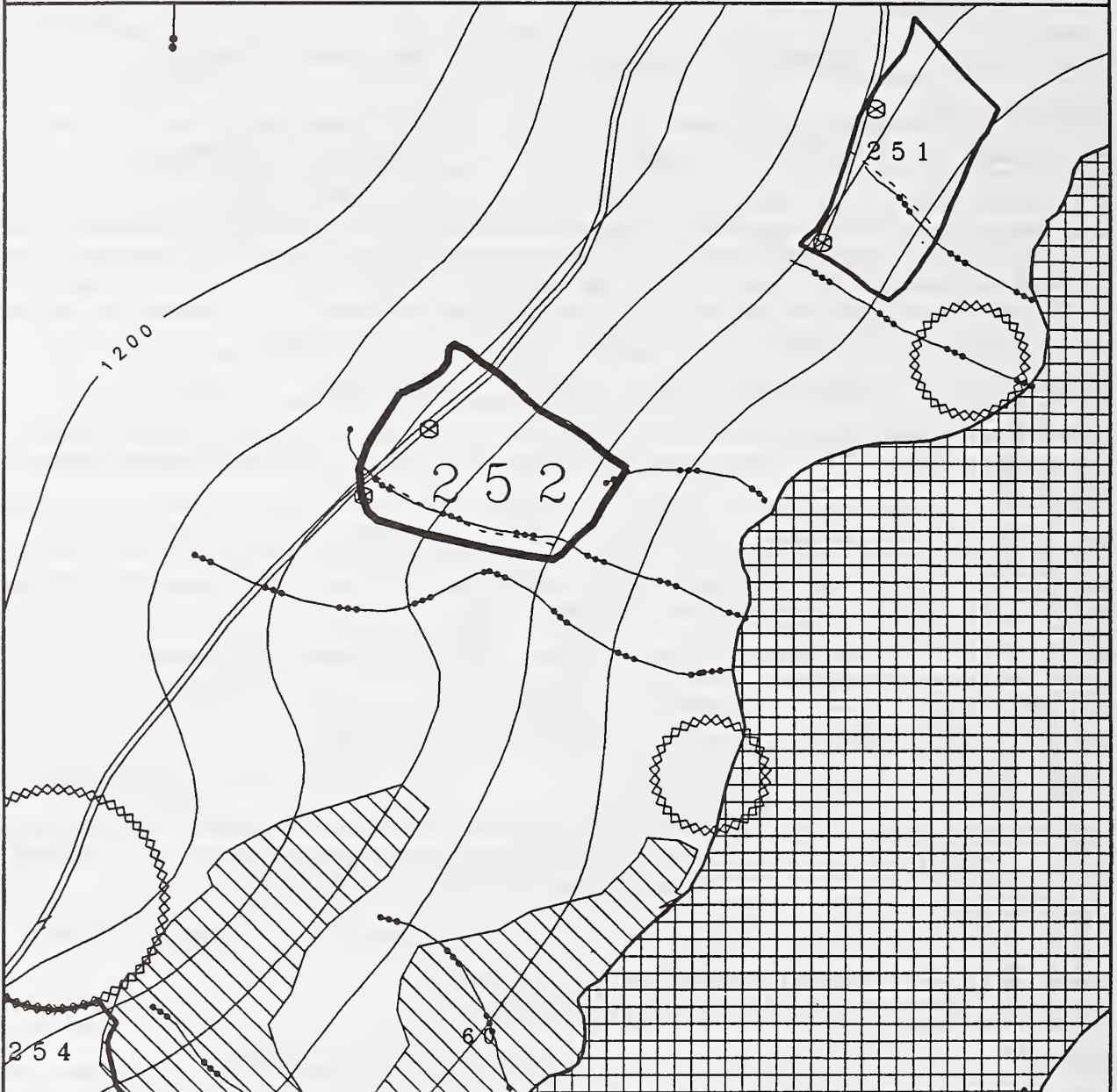





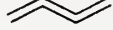
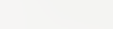







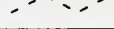



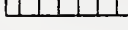
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 252

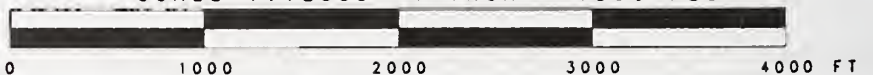
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1200 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 252	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-143
ACRES: 28	VOL.: 656 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 7-2-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: L. Yu 7-12-92	Office Review: J. Mehrwein
Average road construction.		
Watershed/Fisheries	Field Review: J. Knutzen 7-2-92	Office Review: T. Stewart
One Class III stream in South and West and along the upper third of the SW boundary which is steeply V notched with visible slumping for lower 300 to 450 feet. Flagged the upper slope break of V notch 80 to 100 from stream. About 500 feet upstream, stream splits and goes around an island (about 150 ft long by 100 ft wide). Recommend split yarding or fully suspending away from stream to protect water quality (BMP 13.16).		
Soils/Geology	Field Review: J. Knutzen 7-2-92	Office Review: T. Stewart
Split yarding away from V notch eliminates any soil concerns. Rest of unit mostly 30 to 60% slope and of no concern.		
Wildlife	Field Review: J. Knutzen 7-2-92	Office Review: R. Fairbanks
Moderate deer use and some bear. Recommend leaving the island in stream (see above) for habitat diversity and wildlife needs. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Split yarding stream through unit would create opportunity to leave variable width buffer. Buffer would reduce the hard edge appearance along southern boundaries. Leave dirty clearcut to reduce contrast of color and texture. Low VAC. Type I EVC. LUD IV. Timber Production. Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Log only to V-notch of Class III stream to the south. Avoid island in middle of stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 254

QUAD: B3NE



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 254	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-50
ACRES: 20	VOL.: 611 MBF	LOGGING SYSTEM: LIVE SKYLINE	

Timber/Silviculture	Field Review: B. Rot 7-2-92	Office Review: J. Mehrwein
Egg shell collected, later identified as marbled murrelet.		
Logging/Transportation	Field Review: J. Dalton 7-13-92	Office Review: J. Mehrwein
No problems with this road. The adverse was used to get the road above some cliffs. This is a fairly small unit, which can be accommodated by one landing. Rock cuts account for the higher than average construction cost. The road had to stay high to stay above some cliffs, thus accounting for 15% favorable grade in segment 24 and 25. No landings in this segment.		
Watershed/Fisheries	Field Review: S. Sundberg 7-2-92	Office Review: T. Stewart
The northeastern boundary is formed by a Class III stream in a V-notch. Recommend no harvest beyond slope break in V-notch, as flagged in field (BMP 13.16). Leave additional buffer for windfirmness, as needed (but is second growth).		
Soils/Geology	Field Review: S. Sundberg 7-2-92	Office Review: T. Stewart
Portion of unit northeast of V-notch is unstable, was excluded from unit (BMP 13.5). Unit now has stable slopes and deep soils. There are no special concerns.		
Wildlife	Field Review: S. Sundberg 7-2-92	Office Review: R. Fairbanks
A marbled murrelet egg shell was found near the northern boundary of the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Linear unit oriented up and down slope. Irregular shape on northeast border. Straight on south west border. Road crosses top of unit. Site landings out of unit. Dirty clear cut; leave as much unmerchantable timber standing as possible. Low VAC. Type III EVC. LUD IV. Timber Production. Modification VQO. Combined effects of units 254, 255 and 258 are more like Maximum Modification VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Original unit boundary was modified to allow 30-acre buffer around marbled murrelet nest site and avoid unstable soils. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.		



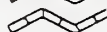
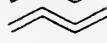
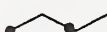
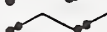
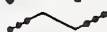
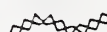









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 255

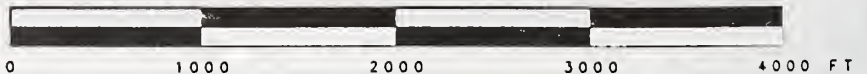
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 255	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-50
ACRES: 94	VOL.: 2251 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Bennett 7-14-92	Office Review: J. Mehrwein
Area, especially near NW ridge, had small areas of blowdown. Some areas in unit that had small yet steep ridges which could present problems in harvest. Blowdown potential is high. Mistletoe noted. Cedar decline noted.		
Logging/Transportation	Field Review: J. Dalton 7-13-92	Office Review: J. Mehrwein
The road is slightly higher than given in the paper plan; this was due to the road being higher in segment 24 to stay above some cliffs. The road notes for this segment are in file 621-254. The unit size was reduced, thus making this a one landing unit. No concerns with this road.		
Watershed/Fisheries	Field Review: G. McNaughton 7-14-92	Office Review: T. Stewart
Recommend split-yarding or fully suspending logs over Class III stream in the north-central portion of unit to maintain water quality of Class II stream it flows into (BMP 13.16).		
Soils/Geology	Field Review: G. McNaughton 7-14-92	Office Review: T. Stewart
A small area of Kaikli soils with moderate slope occurs at the northwestern corner of unit. It is well away from any streams, but recommend monitoring this area after harvest.		
Wildlife	Field Review: G. McNaughton 7-14-92	Office Review: R. Fairbanks
Little deer or bear use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
90+ acre, irregular shaped unit adjusted in field to reduce contrast of shape. Road crosses middle of unit. If leave islands remain for wildlife in this unit, site some below the road to screen road. Low VAC. Type III EVC. LUD IV. Timber Production. Modification VQO can be met with leave islands and dirty clearcut. Combined effects of units 254, 255 and 258 are more like Maximum Modification VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Also, leave at least two, 2-acre islands of timber for habitat structure and to minimize visual contrast in areas with low blowdown potential.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 258

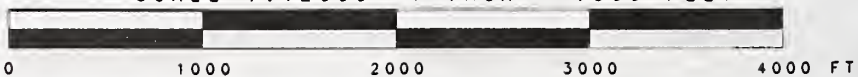
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 258	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-51
ACRES: 55	VOL.: 994 MBF	LOGGING SYSTEM: STANDING SKYLINE	

Timber/Silviculture	Field Review: B. Rot 6-27-92	Office Review: J. Mehrwein
---------------------	------------------------------	----------------------------

No comment noted.

Logging/Transportation	Field Review: L. Yu 6-27-92	Office Review: J. Mehrwein
------------------------	-----------------------------	----------------------------

No concerns with this road. The road came into this unit high because the best bridge crossing across the canyon was high. No falling boundary was found as shown on the front of this card. I assumed that the slash on the south end of the unit was the south F.B.

Watershed/Fisheries	Field Review: J. Knutzen 6-26-92	Office Review: T. Stewart
---------------------	----------------------------------	---------------------------

Recommend split yarding or full suspension over class III stream running from upper west boundary to east corner (BMP 13.16). Recommend using class III stream running along lower SE edge (250 to 350 feet in from original boundary) as lower unit boundary as muskeg (40 to 80 feet wide) is inside and parallels original boundary and just below this stream (BMP 13.15). Class II/III stream along NE boundary in deep V notch canyon, flagged along ridge of canyon to avoid stream impacts.

Soils/Geology	Field Review: J. Knutzen 6-26-92	Office Review: T. Stewart
---------------	----------------------------------	---------------------------

Slopes moderate, most 15 to 40%, no concerns.

Wildlife	Field Review: J. Knutzen 6-26-92	Office Review: R. Fairbanks
----------	----------------------------------	-----------------------------

Heavy bear and deer use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Unit is on flatter, middleground slopes than units to the north on steeper, foreground slopes. Unit is bisected by a stream. If split yarded, provides opportunity to create variable width buffer. Would create visual effect of two smaller units rather than one large one. Road will cross toward top of unit. Leave unmerchantable timber standing where possible to screen road and reduce color and texture contrasts. Low to Moderate VAC. Type III EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

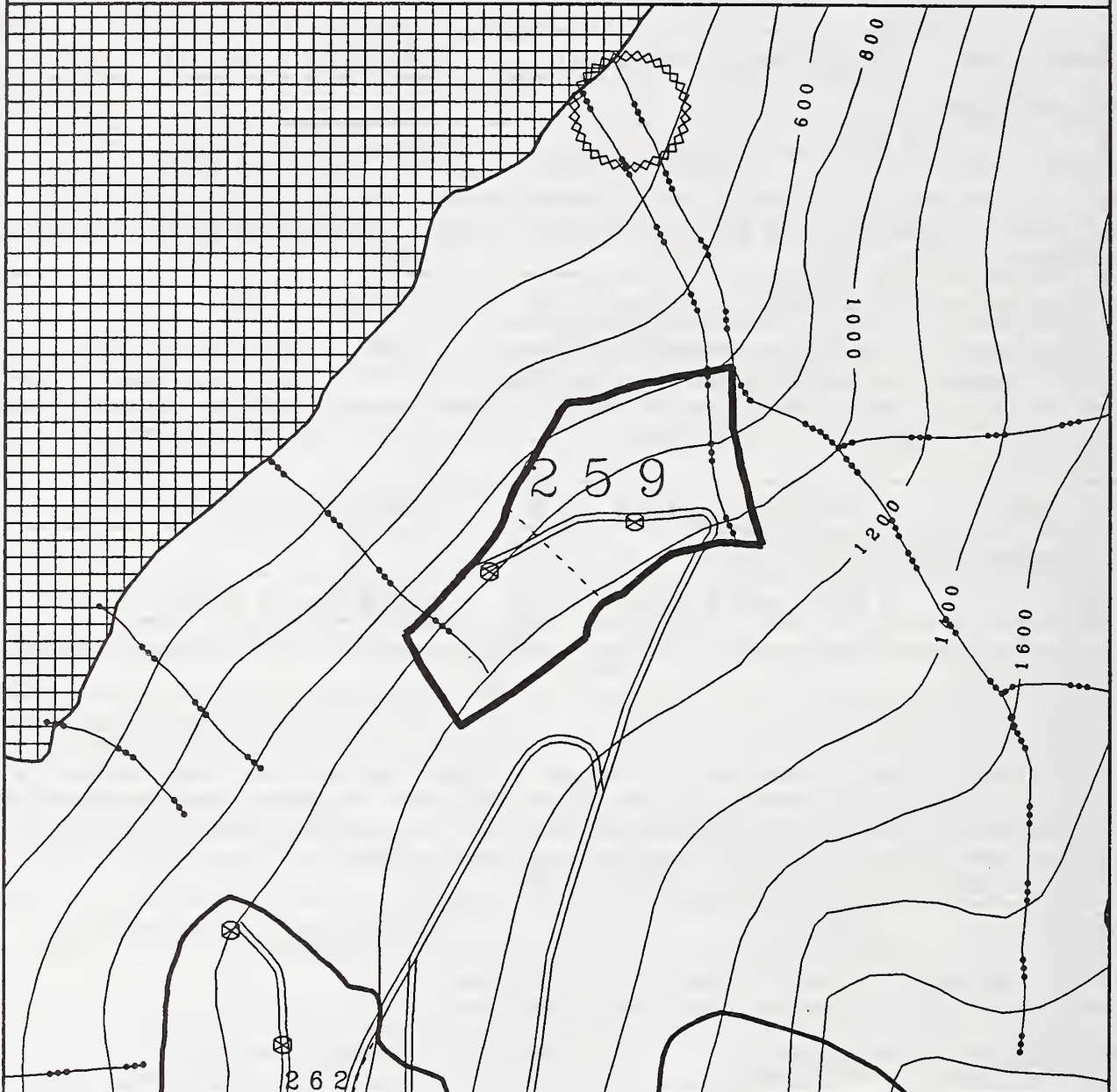
Class II stream and muskeg areas excluded from unit. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Harvest only to slope break of V-notch canyon along stream along northeastern boundary. Split-yard or suspend over Class III stream running through unit.



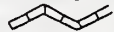
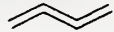



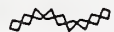









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 259

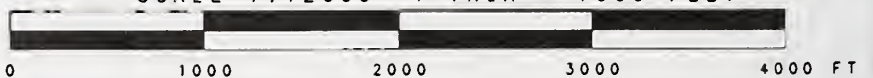
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 259	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-143
ACRES: 47	VOL.: 2245	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-12-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: D. Barker 7-31-92	Office Review: J. Mehrwein
High logging cost due to large amounts of road needed to access small block. Yarding cost average. Adverse system road for 1 1/2 miles @ 6%.		
Watershed/Fisheries	Field Review: R. Baker 7-2-92	Office Review: T. Stewart
Two Class III streams in unit. Stream in northeast part of unit is a steep v-notch, but appears generally stable; recommend full suspension (BMP 13.16). Stream in southwest corner is a very steep bedrock-dominated (A4) channel; recommend split yarding or full suspension (BMP 13.16). No other streams or fisheries concerns.		
Soils/Geology	Field Review: R. Baker 7-2-92	Office Review: T. Stewart
Steep cliffs (> 100 percent slope) on north and west boundaries of unit. Hazard/McGilvery soils common on north and west boundaries in association with bedrock knobs and steep cliffs. Minimize ground disturbance (BMP 13.9) or leave wildlife tree islands in these areas (BMP 18.1).		
Wildlife	Field Review: R. Baker 7-2-92	Office Review: R. Fairbanks
Deer sign low, except pair of antlers found in unit. Bear scat observed. Leave 2-3 wildlife leave tree islands totalling 7-8 acres along north and western unit boundaries -- emphasize locations that contain evidence of instability or hazard soils, bedrock knobs (blind leads), or steep slopes. Islands will provide additional structural and visual diversity (the unit is visible from the northwest). Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Reduced size of unit due to cliffs and unstable soils addresses some visual concerns by bringing lower unit boundary up the slope. Hard edges of unit can be reduced by directionally falling along margins and leaving unmerchantable timber standing. Low to Moderate VAC. Type I and III EVC. LUD IV. Timber Production. Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Northwestern portion of unit excluded for soil hazard concerns (BMP 13.5) Also serves as leave island for wildlife. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Fully suspend or split-yard over Class III streams in unit and in steep, unstable areas. May require additional landings or skyline/slackline system to achieve suspension over streams and/or steep, unstable areas.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 261

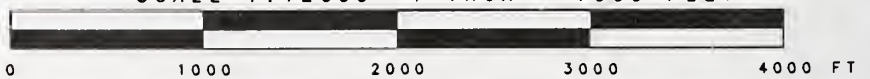
QUAD: B3NE



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 261	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-142
ACRES: 81	VOL.: 2254 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: T. Pusina 8-6-92	Office Review: J. Mehrwein
---------------------	--------------------------------	----------------------------

The unit follows the photo except for south boundary which is along a class III stream that can be split yarded. Some pockets of good volume timber. Far western portion of unit has patches of muskeg with slight cedar decline and poor quality/productivity timber. Throughout the unit are large exposed rocks and some cliffs. Soils are generally shallow and unstable. The majority of the unit was moderately to highly productive. Slopes averaged about 60%, but there were patches to 100% and higher (cliffs.)

Logging/Transportation	Field Review: D. Barker 7-31-92	Office Review: J. Mehrwein
------------------------	---------------------------------	----------------------------

Average log cost. High road cost for 1700', average for 2000'. Grade ranges from 2 to 18 percent adverse. Good deflection on top side to 400'-500'. No anchor problems. Watch for small slumps at 21+35 & 27+00. High cost for last 1700' (58,000), average cost for 1st 2000' (53,000). Some rock cuts, soft rock, rippable. 2 profile runs, average uphill side has average deflection for 400-500'. Good anchors, keep away from small slide areas.

Watershed/Fisheries	Field Review: T. Coleman 8-6-92	Office Review: T. Stewart
---------------------	---------------------------------	---------------------------

Class III stream along southern boundary has unstable banks. Fall trees away from and split yard this stream (BMP 13.16).

Soils/Geology	Field Review: T. Coleman 8-6-92	Office Review: T. Stewart
---------------	---------------------------------	---------------------------

Eastern boundary is along unstable soils (outside unit). Average slope is about 60%.

Wildlife	Field Review: T. Coleman 8-6-92	Office Review: R. Fairbanks
----------	---------------------------------	-----------------------------

Fresh bear and deer sign. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

This unit is in a visible position in the landscape, on the skyline ridge. Roads will not penetrate deeply into the unit. Leaving unmerchantable timber standing will somewhat reduce the contrast caused by creating a large notch in the middleground ridge line vegetation. The proximity to unit 264 adds to the cumulative disturbance. Low VAC. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.

Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Also leave at least two, 2-acre leave islands of timber in association with high MMI areas. Achieve partial to full suspension where high MMI areas of unit are to be logged. Skyline/slackline system may be necessary to achieve suspension.





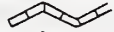
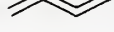

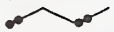






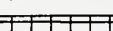


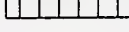

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 262

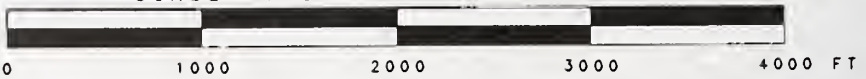
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 262	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-143
ACRES: 56	VOL.: 1316 MBF	LOGGING SYSTEM: HIGHLEAD	

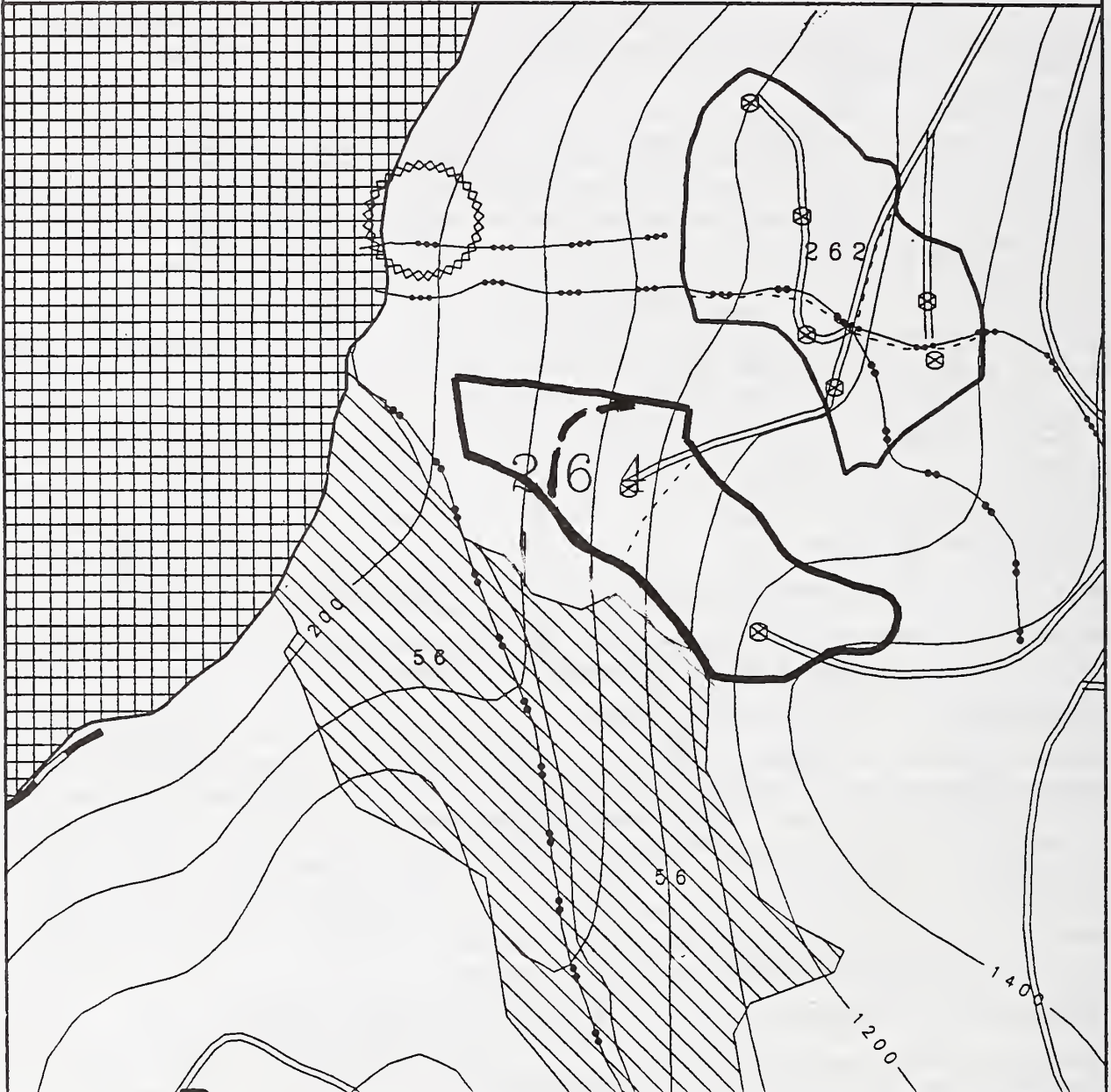
Timber/Silviculture	Field Review: D. Maxey 7-1-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: D. Barker 8-15-92	Office Review: J. Mehrwein
Full suspension over the SW creek. Good timber; relatively good deflection on the landings. Nearly all road is 8% adverse inside the block. Average cost, little rock along line, some muskeg. No major problems. Needs lots of small culverts. Good deflection. Full suspension over the SW creek.		
Watershed/Fisheries	Field Review: G. Jackson 6-30-92	Office Review: T. Stewart
A Class II stream nearly bisects the unit which has unstable banks and many seeps. A 15-40 foot buffer was extended through unit to protect sideslope stability (BMP 12.6). Selective harvest of trees with crowns above the slope break is allowed. Full suspension yarding is required across the stream (BMP 13.16). A Class III stream was found on the northeast side of the unit. Recommend split yarding away from stream to preserve water quality (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 6-30-92	Office Review: T. Stewart
Slopes gentle to moderate. Soils are stable. There is no sign of recent landslides except on stream banks. McGilvery soils cover less than 40% of unit.		
Wildlife	Field Review: G. Jackson 6-30-92	Office Review: R. Fairbanks
Deer and bear use moderate. An eagle nest tree occurs to the west outside of the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Irregular shaped unit on flatter slopes below unit 261. Only a portion of the unit would be visible. Leaving unmerchantable timber standing would reduce the color and texture contrasts of the visible portion of the unit. Moderate VAC. Type I and III EVC. LUD IV. Timber Production. Modification VQO will be met for the unit but combined effects of units 261, 262 and 264 is more like Maximum Modification VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain buffer along Class II stream through center of unit. Split-yard Class III stream in southeast portion of unit.		



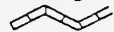
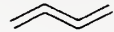
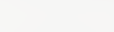

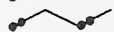
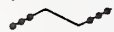





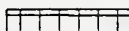



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 264

QUAD: B3NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 264	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-143
ACRES: 55	VOL.: 1658 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Maxey 7-2-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: D. Barker 7-15-92	Office Review: J. Mehrwein
Easy road building through average quality timber (1500-2686) and poor quality (0+00 to 15+00). Spur 2, average road cost, good-average quality. 2 landings, ok anchors, good deflection. Reasonable building through forest with small amounts of muskeg. Much muskeg, not much rock. Average slopes 5-10% favorable. Easy road building, muskeg is shallow to bedrock. Average cost. Some rock near landing #1. No major environmental problems.		
Watershed/Fisheries	Field Review: G. Jackson 7-1-92	Office Review: T. Stewart
No streams found within the unit. No concerns.		
Soils/Geology	Field Review: G. Jackson 7-1-92	Office Review: T. Stewart
North "arm" of unit is moderately steep but apparently stable. The south arm is very steep and unstable, with slopes up to 150%. Loose talus and curved trees are present. Thin organic soils that easily slough off when stepped on are present. Recommend excluding south arm (BMP 13.5). Ridge area forming west side of unit is also very steep. Forestry people traversed it and recommended excluding this area, also.		
Wildlife	Field Review: G. Jackson 7-1-92	Office Review: R. Fairbanks
Two deer observed in north part of unit. Abundant bear sign. Bald eagle nest site northwest of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The irregular, linear unit is oriented up and down the slope in the foreground distance zone. Little of the original 79 acre unit would be screened from view. Roads will not penetrate deeply into the unit. Leave unmerchantable timber standing where possible. The proximity to units 261 and 262 add the cumulative visual disturbance. Low VAC. Type I and III EVC. LUD IV. Timber Production. Modification VQO is exceeded for this unit and the combined effects of the three units.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Southern arm and western edge of unit removed from timber base, due to thin soils and MMI 4. Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Also, leave nonmerchantable timber where possible within unit. Achieve partial suspension in remaining high MMI areas.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 266

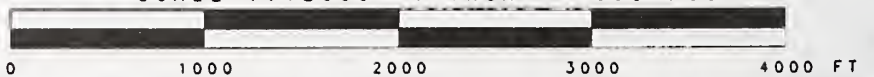
QUAD: B3NE



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 266	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-141
ACRES: 55	VOL.: 1241 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: D. Bennett 7-13-92	Office Review: J. Mehrwein
Very narrow block, plots are representative. No concerns noted.		
Logging/Transportation	Field Review: D. Barker 7-18-92	Office Review: J. Mehrwein
Poor yarding in northern end of unit, but otherwise okay. Short yarding (300'-400') in general. North eastern arm has been cut off due to yarding problems since isolated strip of timber is separated from the road by muskeg.		
Watershed/Fisheries	Field Review: G. McNaughton 7-12-92	Office Review: T. Stewart
No streams, no concerns.		
Soils/Geology	Field Review: G. McNaughton 7-12-92	Office Review: T. Stewart
Gentle-moderate slopes with good stability. A wide variety of rock types. No concerns.		
Wildlife	Field Review: G. McNaughton 7-12-92	Office Review: R. Fairbanks
Extremely high deer use with trails 2-3 feet wide being common. Little bear sign. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Due to topographic screening, most of this unit will not be visible from the inlet. Would not be visible from proposed campground or cabin sites. High VAC. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.		





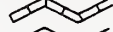


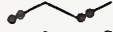
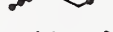









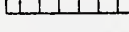

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 268

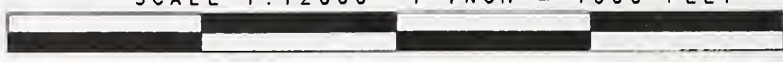
QUAD: B3NE



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 268	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-52
ACRES: 26	VOL.: 723 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 6-27-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: L. Yu 6-27-92	Office Review: J. Mehrwein
Average road costs with side slopes averaging +/- 30%. 72" cmp at sta. 311+42, 15' bridge at sta. 334+78 and 60" cmp required at 349+84. No difficulties anticipated in logging this unit. Road construction is relatively easy with average road costs anticipated. Side slopes average +/- 30%. Unit is suitable for 50/70' tower. No difficulties anticipated in logging this unit.		
Watershed/Fisheries	Field Review: G. Jackson 6-27-92	Office Review: T. Stewart
The northeast edge of the unit is along a Class II stream which flows into a Class I. The boundary of the unit was laid out 100 feet from the stream, making a buffer (BMP 12.6).		
Soils/Geology	Field Review: G. Jackson 6-27-92	Office Review: T. Stewart
Gentle slopes and stable soils are present. Southwest corner was excluded due to unloggable slopes (BMP 13.5). Southeast corner was excluded due to the Class II stream buffer.		
Wildlife	Field Review: G. Jackson 6-27-92	Office Review: R. Fairbanks
Bald eagle heard near unit on southeast side. Deer use apparently light. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit would not be visible from the proposed campground or recreational cabin sites on the east side of Twelvemile Arm due to topographic screening. It would be visible in the middleground from some saltwater viewpoints farther north in the inlet. A dirty clearcut would reduce the color and texture contrasts. Low to Moderate VAC. Type III EVC. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100-foot buffer from Class II stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 291

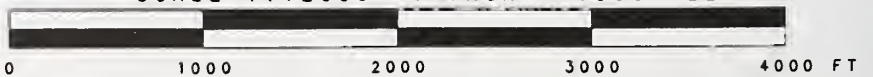
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 291	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-14
ACRES: 54	VOL.: 1067 MBF	LOGGING SYSTEM: HIGHLEAD	

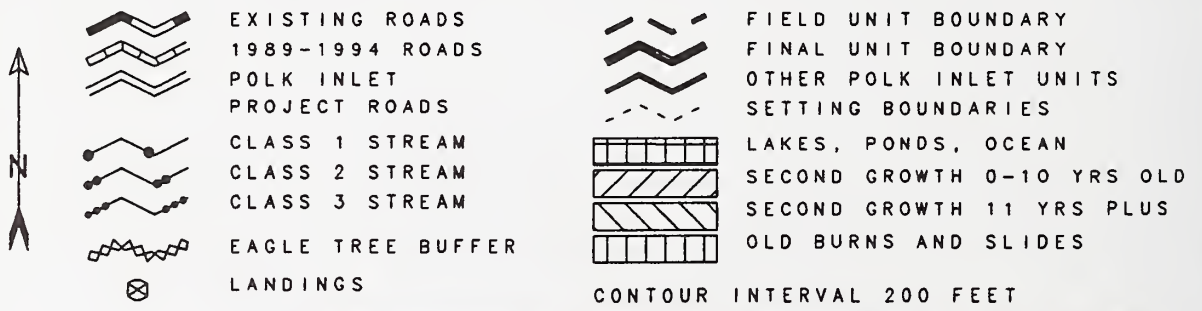
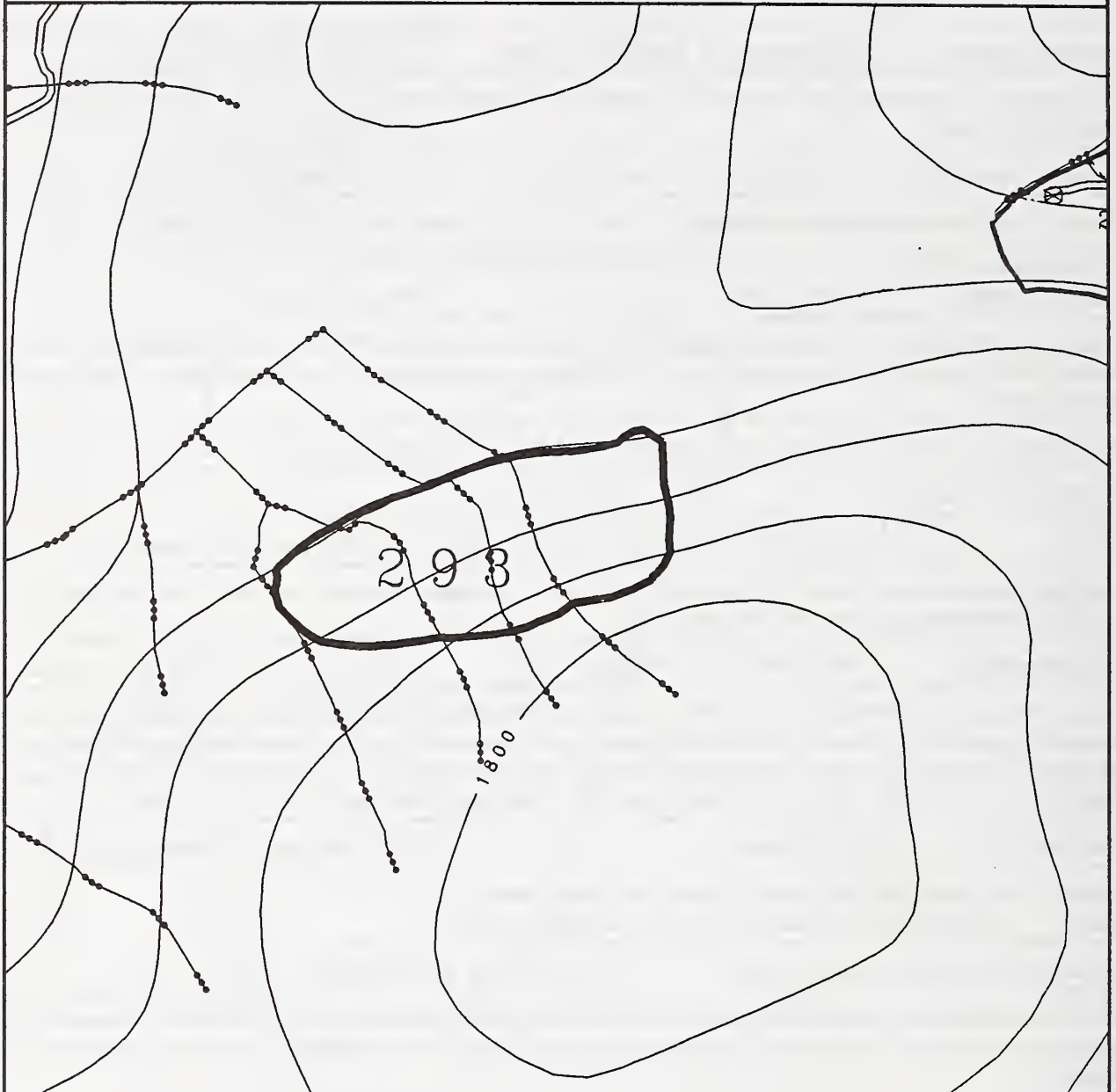
Timber/Silviculture	Field Review: R. Schmeling 7-13-92	Office Review: J. Mehrwein
The road is the east boundary because of many braided channels on the south boundary. The unit was shortened to protect the channels.		
Logging/Transportation	Field Review: D. Wilson 8-9-92	Office Review: J. Mehrwein
Average road costs with sideslopes averaging +/- 30%. 72" CMP required at 311 + 42. 15' bridge at station 334 + 78 and a 60" CMP required at 349 + 84. No difficulties anticipated in logging this unit.		
Watershed/Fisheries	Field Review: T. Stewart 7-13-92	Office Review: T. Stewart
A newly described Class III V-notch near southern tip of unit is a tributary to V-notch along southern unit boundary. A flat area occurs in middle of unit where Class III stream becomes multichanneled on bedrock bench. This area requires full suspension.		
Soils/Geology	Field Review: T. Stewart 7-13-92	Office Review: T. Stewart
Overall, no soils concerns.		
Wildlife	Field Review: T. Stewart 7-13-92	Office Review: R. Fairbanks
No special concerns noted. Bald eagle nest site west of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The unit is part of the Hollis area viewshed but is not visible from the Hollis anchorage due to flatter slopes and topographic screening. It is visible from the highway overlook west of Hollis. Will meet Modification from the overlook viewpoint. The Scenic Viewshed boundary should include this area which is in the Hollis area viewshed. Moderate to High VAC. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Fully suspend over multichanneled portion of Class III stream in center of unit or split-yard around it.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 293

QUAD: B2NW



CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 293	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-91
ACRES: 45	VOL.: 492 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 7-14-92	Office Review: J. Mehrwein
Muskegs define the north and south boundaries.		
Logging/Transportation	Field Review: R. Doering 8-10-92	Office Review: J. Mehrwein
Unit inaccessible by road. Helicopter logging.		
Watershed/Fisheries	Field Review: T. Stewart 7-14-92	Office Review: T. Stewart
Recommend split yarding of the Class III streams # 1, 2, 3. Stream #1 has loose colluvial slopes, recommend full suspension or logging only to break in slope to prevent sediment input to stream (BMP 13.16).		
Soils/Geology	Field Review: T. Stewart 7-14-92	Office Review: T. Stewart
Cliffs in southwestern and southeastern part of original unit were steep and had McGilvery soils and were excluded from unit (BMP 13.5). Minor McGilvery soils in remaining unit. No soil concerns.		
Wildlife	Field Review: T. Stewart 7-14-92	Office Review: R. Fairbanks
Minor deer and bear sign noted. No special concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit is in a visible position from the ferry route, the Hollis area and the highway overlook. It is high on the slope near the sky line ridge line which is the view terminus from all those locations. Since this unit will be helilogged, the opportunity exists to partial cut this unit to reduce the level of visual disturbance. With partial cut, Partial Retention can be met. This unit is in a Timber Production LUD. The Scenic Viewshed boundary should be adjusted to include this portion of the Hollis area viewshed. Low VAC. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Excluded cliffs and McGilvery soils southwest and southeast of unit. Partial cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife.		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 299

QUAD: B2NW



- |                                  |   |                              |   |
|----------------------------------|---|------------------------------|---|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS</p> <p>SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|------------------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 299	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-11
ACRES: 44	VOL.: 823 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: D. Maxey 7-12-92	Office Review: J. Mehrwein
Because of the deep v-notches at the north & south boundaries that appears to prohibit roading, this unit and the steep terrain, this would be a good helicopter unit.		
Logging/Transportation	Field Review: L. Yu 7-28-92	Office Review: J. Mehrwein
Field verified, 100% plus side hills, very unstable fractured rocks with slabs of rocks breaking away from the main rocks. Not feasible environmentally to access road through this block.		
Watershed/Fisheries	Field Review: T. Stewart 7-12-92	Office Review: T. Stewart
Unit redefined between deep Class III streams at north and south ends of unit (BMP 13.2, 13.16). These streams have sideslopes to greater than 120%. Road access from south likely not possible. Stream at south end now forms south boundary. This stream has about a 100% slope and a large accumulation of large organic debris and sediment. Trees should be felled away from this stream (BMP 13.16).		
Soils/Geology	Field Review: T. Stewart 7-12-92	Office Review: T. Stewart
Slopes appear stable, no McGilvery soils noted.		
Wildlife	Field Review: T. Stewart 7-12-92	Office Review: R. Fairbanks
Egg shell found at base of large tree at south boundary. Shell was greenish tinged with dark brown spots. Several smaller trees around it marked with pink ribbon. Site is immediately north of southernmost stream. Egg later identified as marbled murrelet. Nest located and identified by ADF&G biologist and tree climber. Buffer applied in office. Not flagged in field. Bald eagle nest site within 1/2 mile southwest of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The unit is most visible from saltwater viewpoints in the Arm. This foreground unit will be helilogged. Partial cutting will reduce the level of visual disturbance to well within the Modification VQO. Low VAC. Type III EVC. LUD IV. Timber Production.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial-cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Fall trees away from Class III streams. If bald eagle nest site is active, helicopter flight paths need to be restricted and the interagency agreement with U.S. Fish & Wildlife Service followed. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		




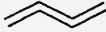


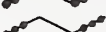










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 307

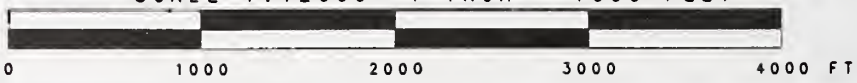
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 307	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-14
ACRES: 32	VOL.: 760 MBF	LOGGING SYSTEM: HELICOPTER	

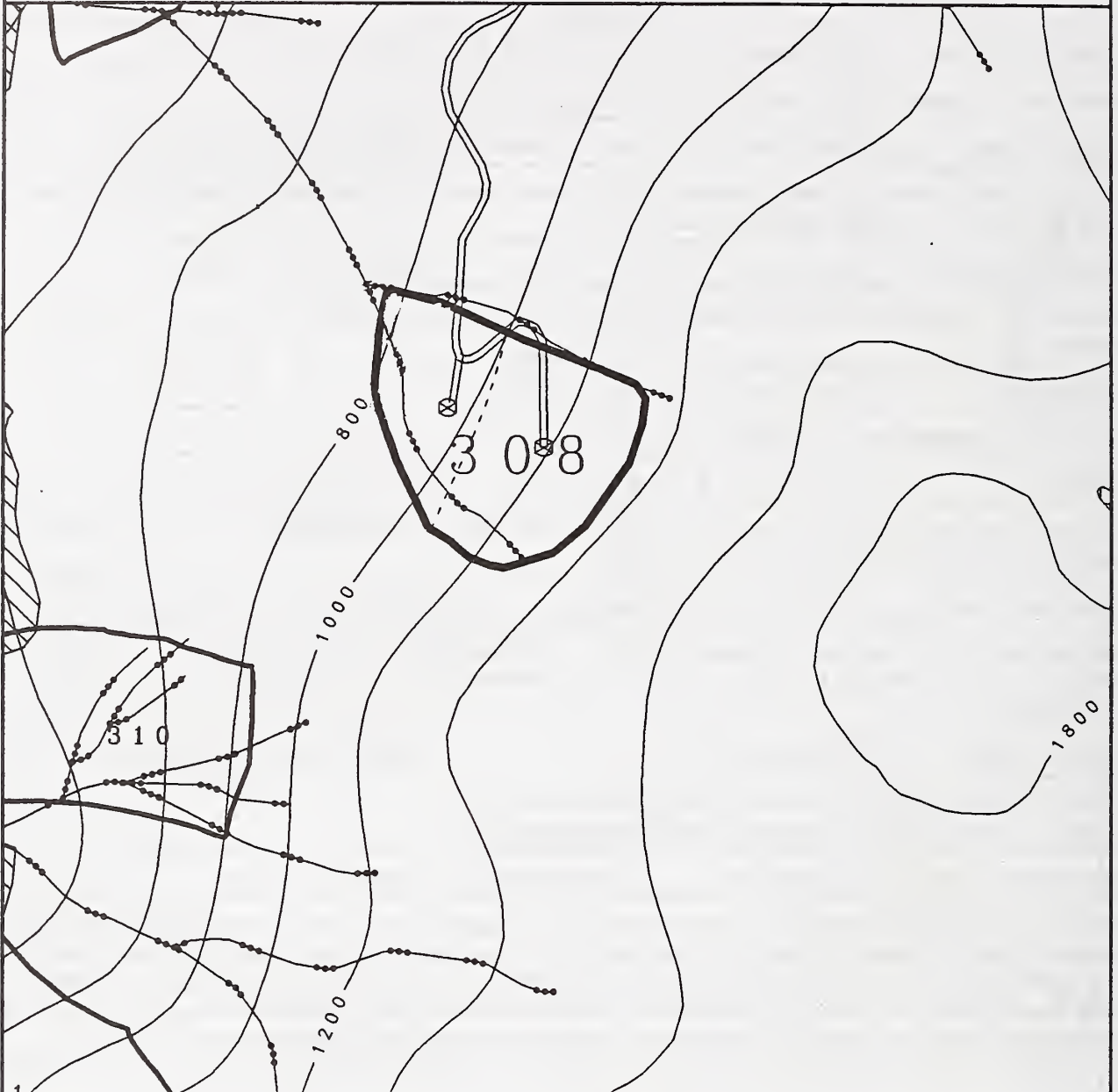
Timber/Silviculture	Field Review: D. Maxey 7-12-92	Office Review: J. Mehrwein
This would be a good unit to do selective helicopter logging.		
Logging/Transportation	Field Review: Plots entered in handheld	Office Review: J. Mehrwein
Unit is suitable for running skyline or highlead. 50/70' tower. Guyline extensions may be required for highlead. Road costs are average. 15' bridge required on spur at 11+81.		
Watershed/Fisheries	Field Review: T. Stewart 7-12-92	Office Review: T. Stewart
No concerns. All streams are Class III (including the 2 newly described streams). Additionally, unit will be helicopter yarded.		
Soils/Geology	Field Review: T. Stewart 7-12-92	Office Review: T. Stewart
No soils or slope problems. Unit is fairly level.		
Wildlife	Field Review: T. Stewart 7-12-92	Office Review: R. Fairbanks
Two bald eagle nest sites located within 1000 feet west of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit, in the foreground and on relatively flat slopes, will be helilogged. Partial cutting will reduce the level of visual disturbance to well within the Modification VQO. Low to Moderate VAC. Type III EVC. LUD IV. Timber Production.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability area for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial-cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. If bald eagle nest sites are active, helicopter flight paths need to be restricted and the interagency agreement with U.S. Fish & Wildlife Service followed. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 308

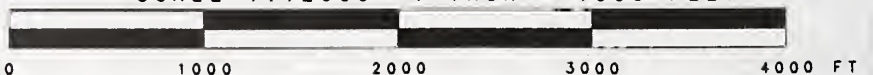
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 308	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-13
ACRES: 40	VOL.: 1439 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-13-92	Office Review: J. Mehrwein
Many dead or broken tops. Plot 1 adjacent to muskeg.		
Logging/Transportation	Field Review: D. Wilson 8-11-92	Office Review: J. Mehrwein
Unit is suitable for running skyline or highlead (50'/70') tower. Guyline extensions may be required for highlead. Road costs are average. 15' bridge required on spur at 11 + 81.		
Watershed/Fisheries	Field Review: R. Baker 7-13-92	Office Review: T. Stewart
Two streams (both Class III) require split yarding or full suspension (BMP 13.16). Avoid V-notches on north unit boundary and associated streams by directional felling and full suspension (BMP 13.16). Recommend helicopter logging. No fisheries concerns. Numerous muskeg seeps present in southeast corner of unit -- minimize ground disturbance in this area (BMP 13.15).		
Soils/Geology	Field Review: R. Baker 7-13-92	Office Review: T. Stewart
Slopes to 100 percent, highest along northeast boundary. Evidence of instability (slumping) common. Blowdown also evident. V-notches in north of unit contain unstable surficial deposits. Muskeg seeps common in southeast corner. Unit recommended for helicopter yarding (BMP 13.9).		
Wildlife	Field Review: R. Baker 7-13-92	Office Review: R. Fairbanks
No special concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This middleground unit is higher on the slopes than the nearby 621-307, and therefore is in a more visible position in the landscape. This unit would be visible from the Hollis area as well as from the highway overlook. This area is to be helilogged. Partial cutting would reduce the level of visual disturbance to meet Modification in this northern portion of the viewshed. Low VAC. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Southeast corner of unit dropped from timber base to protect muskeg seeps (BMP 13.15), north side to omit V-notches. Unit has 30% McGilvery soils, may want to consider suspension throughout the unit. If suspension cannot be achieved in McGilvery soil areas, then must change logging system. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Suspend logs over Class III stream in unit.		

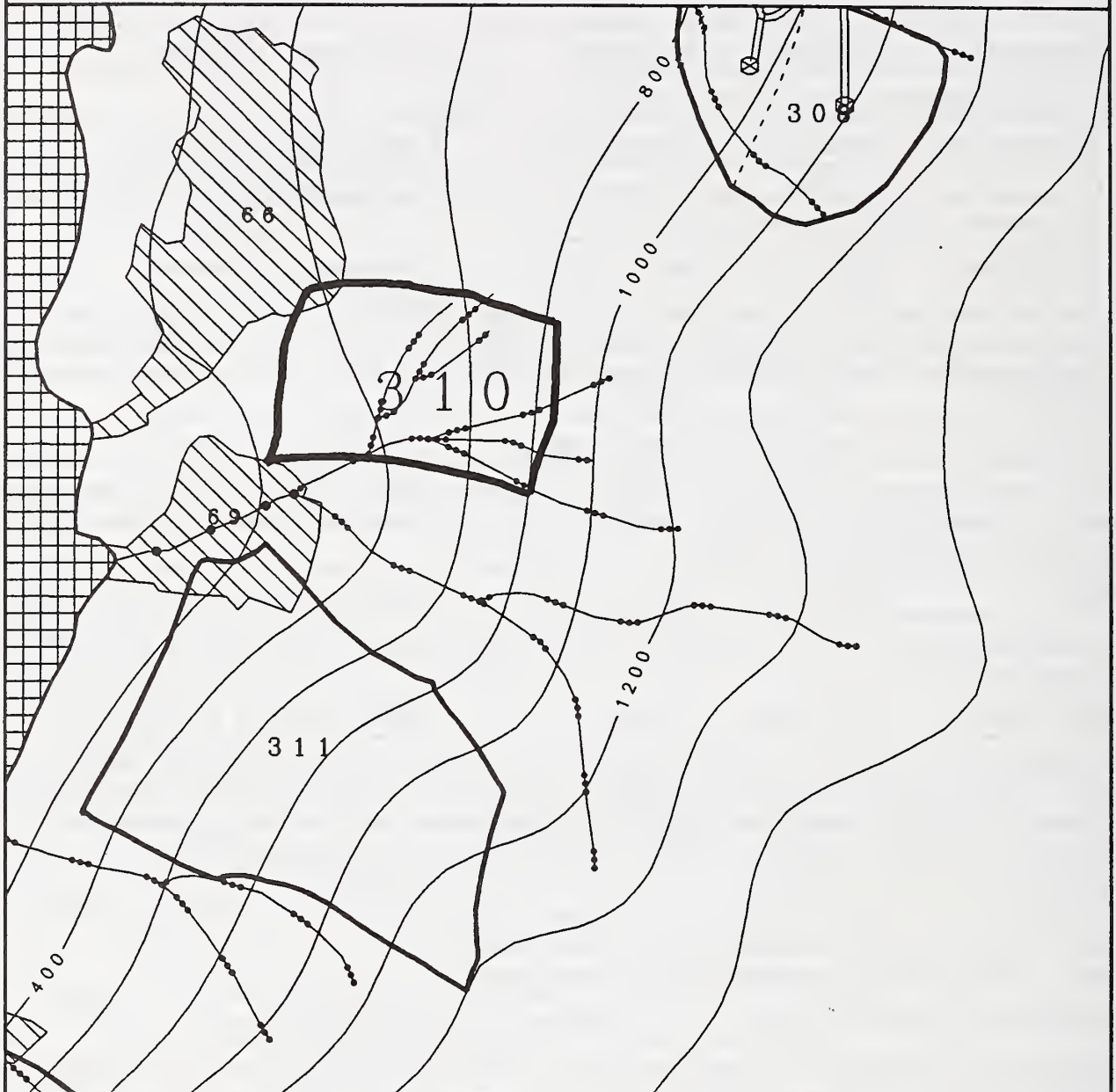




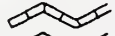
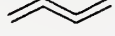
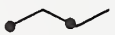
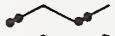
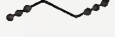









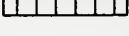
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 310

QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 310	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-13
ACRES: 37	VOL.: 805 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-13-92	Office Review: J. Mehrwein
Low volume unit. Plot 1 representative of timber. Plot 2 located in open area near stream.		
Logging/Transportation	Field Review: L. Yu 7-28-92	Office Review: J. Mehrwein
Unit changed to helicopter.		
Watershed/Fisheries	Field Review: R. Baker 7-13-92	Office Review: T. Stewart
Six Class III streams are present in center of unit. All flow eventually to Class II stream which flows immediately to saltwater. Flagging in the field should be ignored. The final unit boundary is the same as original planned boundary shown on the unit card. Unit is recommended for helicopter (BMP 13.16). Objective for this unit is to minimize disturbance of numerous Class III stream channels to maintain downstream water quality. Full suspension over all streams (BMP 13.16).		
Soils/Geology	Field Review: R. Baker 7-13-92	Office Review: T. Stewart
No soils concerns. However, fully suspend over all streams as recommended above. Helicopter only. Mineral claims occur in the vicinity of this unit. During final layout, be alert for any mining claim markers and protect their integrity.		
Wildlife	Field Review: R. Baker 7-13-92	Office Review: R. Fairbanks
Deer and bear scat and sign very abundant. Two doe deer seen from helicopter upon arrival at unit. Center of unit contains mostly cedar and scrub timber. With concern for numerous streams, this area would be a good location to leave trees for wildlife. Recommend 2-3 leave tree islands totalling 10 acres concentrated in center of unit and around Class III streams. Leave as many live reserve trees and snags as possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This rectangular shaped unit is oriented up and down the slope. The unit would be visible both from the highway overlook west of Hollis and from saltwater viewpoints in the Arm. The area is to be helilogged. Partial cutting would reduce the level of visual disturbance to meet Modification in this northern portion of the watershed. Low VAC. Type III EVC. LUD IV. Timber Production. Modification VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability area for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial-cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		



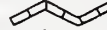
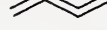
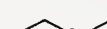
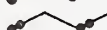
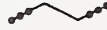
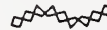









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 311

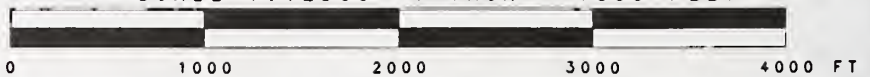
QUAD: B2NW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 311	QUARTER QUAD: CRGB2NW	PHOTO YR/#: 1991/690-13
ACRES: 80	VOL.: 2103 MBF	LOGGING SYSTEM: HELICOPTER	

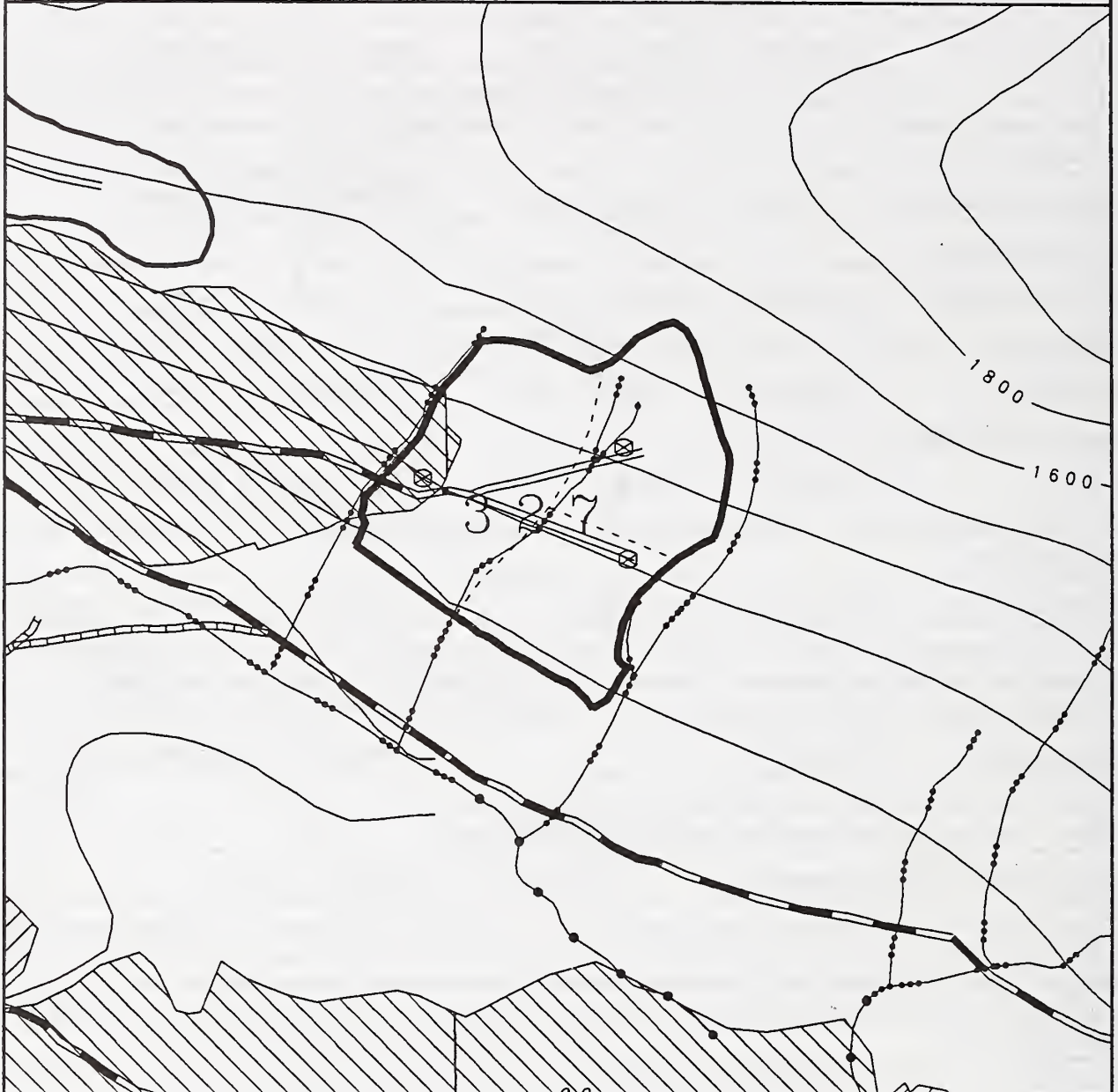
Timber/Silviculture	Field Review: D. Maxey 7-11-92	Office Review: J. Mehrwein
Soils are shallow, rocky and appear unstable, indicated by the proliferation of blowdown, in otherwise healthy trees. Due to these factors, secure tailholds may be difficult to come by. Slopes are up to 120%. Recommend unit thrown out for soil hazard, slide potential.		
Logging/Transportation	Field Review: D. Maxey 7-11-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: T. Stewart 7-11-92	Office Review: T. Stewart
Fall trees away from Class III stream at southern boundary (BMP 13.16). No fish streams observed.		
Soils/Geology	Field Review: T. Stewart 7-11-92	Office Review: T. Stewart
Some steep areas but no instability noted.		
Wildlife	Field Review: T. Stewart 7-11-92	Office Review: R. Fairbanks
No special concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The irregular shaped unit is oriented up and down the slope in the foreground. The top of the unit approaches the sky line ridge line from saltwater viewpoints. The area is to be helilogged. Partial cutting would reduce the level of visual disturbance to meet the Modification VQO. Low VAC. Type III EVC. LUD IV. Timber Production.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial-cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Consider blowdown potential in prescription for partial cutting. Because of helicopter logging and the proximity of the unit to saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		

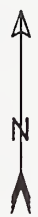

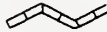
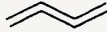


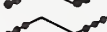










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 621

UNIT: 327

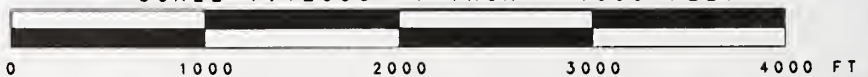
QUAD: B2SW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 327	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/690-5
ACRES: 69	VOL.: 1002 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: B. Rot 7-21-92	Office Review: J. Mehrwein
Quite good timber in area surrounding plot 2 with many large spruces. In area around plot 1, many medium sized <i>Thuja plicata</i> (~20" DBH) with live tops. In some areas many snags.		
Logging/Transportation	Field Review: D. Barker 7-19-92	Office Review: J. Mehrwein
Easy slope (40-50%), even ground. Easy road building, reasonable timber. Upper spur 1 to yard "finger" in NE corner. Main road grades, 1 to 10% favorable. Spur grade, 17% favorable. Full suspension over creek just past the two eastern landings. Upgrade old spur (20,000), build new grade (40,000), 20% lower than average cost. Side slopes 40-50%. No road concerns. Full suspension yarding over eastern creek. Split yard creek in middle. Avg. yarding cost, good anchors, average deflection.		
Watershed/Fisheries	Field Review: G. Jackson 7-21-92	Office Review: T. Stewart
Two Class III streams flow within the unit as originally laid out. Channel in southeast portion of unit was excluded. On the northwest side is a V-notch 10 meters deep. Recommend excluding this from unit since logging is impracticable. Recommend split yarding away from other streams or full suspension (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 7-21-92	Office Review: T. Stewart
Moderate slopes with deep soils. No stability concerns except for the sideslopes of the V-notch.		
Wildlife	Field Review: G. Jackson 7-21-92	Office Review: R. Fairbanks
Deer and bear sign are abundant. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The top part of this unit would be visible from Forest Road 21. This part of the road is not a Visual Priority Route and is mapped as not seen. It is adjacent to 35 year old second growth. Foreground vegetation along the road would screen the lower part of the unit. Type V EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
V-notch northwest side of unit and channel in southeast area excluded from unit. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Also, leave at least two, 2-acre islands of timber. Split-yard Class III stream in unit.		



NO UNIT MAP  
UNIT DROPPED OR DEFERRED

## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 329	QUARTER QUAD: CRGB2SW	PHOTO YR/#: 1991/690-5
ACRES:	VOL.:	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: B. Rot 6-11-92	Office Review: J. Mehrwein
Unit boundaries changed, due to scrub timber and muskeg in western part of unit. Plot #6 in blowdown area.		
Logging/Transportation	Field Review: D. Barker 7-19-92	Office Review: J. Mehrwein
Easy road building. No concerns. 3 short spurs located to keep the yarder off the main road. Full suspension yarding over 2 creeks in center and east end. Low yarding cost. Small anchors, poor timber. Short (400') yarding. Use a backspare caterpillar tractor for efficient work. Mainline is already built. Poor timber, average deflection, but there is little road cost. Suspend logs over 2 creeks in eastern half of unit. For notes, see photo 690-5.		
Watershed/Fisheries	Field Review: T. Stewart 6-11-92	Office Review: T. Stewart
Class III streams require full suspension (split-yarding if practical, BMP 13.16). No fish seen or trapped in streams.		
Soils/Geology	Field Review: T. Stewart 6-11-92	Office Review: T. Stewart
No soil hazards, stable. Muskeg inclusions require full suspension (BMP 13.15).		
Wildlife	Field Review: T. Stewart 6-11-92	Office Review: R. Fairbanks
No special concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This long, narrow unit would be adjacent to Forest Road 21. This part of the road is not a Visual Priority Route and is mapped as not seen. It spans the line between EVC V on the west and I on the east. LUD IV. Timber Production. Maximum Modification VQO.		
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to cumulative effects of harvesting within the Beaver Creek watershed.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 621	UNIT #: 335	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/690-5
ACRES:	VOL.:	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-29-92	Office Review: J. Mehrwein
Eastern half of unit has good timber with scattered 30 in - 120 ft spruce. Western half mostly mountain hemlock less than 60 ft. Slopes averaged 60%, fairly stable. Corners only flagged. Timber types way off.		
Logging/Transportation	Field Review: B. Rot 7-29-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: G. Jackson 7-30-92	Office Review: T. Stewart
One Class III stream bisects the unit, running north to south. Recommend directional falling and split yarding away from stream to preserve water quality (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 7-30-92	Office Review: T. Stewart
Steep slopes but stable soils. About 30% McGilvery-type soils. Recommend helicopter logging to decrease landslide potential (BMP 13.9).		
Wildlife	Field Review: G. Jackson 7-30-92	Office Review: R. Fairbanks
Bald eagle seen flying east to west across central part of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to cumulative effects of harvesting within the Beaver Creek watershed.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD








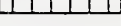
VCU: 622

UNIT: 201

QUAD: B3NW

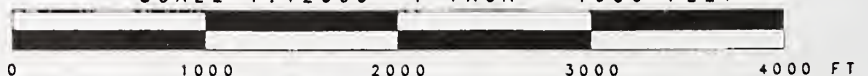


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 201	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/690-210
ACRES: 35	VOL.: 467 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 7-15-92	Office Review: J. Mehrwein
This unit is full of muskegs with low commercial volume timber, might be better to leave alone.		
Logging/Transportation	Field Review: R. Schmeling 7-15-92	Office Review: J. Mehrwein
Helicopter logging, although there are possible problems in identifying a helicopter landing location.		
Watershed/Fisheries	Field Review: R. Schmeling 7-15-92	Office Review: T. Stewart
A Class II stream bisects the unit, and flows into a Class I. This stream still needs to be buffered 100 feet in the field (BMP 12.6). A second Class II stream (also flowing into a Class I) is southeast of the unit. No concerns for this stream if the southeastern unit boundary is maintained.		
Soils/Geology	Field Review: R. Schmeling 7-15-92	Office Review: T. Stewart
Muskeg inclusions within the unit require trees to be felled away from them (BMP 13.15). No concerns if helicopter yarding is used.		
Wildlife	Field Review: R. Schmeling 7-15-92	Office Review: R. Fairbanks
Average wildlife use, no special concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The southern part of the unit would be visible from the Hollis-Klawock Highway just west of the intersection with Hydaburg Road. Unit is in lower part of a drainage therefore partially screened by topography. TLMP says VQOs should range from Retention to Modification in main line road viewsheds. Unit is scheduled for helilogging. This provides an opportunity to leave more standing timber in order to meet the Modification VQO. Moderate VAC. Type I and V EVC. Type V should be remapped as IV due to height of second growth. LUD IV. Timber Production. Proposed TLMP Revisions give Maximum Modification VQO. Modified Landscape LUD boundaries should be adjusted to include this portion of the road corridor viewshed.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Unit borders encumbered lands on the north and west.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain stream buffers on Class II streams.		

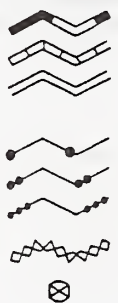
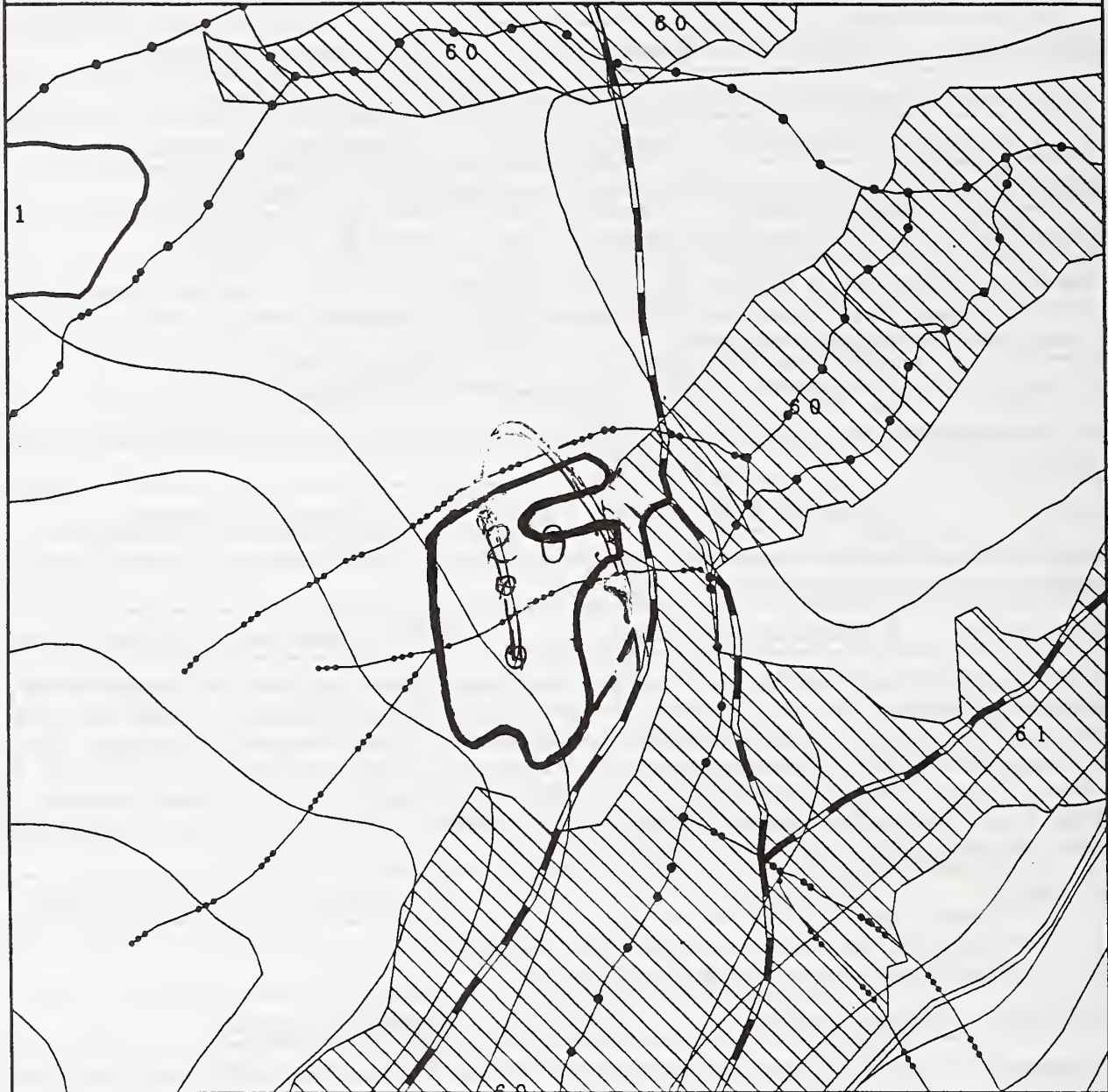


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

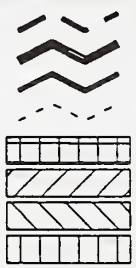
VCU: 622

UNIT: 203

QUAD: B3NW



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 203	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/690-210
ACRES: 25	VOL.: 280 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 6-12-92	Office Review: J. Mehrwein
The southeast boundary that parallels the old existing road could be moved in approx. 150' because of some large muskegs running parallel to the road.		
Logging/Transportation	Field Review: B. Ferneau 8-1-92	Office Review: J. Mehrwein
Creek canyon in center of unit. Logs are set to yard away from creek on either side. 3 D. lines were run. Notes are with road notes in the envelope. 1400' common construction. Fair wood, good landing, nice show.		
Watershed/Fisheries	Field Review: R. Baker 6-12-92	Office Review: T. Stewart
One Class III stream flows across the southern part of the unit. Its lower reaches are part of an active alluvial fan and were excluded from the unit. Recommend splityarding remainder of this stream since it flows into a Class I (BMP 13.16). Dolly Varden were identified in the second stream in the unit, which flows along the northwestern part of the unit. Since this stream flows directly into a Class I stream, it requires a 100 foot minimum buffer (BMP 12.6).		
Soils/Geology	Field Review: G. Jackson 6-12-92	Office Review: T. Stewart
Gentle slopes, stable soils. There are no stability concerns.		
Wildlife	Field Review: D. Volsen 6-12-92	Office Review: R. Fairbanks
Low to moderate deer use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Alluvial fan on lower portion of Class III stream excluded from unit. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain buffer on Class II stream. Split-yard Class III stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 622

UNIT: 205

QUAD: B3NW

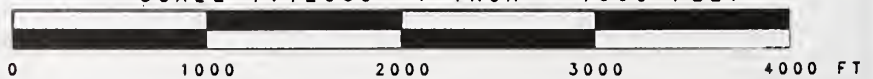


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 205	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/690-210
ACRES: 49	VOL.: 882 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 7-15-92	Office Review: J. Mehrwein
Wet, soft, unstable, possible helicopter log. 1000' common, 1000' rippable. This unit has 3 sides bound by muskeg, the other side is a property line. Observe and slide area in the v-notch, good timber for helicopter logging. multiple v-notches make this a poor cable unit.		
Logging/Transportation	Field Review: B. Ferneau 5-31-92	Office Review: J. Mehrwein
Probably should be heli-logged, if so, truck and road development can be cancelled. There is 2000' of 18% grade. May wish to delete or apply another solution. Back end is wet, soft & unstable.		
Watershed/Fisheries	Field Review: E. Ablow 9-16-92	Office Review: T. Stewart
There are three V-notch streams in the eastern section of the unit. Recommend split yarding away from the slope break to preserve water quality (BMP 13.16). There is a Class III stream located about 400 feet east of the west end of the unit. Recommend split yarding away from the stream banks to preserve water quality (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 9-16-92	Office Review: T. Stewart
Approximately 10% of the unit is covered by McGilvery-type soils. Slopes are moderately steep, averaging between 50 and 90%, although toward the upper part of the unit the slopes tend to be toward the high end of this range. Soils are generally stable, except for some discontinuous talus slopes near the base of the unit. There is a major slide area bisecting the unit. Recommend directional felling away from this area to avoid additional slides (BMP 13.9). Many seeps are found at the base of the unit on the north side. Minor slides may occur. Recommend partial suspension to reduce slide and erosion potential (BMP 13.9).		
Wildlife	Field Review: G. McNaughton 9-16-92	Office Review: R. Fairbanks
Intensive bear and deer use is evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
A stream which would be split yarded would create a buffer subdividing the unit into two parts visible in the middleground. This is a visible part of the landscape toward the top of the first ridge south of the road. It is scheduled to be helilogged, making an opportunity to leave more standing timber in order to meet the Modification VQO. See comments from 622-201. Low VAC. Type I EVC. LUD IV. Timber Production.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - Unit lies adjacent to encumbered lands to the west.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife and soften visual contrast between clearcut and surrounding forest. Avoid logging in major slide area that bisects unit.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 622

UNIT: 208

QUAD: B3NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET
-  PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 208	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/690-210
ACRES: 39	VOL.: 2427 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 7-7-92	Office Review: J. Mehrwein
The NE to NW boundary was changed to the terrain break of a v-notch. The NE to SE boundary was changed to the proposed road because below the road is an older clear-cut with reproduction of about 20 years old.		
Logging/Transportation	Field Review: J. Dalton 6-1-92	Office Review: J. Mehrwein
Upper boundary was actually flagged below the planned unit boundary. Upper boundary at NW corner was actually at 1060' elevation, not the approx. 1250' as planned. Two roads are near lower unit boundary. 1 at approx. 600' and a second upslope near 760'. No concerns with road or HL. The road crosses the creeks below the large v-notches. A good HL unit.		
Watershed/Fisheries	Field Review: G. McNaughton 9-16-92	Office Review: T. Stewart
Two Class III high gradient V-notches were used as the northeast and southwest unit boundaries. Recommend harvesting only to the slope break in these areas (BMP 13.16).		
Soils/Geology	Field Review: G. McNaughton 9-16-92	Office Review: T. Stewart
Unit has thin soils and steep slopes (75-80%), with parent material consisting of loose tallus and colluvium. Slides and windthrow prevalent, especially in southwest corner near large blowdown area outside of unit. Recommend helicopter yarding (BMP 13.9).		
Wildlife	Field Review: G. McNaughton 9-16-92	Office Review: R. Fairbanks
Little deer or bear sign observed. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Unit would be most visible when traveling north on the Hydaburg Road, about 7.5 miles north of the Forest Road 21 intersection. This is in the foreground of a main line road and a Visual Priority Route. The view would be direct, but of short duration. Unit is just up slope from 30+ year old second growth. Leaving unmerchantable timber and undergrowth, where possible, would reduce the contrasts caused by harvest in order to meet Modification VQO. Low VAC. Type I and IV EVC. LUD IV. Timber Production.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Harvest only to slope break of V-notches on northeast and southwest borders. Use suspension for yarding any unstable areas. Split-yard Class III stream in unit. If suspension cannot be achieved in unstable areas, need to change logging system.		



NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 210	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/690-212
ACRES:	VOL.:	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: A. Kamerack 6-16-92	Office Review: J. Mehrwein
---------------------	-----------------------------------	----------------------------

No special concerns noted. Close to a clearcut at northern end of unit.

Logging/Transportation	Field Review: L. Yu 7-17-92	Office Review: J. Mehrwein
------------------------	-----------------------------	----------------------------

No concerns with transportation. The lower boundary line could take more of the standing timber, making room for guyline. Unit is approximately 1/2 the size of that indicated on the the photo. No concerns, average yarding cost.

Watershed/Fisheries	Field Review: R. Baker 6-16-92	Office Review: T. Stewart
---------------------	--------------------------------	---------------------------

Unit is near One Duck Lake. Maintain 500 foot buffer around lake, with selective logging only allowed within 100-400 feet (BMP 12.6). Both lake and stream below it have steelhead rainbow trout -- these fish have been introduced, and are stocked yearly. A children's fishing derby has been held for the past two years. Heavy recreational fishing use of lake, as lake is adjacent to main road.

Soils/Geology	Field Review: R. Baker 6-16-92	Office Review: T. Stewart
---------------	--------------------------------	---------------------------

Avoid bedrock knob in southcentral part of unit with thin soils and evidence of slumping and instability. Avoid v-notch in northwest end of unit; use v-notch as a falling line or yard only to slope break (BMP 13.16).

Wildlife	Field Review: R. Baker 6-16-92	Office Review: R. Fairbanks
----------	--------------------------------	-----------------------------

A bald eagle seen perched in tree near lake on several separate occasions -- not a nest tree but probably a preferred feeding spot. Opportunities for wildlife viewing and appreciation are high. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Unit is sandwiched between two proposed Scenic Viewshed LUDs on a slope above and north of One Duck Lake when viewed from the road above the lake. This is a popular, undeveloped recreation place and a adjacent to the main line road. The unit is adjacent to a large cut from 1987. A portion of the earlier cut is visible from the lake. When driving south on the Hydaburg Road, a Visual Priority Route, the larger 1987 cut would be visible adjacent to this unit creating cumulative visual disturbance that would exceed the VQO of Modification in this small viewshed. Low to Moderate VAC. Type I and IV EVC. LUD IV. Timber Production. Modification VQO.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

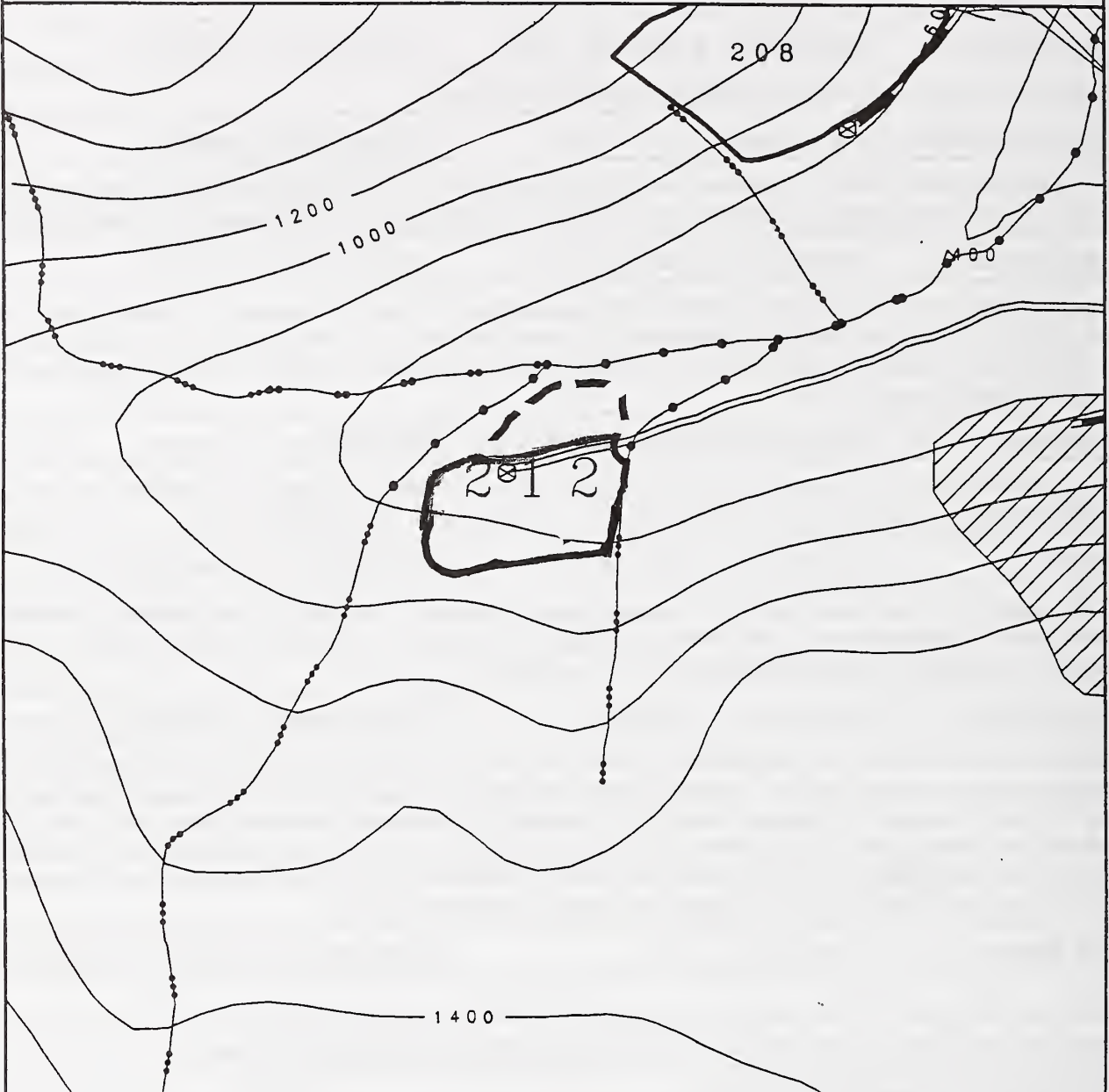
Unit deferred due to cumulative visual impact.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 212

QUAD: B3NW



	<ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul>	<ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul>
<p>CONTOUR INTERVAL 200 FEET</p> <p>SCALE 1:12000    1 INCH = 1000 FEET</p>		



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 212	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/690-210
ACRES: 19	VOL.: 594 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: R. Schmeling 7-15-92	Office Review: J. Mehrwein
The north boundary is 100' from a class I stream and encloses multiple muskegs. From approx. center to the south boundary is good timber. The boundary is below rock cliffs and muskegs.		
Logging/Transportation	Field Review: J. Dalton 7-19-92	Office Review: J. Mehrwein
A one landing unit. Road costs less than average. 15% favorable used to get from landing to best creek crossing. The creek requires a 6-8' culvert. This is a good unit for the HL system. This is a one landing unit. The road construction costs are less than average; there isn't much rock and the side slopes are low. One pitch of 10% adverse was used for 200' from the hydaburg road to the first creek crossing.		
Watershed/Fisheries	Field Review: T. Coleman 7-15-92	Office Review: T. Stewart
Two Class I streams occur along the northern and northeastern unit boundary. Unit design created a 100 foot buffer for these streams (BMP 12.6). No concerns if unit boundary is maintained.		
Soils/Geology	Field Review: T. Coleman 7-15-92	Office Review: T. Stewart
Unit appeared stable, no concerns.		
Wildlife	Field Review: T. Coleman 7-15-92	Office Review: R. Fairbanks
Average wildlife use, no concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit would be intermittently visible from the Hydaburg Road, a main line road and Visual Priority Route. It is middleground, but is screened by topography and foreground vegetation. Leaving a dirty clearcut would reduce contrast caused by harvest. Moderate VAC. Type I EVC. LUD IV. Timber Production. Maximum Modification VQO will be met.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability area for cultural resources. Lands - Unit borders encumbered lands on the west.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100-foot minimum buffers along all Class I streams.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 218	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/990-148
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: A. Kamerack 7-1-92	Office Review: J. Mehrwein
Logging/Transportation	Field Review: A. Kamerack 7-1-92	Office Review: J. Mehrwein
Watershed/Fisheries	Field Review: S. Sundberg 7-1-92	Office Review: T. Stewart
No streams are located within the unit. There are no concerns.		
Soils/Geology	Field Review: S. Sundberg 7-1-92	Office Review: T. Stewart
Slopes are gentle and stable, with deep soils. There are no concerns.		
Wildlife	Field Review: S. Sundberg 7-1-92	Office Review: R. Fairbanks
Wildlife use is moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to cumulative visual impact.		



NO UNIT MAP

UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 219	QUARTER QUAD:	PHOTO YR/#: 91/990-148
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: ???	Office Review: J. Mehrwein
Eliminate this block adjacent to area with trees too short. Deferred/adjacency		
Logging/Transportation	Field Review: ???	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review:	Office Review:
Soils/Geology	Field Review:	Office Review:
Wildlife	Field Review: S. Sundberg	Office Review:
Unit not visited: dropped due to adjacency and visual concerns.		
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to adjacency.		



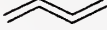

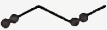



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD




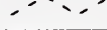



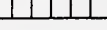
VCU: 622

UNIT: 247

QUAD: B3NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 247	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-173
ACRES: 79	VOL.: 621 MBF	LOGGING SYSTEM: HELICOPTER	

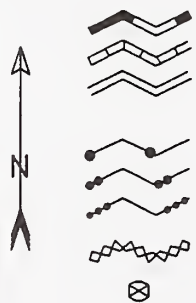
Timber/Silviculture	Field Review: B. Rot 6-28-92	Office Review: J. Mehrwein
Avalanche chute, next to 50' rock cliff/100% slope.		
Logging/Transportation	Field Review: L. Yu 6-28-92	Office Review: J. Mehrwein
Impossible to access a road to this unit. Checked out 3 possible routes, all routes exceed the max adverse & favorable grades. Helicopter yarding only.		
Watershed/Fisheries	Field Review: S. Sundberg 6-28-92	Office Review: T. Stewart
Several Class III streams occur within the unit. Fall trees away from all of these streams and helicopter yard (BMPs 13.9, 13.16).		
Soils/Geology	Field Review: S. Sundberg 6-28-92	Office Review: T. Stewart
Cliffs and steep slopes are scattered along upper edge (in elevation) of unit. Slide indicates local instability. Avoid harvest on slopes >80% (BMP 13.5).		
Wildlife	Field Review: S. Sundberg 6-28-92	Office Review: R. Fairbanks
Average wildlife use, no concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial-cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Because of proximity of unit to lakes, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 249

QUAD: B3NE



- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET
- PROJECT ROADS
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM
- EAGLE TREE BUFFER
- LANDINGS

- FIELD UNIT BOUNDARY
- FINAL UNIT BOUNDARY
- OTHER POLK INLET UNITS
- SETTING BOUNDARIES

- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET  
SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 249	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/1090-148
ACRES: 24	VOL.: 1218 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-22-92	Office Review: J. Mehrwein
Unit consists of steep unstable soils. There is evidence of recent land slides. Recommend helicopter logging only. Very steep in the east side of the unit with slope averaging 100%. Good timber throughout.		
Logging/Transportation	Field Review: L. Yu 7-22-9	Office Review: J. Mehrwein
All adverse development U.S.F.S. has developed a T sale on the opposite side of the stream to the unit. Need a 40' span. Yarding chance looks okay. Maybe able to grapple yard. Heavy adverse out of the creek valley to the pass is the main concern. Will need good ballast & no snow. Possible difficulty in locating a helicopter landing area.		
Watershed/Fisheries	Field Review: G. Jackson 7-21-92	Office Review: T. Stewart
A Class II stream flows along the southwestern edge of the unit and becomes Class I downstream. The unit boundary was moved to create a 100 to 150 foot buffer (BMP 12.6).		
Soils/Geology	Field Review: G. Jackson 7-21-92	Office Review: T. Stewart
Much of the unit has steep slopes (up to 200%) with McGilvery-type soils and evidence of recent landslides. The lower slopes are more gentle with deep soils developed in colluvium. Cliffs were excluded from the unit due to instability and to probable logging difficulty. Landslide areas were excluded from the unit (BMP 13.5). Recommend helicopter logging or drop unit from further consideration (BMPs 13.9, 13.5).		
Wildlife	Field Review: G. Jackson 7-21-92	Office Review: R. Fairbanks
Crane tracks found on southwest side of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit boundary modified to exclude cliffs and unstable areas. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain 100 to 150-foot buffer along Class I/II stream along southwestern boundary.		

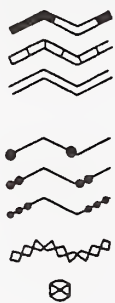
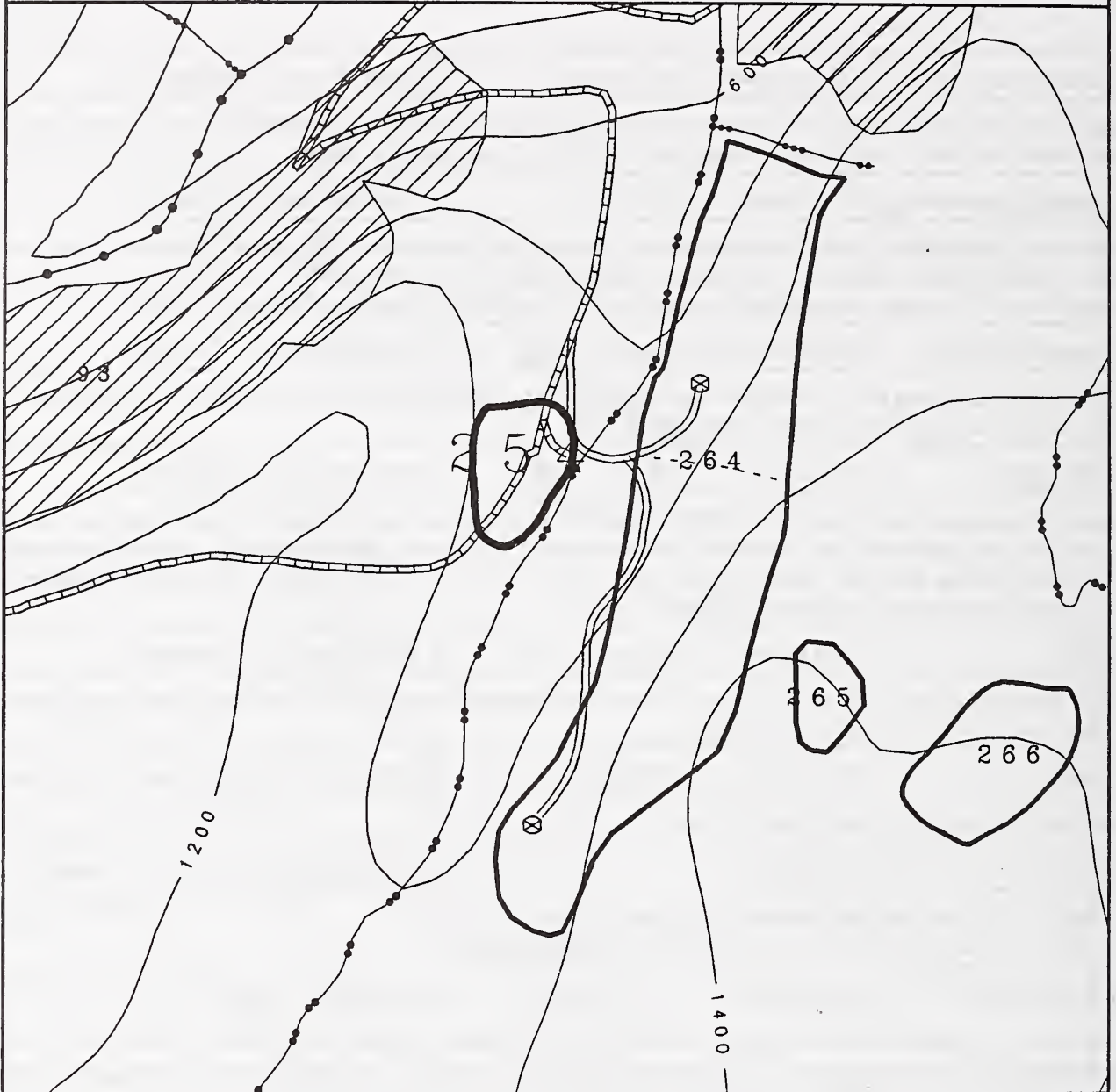


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 254

QUAD: B3NE



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 254	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-49
ACRES: 9	VOL.: 142 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: D. Maxey 6-27-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: L. Yu 6-27-92	Office Review: J. Mehrwein
No concerns, USFS road layout, wet ground. USFS designed the road through this unit.		
Watershed/Fisheries	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
No streams found within or adjacent to the unit. No concerns.		
Soils/Geology	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
No McGilvery-type soils. Soils are deep and developed in till. Numerous seeps, bogs and wetlands. Average slope is about 45%. No concerns.		
Wildlife	Field Review: G. Jackson 6-29-92	Office Review: R. Fairbanks
Dear and bear use apparently light. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain buffer along Class II stream on the east.		



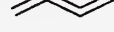
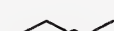
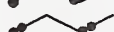
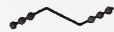


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD




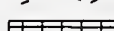



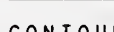
VCU: 622

UNIT: 255

QUAD: B3NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0                      1000                      2000                      3000                      4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 255	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-48
ACRES: 51	VOL.: 701 MBF	LOGGING SYSTEM: HELICOPTER	

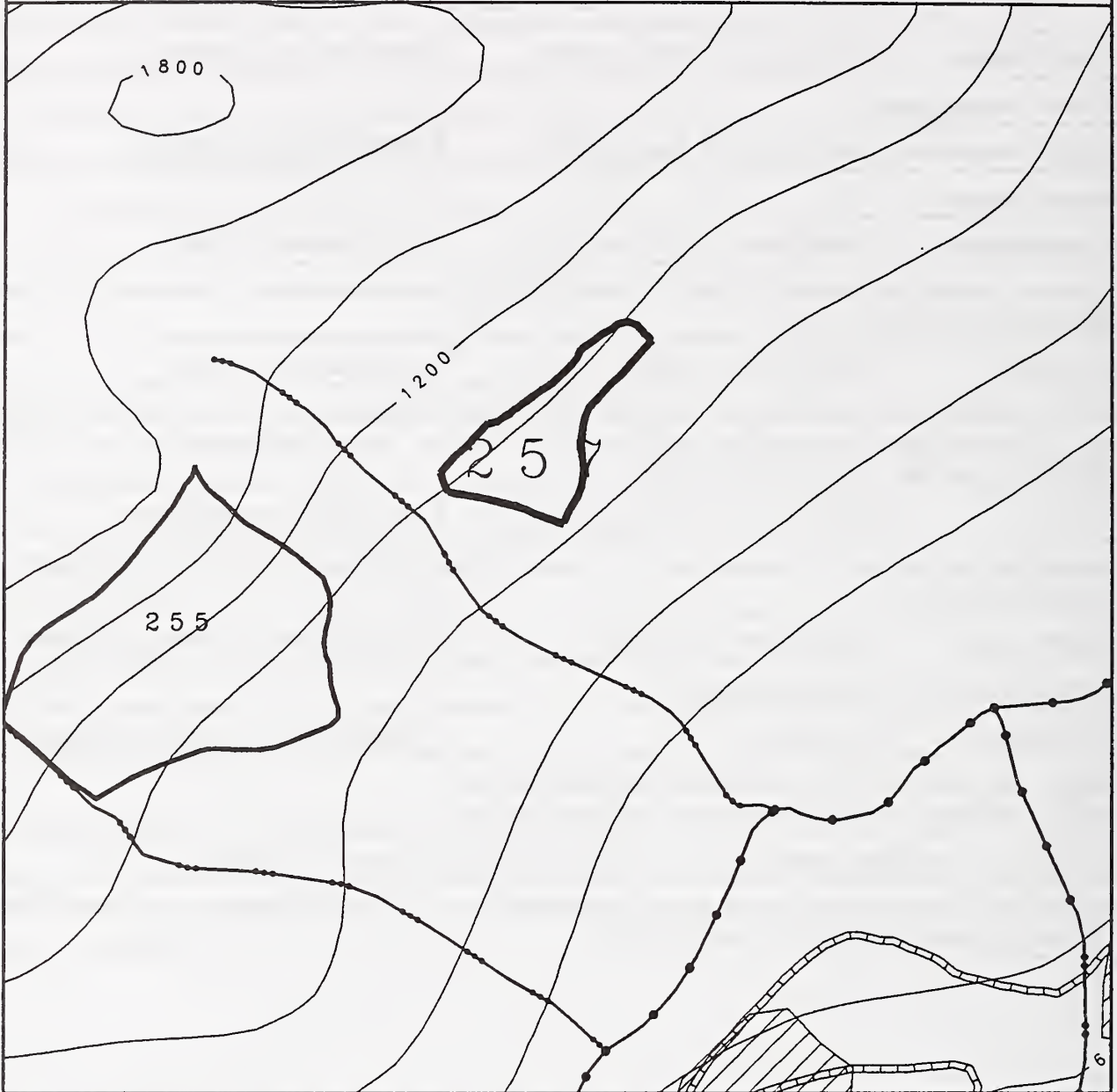
Timber/Silviculture	Field Review: D. Maxey 6-30-92	Office Review: J. Mehrwein
No special concerns noted.		
Logging/Transportation	Field Review: D. Maxey 6-30-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: G. Jackson 6-30-92	Office Review: T. Stewart
There are no streams within the unit. A Class III stream flows along the western boundary. Recommend split yarding away from this stream (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 6-30-92	Office Review: T. Stewart
McGilvery soil is present in the upper part of the unit. Recommend lowering the boundary to exclude this area (BMP 13.5). The eastern corner of the unit is covered by McGilvery soils also. Recommend helicopter logging of this area (BMP 13.9) or exclusion from the unit (BMP 13.5).		
Wildlife	Field Review: G. Jackson 6-30-92	Office Review: R. Fairbanks
Deer and bear use moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.		













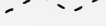



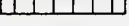
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 257

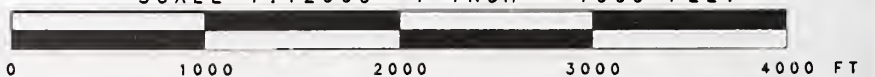
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 257	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-48
ACRES: 13	VOL.: 213 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: D. Maxey 6-31-92	Office Review: J. Mehrwein
No comment noted.		
Logging/Transportation	Field Review: D. Maxey 6-31-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: G. Jackson 6-30-92	Office Review: T. Stewart
A Class III, type A7 stream flows along the west side of the unit. Unit boundary was placed on the east bank due to yarding considerations. Recommend split yarding away from stream bank (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 6-30-92	Office Review: T. Stewart
Upper slopes of northwestern "lobe" are extremely steep and unstable. Numerous landslide adjacent to the unit indicate high mass movement potential. Recommend excluding this area from harvest (BMP 13.5). Lower slopes are covered by saturated soils with seeps, numerous wetlands, and muskegs. Average slopes are 45%. Unit designated for helicopter logging (BMP 13.9).		
Wildlife	Field Review: G. Jackson 6-30-92	Office Review: R. Fairbanks
Dear and bear use apparently moderate. Possible aural wolf observation. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Excluded upper slopes of original unit due to steepness and stability. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.		






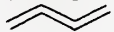

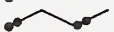
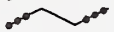










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 264

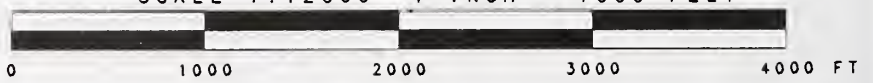
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 264	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-49
ACRES: 83	VOL.: 3510 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

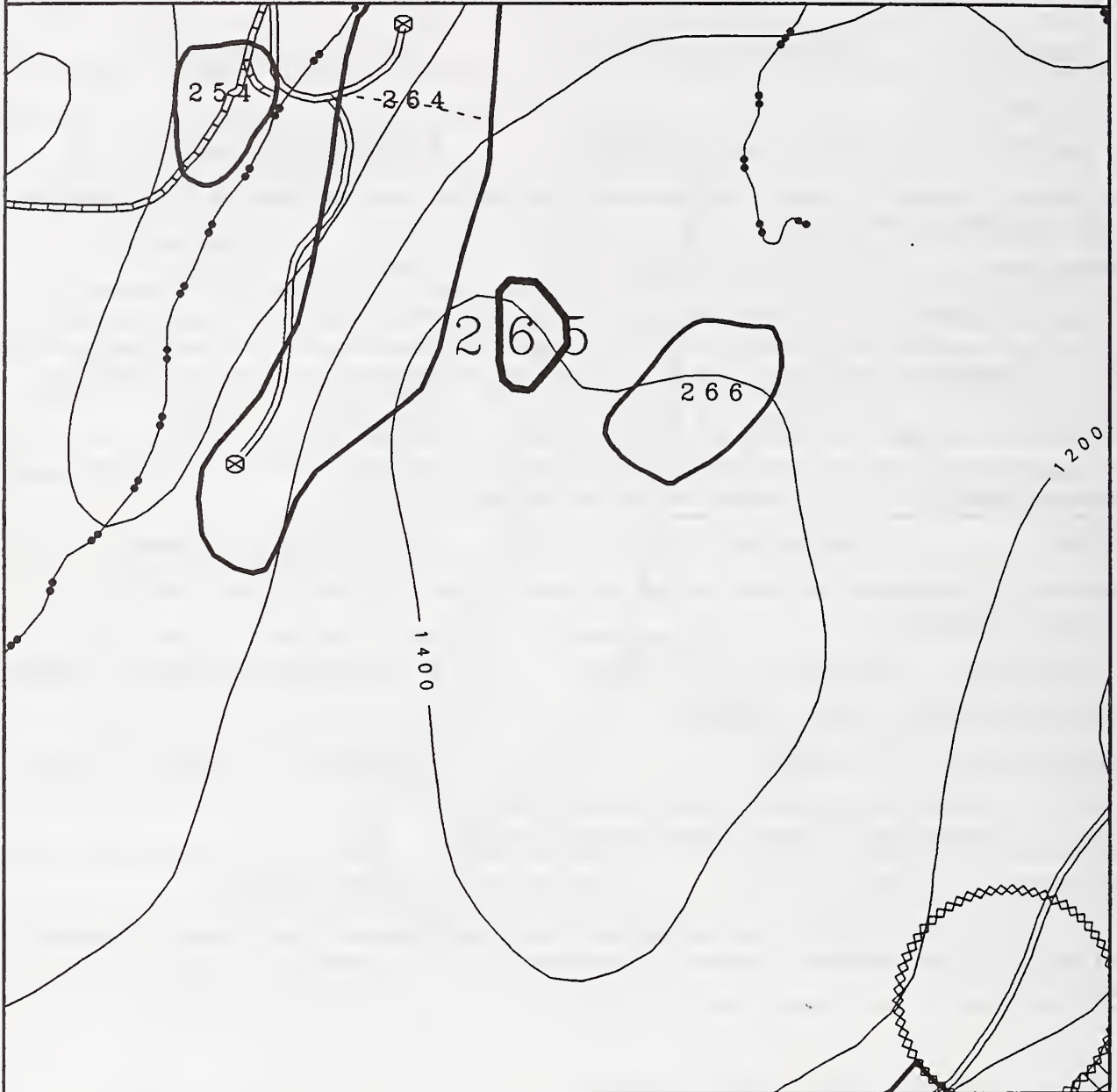
Timber/Silviculture	Field Review: D. Maxey 6-29-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: L. Yu 6-29-92	Office Review: J. Mehrwein
No concerns. +50,000 for 1 bridge. Some wet ground, good yarding, some road sections on 15% grade but lots of room to deck the logs (20-30% side).		
Watershed/Fisheries	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
A Class II stream that flows into a Class I stream flows along the northwest edge of the unit. A Class III stream was found along the northern edge of the original unit. Unit boundary was moved to exclude the stream from harvest (BMP 13.2). Recommend split yarding away from the top of the stream bank to preserve water quality (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
The upper one-third of the unit is extremely steep and has numerous small cliffs with McGilvery soils. Recommend helicopter logging (BMP 13.9) or excluding this area from the unit (BMP 13.5).		
Wildlife	Field Review: G. Jackson 6-29-92	Office Review: R. Fairbanks
Deer and bear use moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Also leave at least two, 2-acre islands of timber in unstable areas. Suspend logs over thin soil areas.		


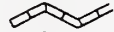
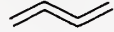
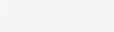

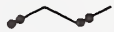
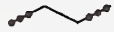

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD









VCU: 622

UNIT: 265

QUAD: B3NE

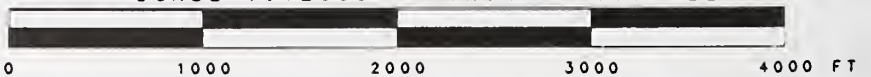


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 265	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-49
ACRES: 5	VOL.: 102 MBF	LOGGING SYSTEM: HELICOPTER	

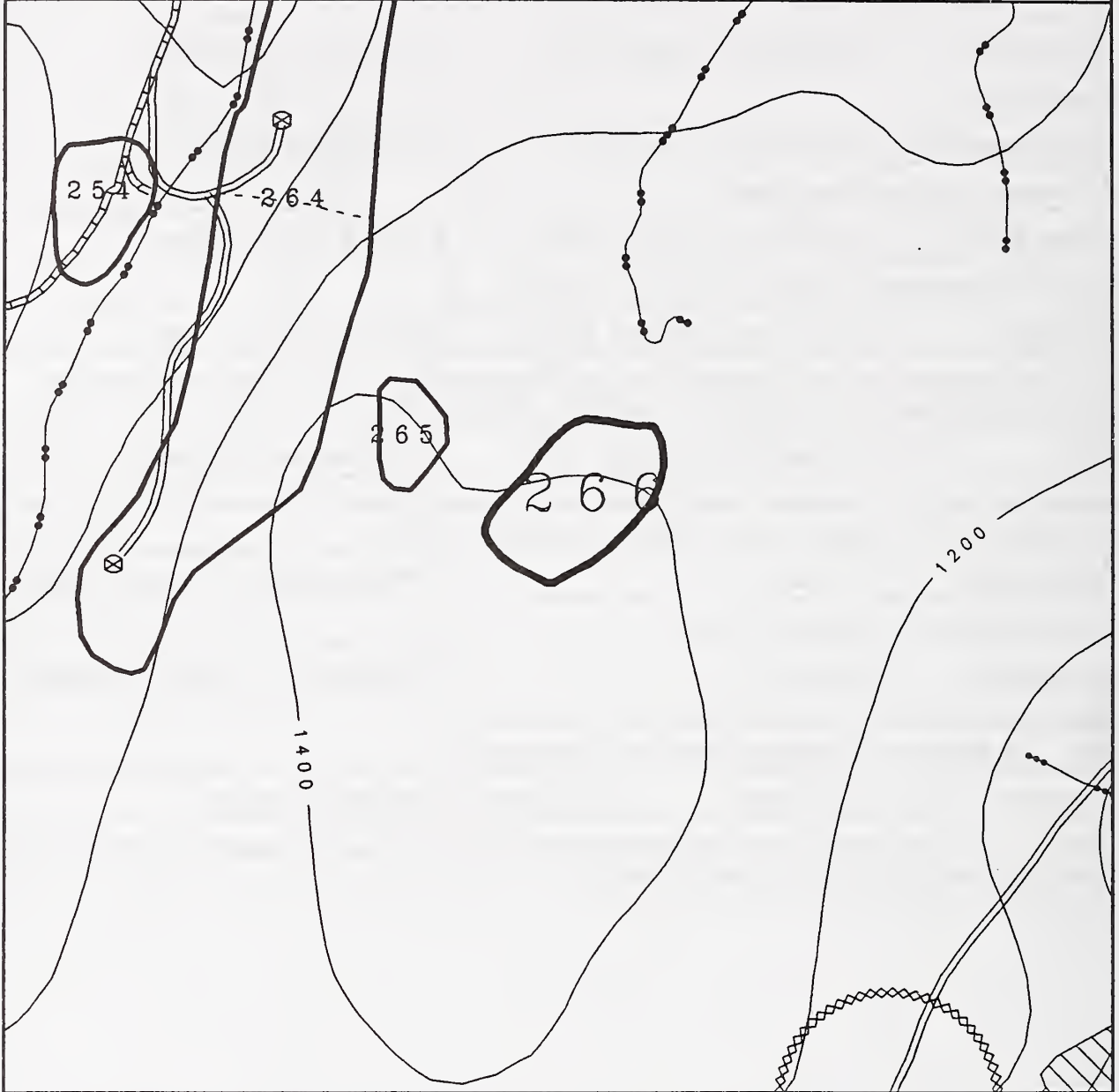
Timber/Silviculture	Field Review: D. Maxey 6-29-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: L. Yu 7-8-92	Office Review: J. Mehrwein
Not economical to put roads into the unit.		
Watershed/Fisheries	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
There are no streams within or adjacent to the unit. No concerns.		
Soils/Geology	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
About 50% of the unit is covered by McGilvery soils and very steep slopes. There is a high potential for mass movement. Recommend helicopter logging to reduce slide potential (BMP 13.9).		
Wildlife	Field Review: G. Jackson 6-29-92	Office Review: R. Fairbanks
Deer and bear use light. Two sandhill cranes observed near unit, possibly nesting. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review:	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use area.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 266

QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 266	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-49
ACRES: 15	VOL.: 380 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: D. Maxey 6-29-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: L. Yu 7-8-92	Office Review: J. Mehrwein
Not economical to build road to unit.		
Watershed/Fisheries	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
No streams found within the unit. No concerns.		
Soils/Geology	Field Review: G. Jackson 6-29-92	Office Review: T. Stewart
McGilvery soils cover greater than 40% of the unit. Slopes are very steep, averaging 100% and up to 200%. Loose talus slopes extensive. Recommend dropping unit from further consideration due to high mass movement potential (BMP 13.5). Unit was later designated for helicopter logging.		
Wildlife	Field Review: G. Jackson 6-29-92	Office Review: R. Fairbanks
Deer and bear use light. Two sandhill cranes observed near the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial cut harvest unit; removing volume only where slope stability and logging safety allows. During layout, consider whether to drop unit due to MMI-4, McGilvery soils and logging safety considerations.		

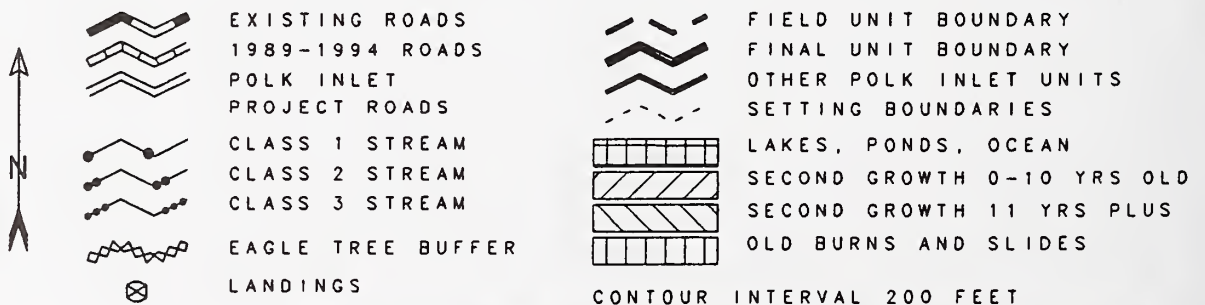


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

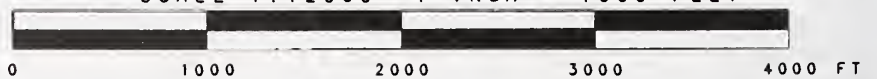
UNIT: 267

QUAD: B3NE



CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 267	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-149
ACRES: 54	VOL.: 960 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: A. Kamerack 6-28-92	Office Review: J. Mehrwein
Western portion of unit eliminated due to unstable ground (BMP 13.5).		
Logging/Transportation	Field Review: J. Dalton 6-28-92	Office Review: J. Mehrwein
Road building is average. 5 landings needed because this is a long narrow unit. 7% adverse used to get road through pass. Road had to be lower prior to pass to avoid a slide and rock bluffs. This segment can be logged using HL or R/S. The high favorable grade used to get road down to best possible crossing in segment 63. No concerns. Road is located low to drop below a slide. This unit was given 5 landings for the HL system; however we recommend using the R/S system.		
Watershed/Fisheries	Field Review: E. Ablow 9-17-92	Office Review: T. Stewart
No streams are located within the unit. There are no special concerns.		
Soils/Geology	Field Review: G. Jackson 9-17-92	Office Review: T. Stewart
Very steep slopes predominant with small patches of unstable talus. McGilvery soils present in places. Need suspension in areas of instability or steep slopes.		
Wildlife	Field Review: G. McNaughton 9-17-92	Office Review: R. Fairbanks
Light deer and bear use. No concerns. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain suspension in areas of instability or steep slopes.		



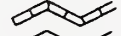
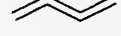


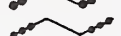









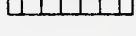
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 269

QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 269	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-48
ACRES: 44	VOL.: 1220 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

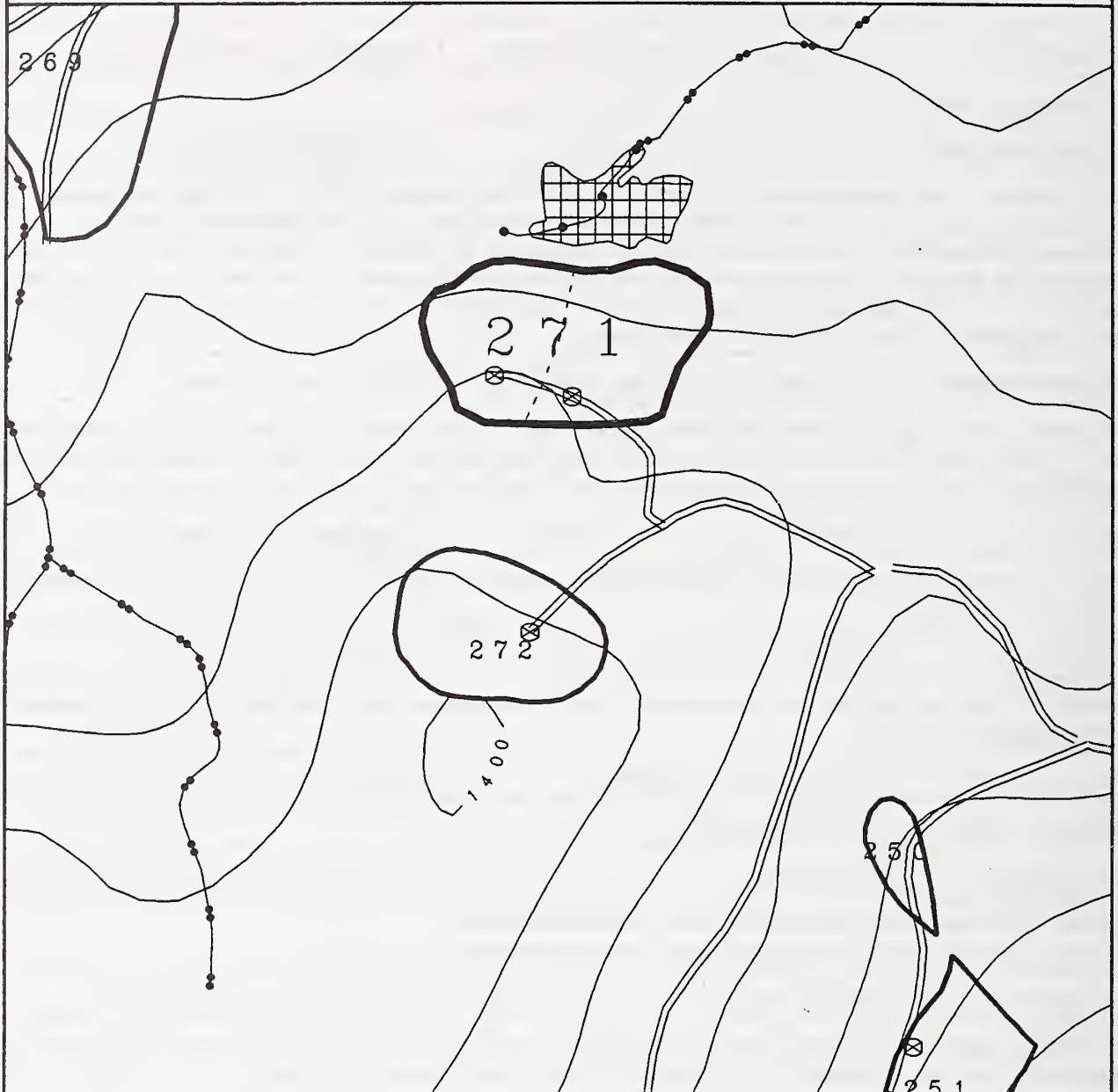
Timber/Silviculture	Field Review: R. Schmeling 6-29-92	Office Review: J. Mehrwein
McGilvery soils noted. Slide at plot #3.		
Logging/Transportation	Field Review: L. Yu 7-8-92	Office Review: J. Mehrwein
<p>\$120,000/mile + \$145,000/mile roads. No concerns, possibility of extending 32A spur for future development. This road is located higher than that shown on the paper plan. This was done to use the best crossing across the creek canyon. The main problem with this segment is the slide; 900 feet north of the crossing. No landings on this segment. No problems with this road. The high location is a result of the high bridge crossing. The road notes for this segment are in the 621-268 file. The standing skyline system is best for these settings because of 1500' yarding in the north end of the unit. No concerns. Some log decking on steep grades.</p>		
Watershed/Fisheries	Field Review: J. Knutzen 6-29-92	Office Review: T. Stewart
<p>No streams in unit. Class II stream along west boundary needs 100 foot buffer as it flows into Class I stream (BMP 12.6). This stream is V notch at top half of unit, and needs to be buffered to top of ridge. Currently flagged with 100 to 400 foot buffer, which could be moved closer to stream in lower portion without adverse water quality effects.</p>		
Soils/Geology	Field Review: J. Knutzen 6-29-92	Office Review: T. Stewart
<p>Some steep areas (greater than 70%) in mid northwest region with small slumps but appears not to be of concern. Most of unit 30 to 70% slope.</p>		
Wildlife	Field Review: J. Knutzen 6-29-92	Office Review: R. Fairbanks
<p>Moderate to light deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100 to 400-foot buffer along Class II stream on the west.</p>		



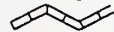
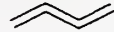


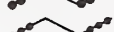
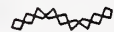





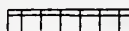



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 271

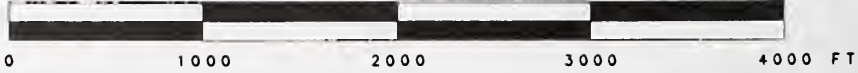
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 271	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-145
ACRES: 31	VOL.: 1180 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: A. Kamerack 6-30-92	Office Review: J. Mehrwein
---------------------	-----------------------------------	----------------------------

Lake is class I, not class II. 500' buffer for selective logging only.

Logging/Transportation	Field Review: J. Dalton 7-10-92	Office Review: J. Mehrwein
------------------------	---------------------------------	----------------------------

Some rock cut will be required on this segment. There is no sustained adverse grade, but there is a short 100' pitch of 8% adverse. The road was located higher to be able to yard on the west side of the ridge. Two landings were located one on each side of the ridge; however, one landing is probably sufficient.

Watershed/Fisheries	Field Review: S. Sundberg 6-30-92	Office Review: T. Stewart
---------------------	-----------------------------------	---------------------------

A Class I lake is at the northern end of the unit. No streams are located within the unit. 100-foot no harvest buffer flagged in field was widened to include muskeg (BMP 13.15). Allow only selective harvest 100-500 feet of lake (BMP 12.6).

Soils/Geology	Field Review: S. Sundberg 6-30-92	Office Review: T. Stewart
---------------	-----------------------------------	---------------------------

Steep, unstable slopes surround the northern side of the knob in the center of the unit. Cliffs occur near the eastern edge of the unit. Recommend no harvest on steep, unstable slopes in the center of the unit and no harvest east of the base of the cliffs at the eastern edge (BMP 13.5).

Wildlife	Field Review: S. Sundberg 6-30-92	Office Review: R. Fairbanks
----------	-----------------------------------	-----------------------------

Wildlife use is moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel route/use areas.

Other Resources	Field Review: S. Sundberg 6-30-92	Office Review: J. Lobdell, M. Greenig
-----------------	-----------------------------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
 Lands - No state/private or encumbered lands occur adjacent to unit.  
 TES Plants - A small population of *Vaccinium oxycoccus*, a rare, but unlisted species, occurs in muskeg near the southeastern corner of the lake to the north of the unit. This is within the buffer required for fisheries concerns. Recommend maintaining buffer required for the Class I lake.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. However, selective harvest only within 500 feet of lake to the north of unit. Avoid harvesting small unstable areas identified under Soils/Geology. Logging system may need to be changed to achieve unit objectives. Because of proximity of unit to lake, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting might be disturbed.

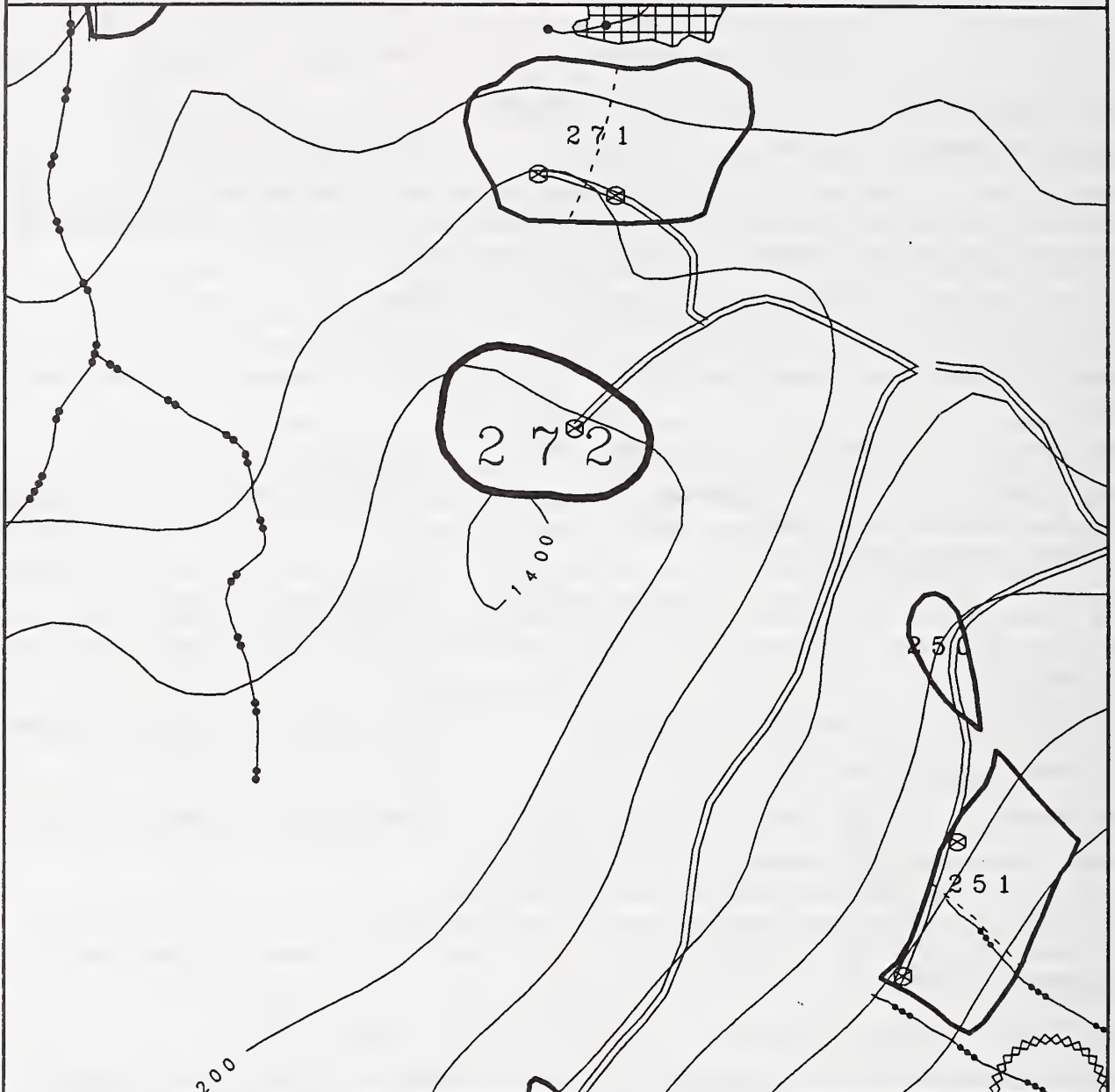


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 272

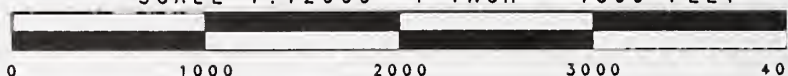
QUAD: B3NE



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET</li> <li> PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0                      1000                      2000                      3000                      4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 272	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/990-145
ACRES: 20	VOL.: 315 MBF	LOGGING SYSTEM: HIGHLEAD	

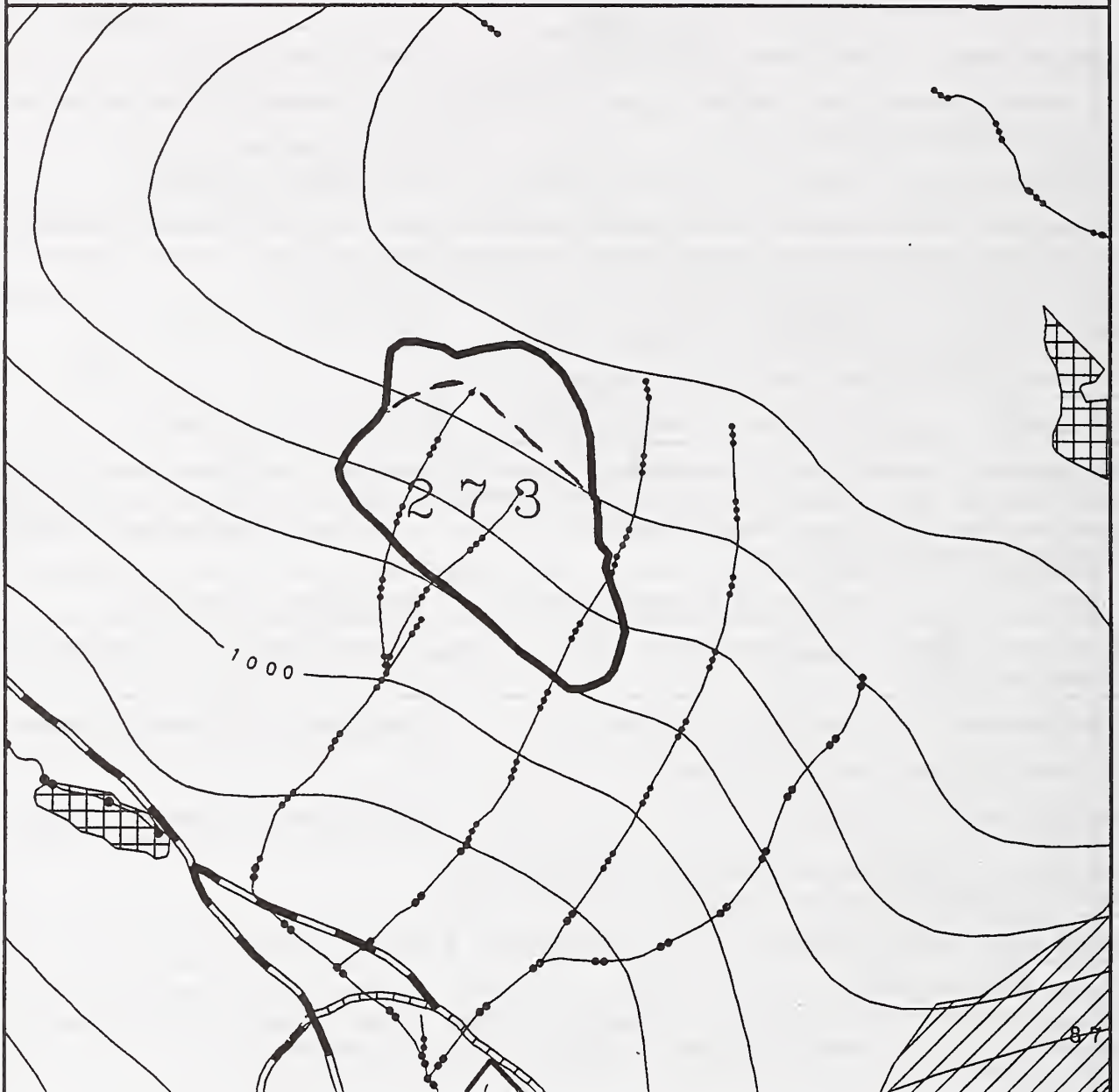
Timber/Silviculture	Field Review: B. Rot 6-30-92	Office Review: J. Mehrwein
Unit with NE aspect, clear view of Twelvemile Arm. Center of unit had some blowdown in an area with McGilvery soil. Area covered less than 3 acre.		
Logging/Transportation	Field Review: J. Dalton 7-10-92	Office Review: J. Mehrwein
This segment is much shorter than the proposed segment because the location of segment 15 into unit 622-271 was changed. The construction costs are low because there is no rock and the ground is flat. The ground is swampy. The unit is bowl shaped; and all the logs will come to the one landing at the bottom of the unit.		
Watershed/Fisheries	Field Review: S. Sundberg 6-30-92	Office Review: T. Stewart
No streams are located within the unit. There are no concerns.		
Soils/Geology	Field Review: S. Sundberg 6-30-92	Office Review: T. Stewart
There is a cliff with unstable soils at the western edge of the unit. Slopes are steep, with shallow, unstable soils in the center of the unit. There is muskeg in the eastern portion of the unit. Recommend no harvest on and below cliffs and slopes greater than 75% on western side of the unit (BMP 13.5). Partial suspension recommended for central portion of unit due to slope instability (BMP 13.9).		
Wildlife	Field Review: S. Sundberg 6-30-92	Office Review: R. Fairbanks
Wildlife use is moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Avoid cliffs and achieve suspension in unstable soil areas as in center of unit. If suspension cannot be achieved where needed with highlead, then logging system must be changed.		





# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

UNIT: 273

QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 273	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-172
ACRES: 39	VOL.: 810 MBF	LOGGING SYSTEM: HELICOPTER	

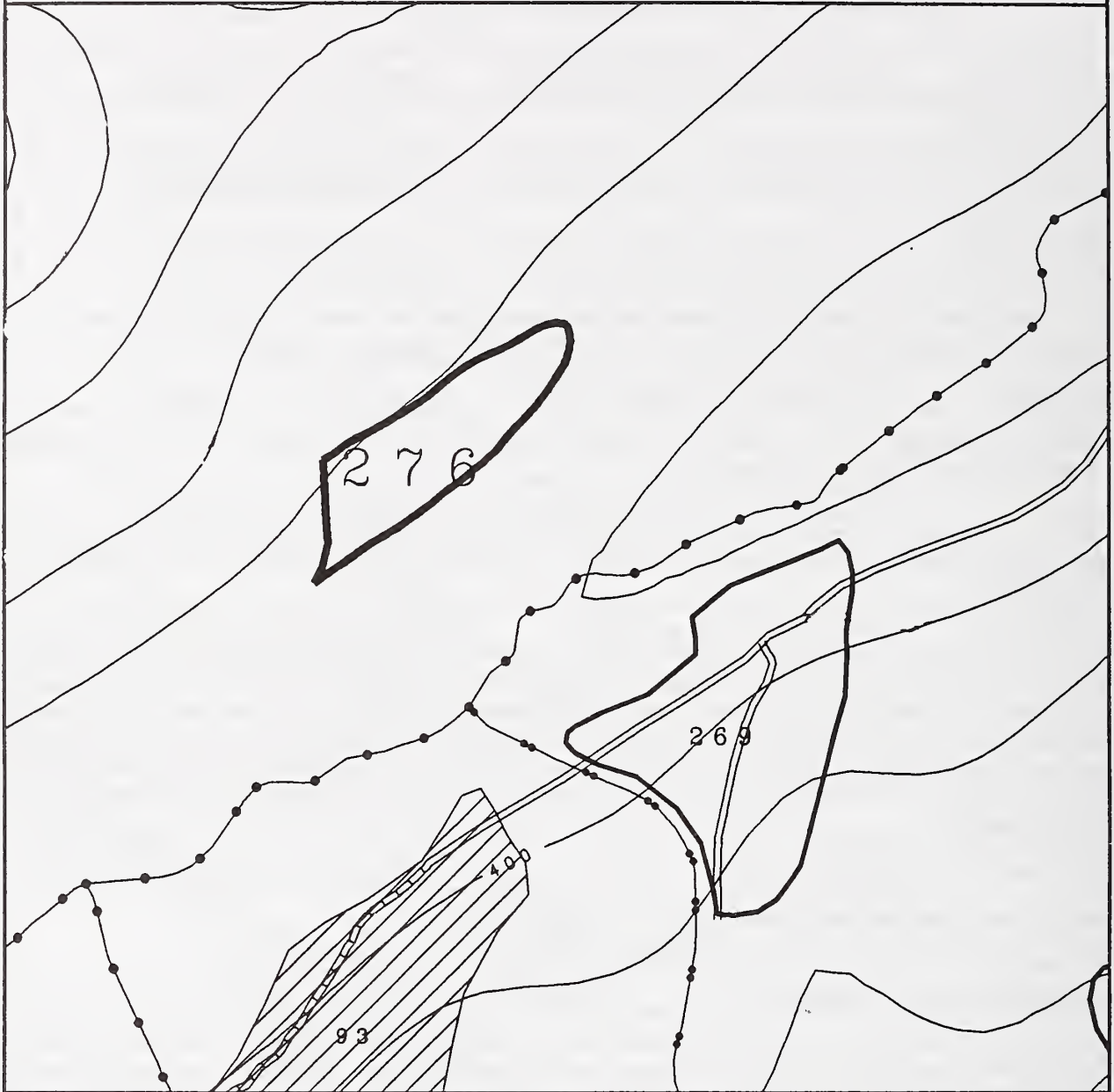
Timber/Silviculture	Field Review: R. Schmeling 6-28-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: R. Schmeling 6-28-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: J. Knutzen 6-28-92	Office Review: T. Stewart
Three V-notch Class III streams in unit. Recommend helicopter yarding and harvesting only to slope break to reduce disturbance to steep stream banks and help insure protection for downstream water quality (BMP 13.16).		
Soils/Geology	Field Review: J. Knutzen 6-28-92	Office Review: T. Stewart
Steep along V-notches of streams, perhaps could permit some selective harvest of trees to help insure slope stability. Unit generally steep 30 to 80% but is stable.		
Wildlife	Field Review: J. Knutzen 6-28-92	Office Review: R. Fairbanks
Light use by deer and bear. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The unit will be primarily visible when traveling north on Hydaburg Road, about 6.4 miles north of the intersection of Forest Road 21. It is high on a slope which forms the view terminus. Is mapped as not seen, but from the main line, Visual Priority Route corridor is visible for short duration in middleground wrapping around a ridge. Dirty clearcut to reduce color contrast. EVC I. LUD IV. Timber Production. Maximum Modification VQO will be met. Unit is close to One Duck Shelter. Coordinate and avoid conflicts, where possible, between logging activities and recreational use of One Duck Shelter.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial cut harvest unit by helicopter to avoid unstable areas, to minimize visual contrast with adjacent areas, and to maintain structure and snags for wildlife. Coordinate and avoid conflicts, where possible, between logging activities and recreational use of One Duck Shelter.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 622

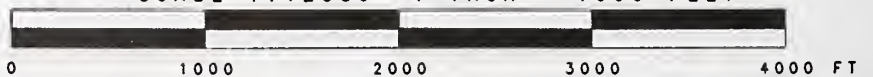
UNIT: 276

QUAD: B3NE



- |  |                   |                           |                      |                            |
|--|-------------------|---------------------------|----------------------|----------------------------|
|  |                   | EXISTING ROADS            |                      | FIELD UNIT BOUNDARY        |
|  |                   | 1989-1994 ROADS           |                      | FINAL UNIT BOUNDARY        |
|  |                   | POLK INLET                |                      | OTHER POLK INLET UNITS     |
|  |                   | PROJECT ROADS             |                      | SETTING BOUNDARIES         |
|  |                   | CLASS 1 STREAM            |                      | LAKES, PONDS, OCEAN        |
|  |                   | CLASS 2 STREAM            |                      | SECOND GROWTH 0-10 YRS OLD |
|  |                   | CLASS 3 STREAM            |                      | SECOND GROWTH 11 YRS PLUS  |
|  | EAGLE TREE BUFFER |                           | OLD BURNS AND SLIDES |                            |
|  | LANDINGS          | CONTOUR INTERVAL 200 FEET |                      |                            |

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 276	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-48
ACRES: 20	VOL.: 357 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: R. Schmeling 6-29-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: R. Schmeling 6-29-92	Office Review: J. Mehrwein
Helicopter logging, although there may be potential difficulty in locating a suitable helicopter landing area.		
Watershed/Fisheries	Field Review: J. Knutzen 6-29-92	Office Review: T. Stewart
No streams in unit, no concerns.		
Soils/Geology	Field Review: J. Knutzen 6-29-92	Office Review: T. Stewart
Low to moderate slope, stable soil with no concerns.		
Wildlife	Field Review: J. Knutzen 6-29-92	Office Review: R. Fairbanks
Very heavy bear use and moderate deer use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.		



NO UNIT MAP

UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 622	UNIT #: 290	QUARTER QUAD:	PHOTO YR/#:
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: S. Allen 8-7-92	Office Review: J. Mehrwein
---------------------	-------------------------------	----------------------------

West arm of the unit was cruised (see map). Unit is approx. 25 acres. West boundary is class I stream. Timber in western part of unit was of low to moderate productivity, soils were poorly drained with boggy areas common. Large gaps in canopy occurred with heavy brush. There is a well maintained hiking trail running through the unit in a NE direction. The trail appears to continue up to alpine areas. There is a large area of windthrow in the middle of the unit covering 2-3 acres. Few trees are standing in this area. Deferred/recreation, wildlife, cost

Logging/Transportation	Field Review: S. Allen 8-7-92	Office Review: J. Mehrwein
------------------------	-------------------------------	----------------------------

Easy road building through gravelly soils (510'). Upgrade of old road (now a hiking trail will be easy), only brushing and culverts needed. Except: a temporary bridge (span 46') is needed. Easy yarding, good deflection, good anchors, no concerns. \$30,000 estimated construction cost includes \$10,000 for new spur, \$10,000 for road upgrade and \$10,000 for bridge rental. Easy logging and road building. 6000' at abandoned road to be upgraded: 20 culverts and 1 temporary 46' span. Cost is amortized over the 510' of new road to be built.

Watershed/Fisheries	Field Review:	Office Review:
---------------------	---------------	----------------

Soils/Geology	Field Review:	Office Review:
---------------	---------------	----------------

Wildlife	Field Review:	Office Review: R. Fairbanks
----------	---------------	-----------------------------

Unit appears to represent an important link in a corridor connecting the Twenty Mile drainage (and the Polk Inlet Project Area) with the Karta Wilderness. Most of the adjacent area has been harvested.

Visual/Recreation	Field Review:	Office Review: M. Greenig
-------------------	---------------	---------------------------

Hiking trail runs through unit. See Timber/Silviculture comments.

Other Resources	Field Review:	Office Review:
-----------------	---------------	----------------

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

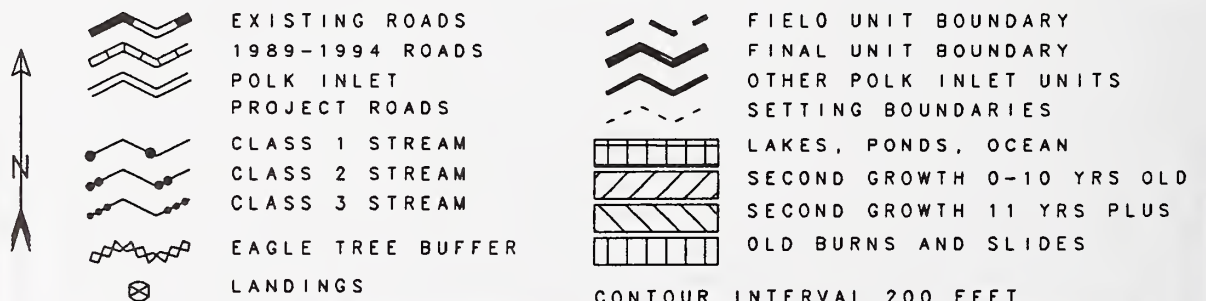
Unit deferred for this entry due to wildlife and recreation concerns.

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

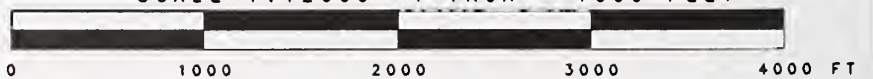
UNIT: 201

QUAD: B3SW



CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 201	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/690-216
ACRES: 20	VOL.: 210 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: T. Coleman 6-15-92	Office Review: J. Mehrwein
No special concerns noted.		
Logging/Transportation	Field Review: T. Coleman 6-15-92	Office Review: J. Mehrwein
The timber in this unit is very open and any meaningful visual buffer will have to be the width of the unit. Recommend dropping unit.		
Watershed/Fisheries	Field Review: G. Jackson 7-2-92	Office Review: T. Stewart
A Class I stream crosses the southern part of the unit. 100' buffer flagged in the field (BMP 12.6). A second Class I stream occurs north of the unit. Northern unit boundary was kept at least 100 feet from this stream (BMP 12.6).		
Soils/Geology	Field Review: G. Jackson 7-2-92	Office Review: T. Stewart
Gentle slopes, stable soils. No concerns. Mineral claims occur in the vicinity of this unit. During final unit layout, be alert for any mining claim markers and protect their integrity.		
Wildlife	Field Review: G. Jackson 7-2-92	Office Review: R. Fairbanks
Evidence of deer and bear use is abundant. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit is adjacent to the Hydaburg Road, a main line road and Visual Priority Route. The lower flatter slopes will somewhat reduce the overall visibility of the unit. Slash management, including cutting stumps close to the ground and cutting slash into smaller pieces that will be covered by vegetation more quickly than large pieces, will be required to meet a Modification VQO. If a wind safe buffer strip can be maintained along the road, the visual effects will be within Modification VQO. Low to Moderate VAC. Type V EVC. LUD IV. Timber Production.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Partial cut harvest unit to minimize visual effects and maintain structure for wildlife. Need to remove most of the volume in order to be economic. Maintain 100-foot minimum buffers along Class I streams.		



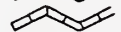
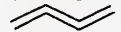

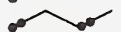






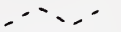




# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 203

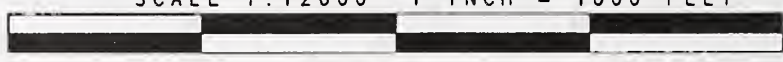
QUAD: B3SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 203	QUARTER QUAD: CRGB3SW	PHOTO YR/#: 1991/690-216
ACRES: 32	VOL.: 432 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: T. Coleman 6-14-92	Office Review: J. Mehrwein
The NE boundary was moved to the west side of a Class I stream, because the buffer on either side of the stream would leave timber that could not be logged through the buffer. Lots of fresh black bear sign. Saw a spruce grouse with chicks. Some fresh deer pellets. Mistletoe noted.		
Logging/Transportation	Field Review: R. Doering 8-15-92	Office Review: J. Mehrwein
Average road costs & construction. R/S. Poor tailholds and guyline stumps. This unit has small diameter wood and moist ground conditions. May need to use multiple tiebacks or a cat to guy to.		
Watershed/Fisheries	Field Review: R. Baker 6-14-92	Office Review: T. Stewart
Stream in Northeast corner of unit is Class I with numerous coho observed. Maintain 200 foot buffer on each side of stream, as flagged. The buffer was widened to include adjacent muskeg seeps (BMP 13.15), and to follow the slope break (BMP 13.16). Second stream on North unit boundary is also Class I (coho observed). Because this stream is highly sinuous, the flagged buffer may need to be rechecked to make sure the 100 foot minimum TTRA buffer is maintained.		
Soils/Geology	Field Review: R. Baker 6-14-92	Office Review: T. Stewart
No soils concerns, as long as the two flagged stream buffers are observed. The only steep slopes in this unit are associated with the streams. Mineral claims occur in the vicinity of this unit. During final layout, be alert for any mining claim markers and protect their integrity.		
Wildlife	Field Review: R. Baker 6-14-92	Office Review: R. Fairbanks
Heavy deer sign. No special wildlife concerns noted in field. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies adjacent to high probability area for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain 100 to 200-foot buffer along Class I streams on north and northeastern boundaries.		

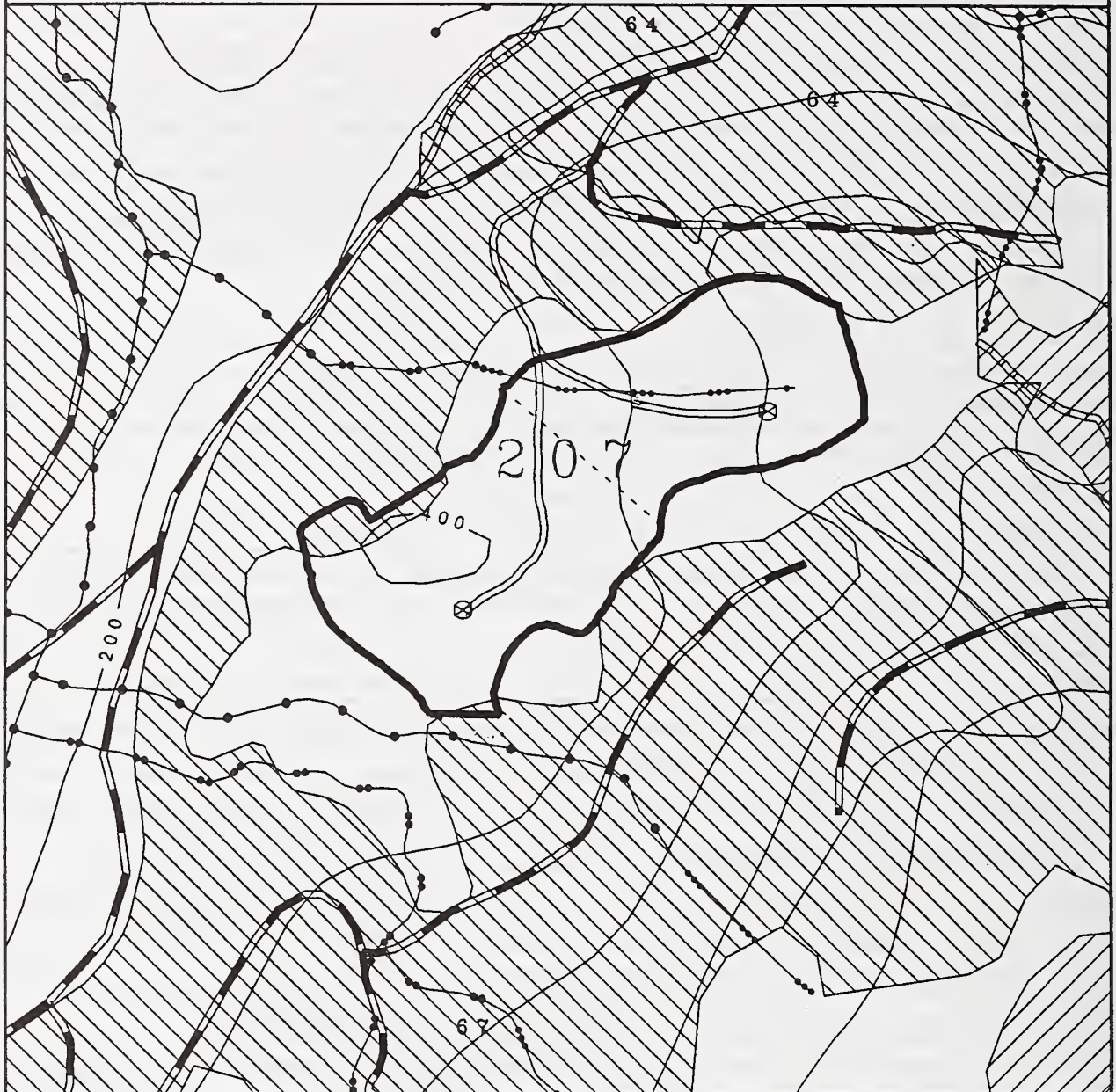





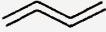













# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 207

QUAD: B3SW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 207	QUARTER QUAD: CRGB3SW	PHOTO YR/#: 1991/690-218
ACRES: 90	VOL.: 3364 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Bennett 7-7-92	Office Review: J. Mehrwein
Some windfall, good WH. More wind firm than 624-0047. Very good stand of hemlock but, many broken tops on biggest trees. High use by deer on all plots and parts are good deer winter range.		
Logging/Transportation	Field Review: B. Ferneau 7-7-92	Office Review: J. Mehrwein
Possible quarry 2/3 way along segment 107. Well established spruce-hemlock regen, spaced. Road access will destroy some of the silvicultural work.		
Watershed/Fisheries	Field Review: G. McNaughton 7-7-92	Office Review: T. Stewart
Recommend split-yarding or fully suspending logs over Class III drainage/stream in northern portion of unit to maintain water quality of Class II and Class I streams it flows into (BMP 13.16). Final unit layout should ensure that the southern tip of unit is buffered at least 100 feet from Class I stream (BMP 12.6).		
Soils/Geology	Field Review: G. McNaughton 7-7-92	Office Review: T. Stewart
Unit has gentle slopes and good stability. No concerns.		
Wildlife	Field Review: G. McNaughton 7-7-92	Office Review: R. Fairbanks
Very little deer sign, some bear. Wildlife leave islands are recommended due to the general area having been heavily harvested in the past. Recommend leaving as many live reserve trees and snags as possible.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit is screened from view from both the Hydaburg Road and Forest Road 21 by topography and foreground vegetation. From the Hydaburg Road a slight notch in the ridge line vegetation may be apparent. No mitigation required for visuals.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability area for cultural resources. Lands - Unit lies just south of state-selected land.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Also, leave at least two 2-acre islands of timber within unit. Split-yard along Class III stream in the northern part of unit. Maintain minimum of 100-foot buffers along Class I stream to the south.		





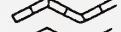


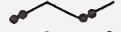






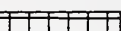


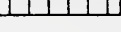
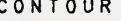
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 210

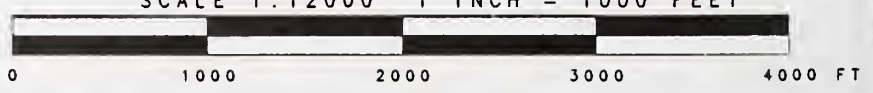
QUAD: B3NW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 210	QUARTER QUAD: CRGB3NW	PHOTO YR/#: 1991/690-212
ACRES: 27	VOL.: 251 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: B. Rot 7-7-92	Office Review: J. Mehrwein
15-20% of standing volume down due to windthrow, hazard = high.		
Logging/Transportation	Field Review: B. Rot 7-7-92	Office Review: J. Mehrwein
Soils has decided because of the instability to heli-log this area. The unit is also inaccessible by conventional methods because of a deep wide canyon.		
Watershed/Fisheries	Field Review: T. Stewart 7-7-92	Office Review: R. Fairbanks
Stream forming southwest boundary has a 20 foot vertical falls and may not be Class II above. Below falls sideslopes provide a greater than 100 foot buffer (BMP 12.6). Stream forming eastern boundary is very steep and the break in slope forms the boundary (BMP 13.16).		
Soils/Geology	Field Review: T. Stewart 7-7-92	Office Review: R. Fairbanks
Several small slumps initiated by blowdown. Ground disturbance should be a minor problem especially since unit is likely a helicopter unit.		
Wildlife	Field Review: T. Stewart 7-7-92	Office Review: R. Fairbanks
Deer trails above unit near alpine, fewer in unit possibly because of blowdown. No special concerns noted. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The unit would be slightly visible when traveling north on Hydaburg Road about 5 miles north of the Forest Road 21 intersection. The visual effect would be slight. No mitigation required for visuals.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Log only to slope break along eastern boundary and maintain buffer along Class II stream on southwest.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 216	QUARTER QUAD: B3NW	PHOTO YR/#: 1991/
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: ???	Office Review: J. Mehrwein
There is no logical unit between this unit and adjacent clear-cut to the north. Cutting this unit would leave a line of trees on ridge perpendicular to prevailing winds and would blow down. Remove unit from consideration. Deferred/adjacency Unit adjacent - defer		
Logging/Transportation	Field Review: ???	Office Review: J. Mehrwein
No windfall concerns. Adjacent to an existing cut block. Road direction to log this block have been changed to come from the west, to take advantage of a newly constructed road. Will require falling line.		
Watershed/Fisheries	Field Review:	Office Review:
Soils/Geology	Field Review:	Office Review:
Wildlife	Field Review:	Office Review:
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations		Reviewed By: R. Fairbanks, T. Stewart
Unit deferred due to adjacency.		






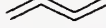
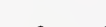

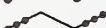









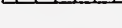
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 222

QUAD: B3SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 222	QUARTER QUAD: CRGB3SE	PHOTO YR/#: 1991/1090-166
ACRES: 43	VOL.: 1032 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: J. Blake 6-12-92	Office Review: J. Mehrwein
NE corner, E of unmapped class II creek is a bunch of skinny poles and unit should be changed in this area. Average < 8". Young mixed aged cedar-hemlock shorepine, open grown.		
Logging/Transportation	Field Review: B. Ferneau 6-12-92	Office Review: J. Mehrwein
No concerns. Upper boundary was flagged. No wood above upper boundary. Straight forward show. No deflection problems. Good landings.		
Watershed/Fisheries	Field Review: G. Jackson 9-14-92	Office Review: T. Stewart
There are four streams in the unit that have water quality concerns. They are deeply incised, high gradient, bedrock controlled that flow directly into a class II stream. Recommend split yarding to preserve water quality (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 9-14-92	Office Review: T. Stewart
Gentle slopes, stable soils. Mining claims occur throughout the unit; survey lines criss-cross through much of the unit. Protect the integrity of these mining claim markers.		
Wildlife	Field Review: G. Jackson 9-14-92	Office Review: R. Fairbanks
Bear and deer sign abundant throughout the unit. Because of extent of logging in the area, recommend leaving as many live reserve trees and snags as possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability area for cultural resources. Lands - Unit borders state-selected lands on the south.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife. Split-yard or suspend along Class III streams in unit. Protect the integrity of existing mining claim markers.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 229	QUARTER QUAD:	PHOTO YR/#:
ACRES:	VOL.:	LOGGING SYSTEM:	

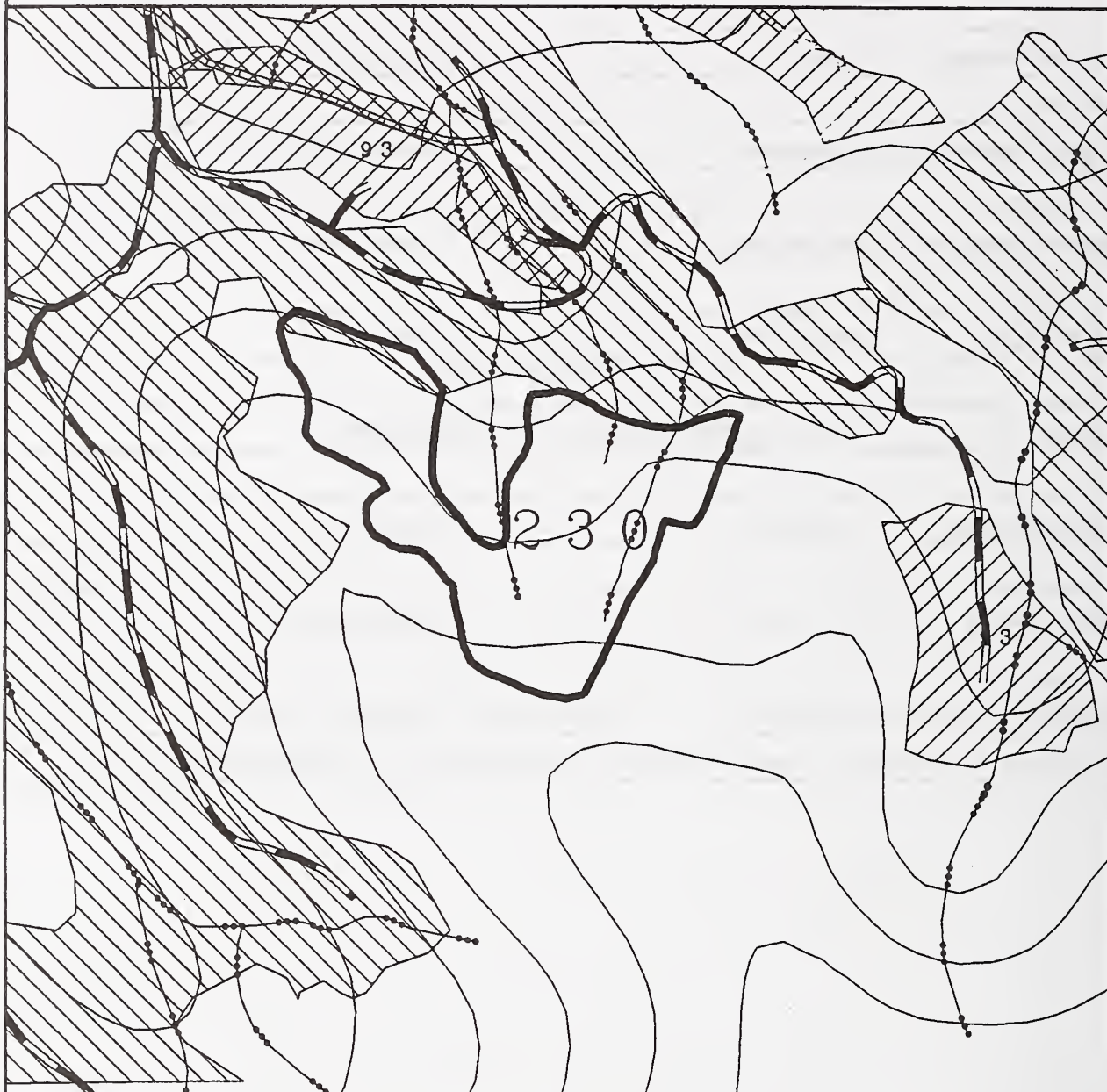
Timber/Silviculture	Field Review:	Office Review:
Deferred		
Logging/Transportation	Field Review:	Office Review:
Watershed/Fisheries	Field Review:	Office Review:
Soils/Geology	Field Review:	Office Review:
Wildlife	Field Review:	Office Review:
Visual/Recreation	Field Review:	Office Review:
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to cumulative visual disturbance and to maintain snag density and habitat diversity.		




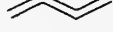











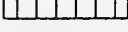

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 230

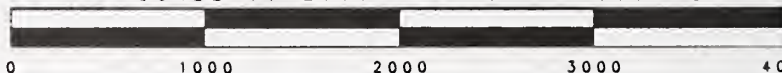
QUAD: B3SE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 230	QUARTER QUAD: CRGB3SE	PHOTO YR/#: 1991/1090-163
ACRES: 58	VOL.: 2083 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: M. White 8-7-92	Office Review: J. Mehrwein
---------------------	-------------------------------	----------------------------

Recommend clear-cut system. Natural regeneration of hemlock should be adequate. Planting of cedar maybe necessary to maintain current species composition. Overstory is SS with hemlock with understory being mainly hemlock. Predominantly a WH/SS/BB plant assoc. Maintain 2 snags/acre. Many opening of SB in unit. Small v-notches cross unit. Some form of brush control maybe necessary where full suspension is not achievable. N and NW boundaries are regeneration. SW and S and SE boundaries are flagged. NE boundary follows v-notch to regen. Good unit. Nice volume of timber. Some large brush patches enclosed in unit. Many small shelves and benches across unit. Some scattered rock outcroppings. No real concerns.

Logging/Transportation	Field Review: M. White 8-7-92	Office Review: J. Mehrwein
------------------------	-------------------------------	----------------------------

Helicopter logging.

Watershed/Fisheries	Field Review: E. Ablow 9-14-92	Office Review: T. Stewart
---------------------	--------------------------------	---------------------------

Recommend split-yarding or fully suspending logs over all 3 Class III streams flowing south out of unit to maintain water quality downstream (BMP 13.16). Streams flagged in green/white at northern unit boundary.

Soils/Geology	Field Review: G. Jackson 9-14-92	Office Review: T. Stewart
---------------	----------------------------------	---------------------------

Steep, unstable slopes with active landslides, seeps, and cliffs occur along Class III streambank in center of unit. No concerns with remainder of unit if this unstable area is excluded (BMP 13.5). Some minor limestone solution features noted at east end of unit, but no true caves were found.

Wildlife	Field Review: G. McNaughton 9-14-92	Office Review: R. Fairbanks
----------	-------------------------------------	-----------------------------

Very heavy bear sign throughout eastern 2/3 of unit with two possible bear dens near northern unit boundary. Deer use also high. Very little wildlife use observed in western 1/3 of unit. Because of extent of logging in the area, recommend leaving as many live reserve trees and snags as possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel route/use areas.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Excluded unstable area in center of unit. Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.





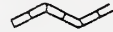
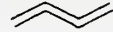
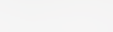

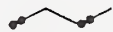
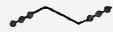










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 240

QUAD: B3NE



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 240	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-172
ACRES: 15	VOL.: 273 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: R. Schmeling 6-28-92	Office Review: J. Mehrwein
The class II stream starting at the NW corner runs through the unit to the SE corner in such a way as to cut off approx. 5 acres of the unit. Other channels running north-south creates many blind leads for this low volume timber. Suggest removing unit from harvest consideration.		
Logging/Transportation	Field Review: R. Schmeling 6-28-92	Office Review: J. Mehrwein
The road for this unit is built, and forms the east boundary. We agree with the above comments about not yarding across the class II stream. Therefore the boundary (west) should be along the top of the creek bank. (The boundary wasn't seen in the field). This shortens the yarding distance and the R/S system would be appropriate, however the low volume timber suggests no harvest of this unit.		
Watershed/Fisheries	Field Review: J. Knutzen 6-29-92	Office Review: T. Stewart
Original unit had four streams in boundary. One Class II stream that runs just inside SW boundary is recommended to become the new unit boundary (BMP 13.2) and have a 100 no-cut buffer added since it enters a Class I stream (BMP 12.6). Another stream (Class III) enters original unit near NW edge, if area retained recommend split yarding or full suspension to maintain water quality (BMP 13.16). A third stream (Class III) enters to the west of the Class II stream in the middle of the original unit, recommend split yarding or fully suspend along this stream if retained (BMP 13.16). The fourth stream (Class III) runs across the unit from mid north to SW third of the unit into the first Class II stream. Recommend split yarding or fully suspending across this stream (BMP 13.16). If the whole unit is retained helicopter logging may be preferred to retain buffers and protect water quality.		
Soils/Geology	Field Review: J. Knutzen 6-29-92	Office Review: T. Stewart
Unit is very flat having no sediment concerns.		
Wildlife	Field Review: J. Knutzen 6-29-92	Office Review: R. Fairbanks
Light use by bear and deer. Signs of mink or marten skull.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit reduced to avoid several streams. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Maintain buffers on Class II streams.		



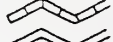


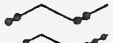









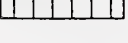

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 242

QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 242	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-171
ACRES: 87	VOL.: 2049 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: D. Maxey 6-26-92	Office Review: J. Mehrwein
Possible helicopter selective logging.		
Logging/Transportation	Field Review: D. Maxey 6-26-92	Office Review: J. Mehrwein
Road access is not attainable. There are no suitable switch backs within grade restrictions. The sidehill is very steep and there are 17 creek crossings. Some unstable. These creeks drain into Trocadero River, a fish creek. Recommend heli logging or nothing. There is a built heli-log landing with an 1-2 min turn about available.		
Watershed/Fisheries	Field Review: G. McNaughton 9-16-92	Office Review: T. Stewart, R. Fairbanks
Recommend split-yarding both V-notch streams in eastern 1/3 of unit to preserve water quality of Class II stream they flow into (BMP 13.16). Numerous waterfalls present.		
Soils/Geology	Field Review: G. McNaughton 9-16-92	Office Review: T. Stewart, R. Fairbanks
Steep cliffs and loose talus along southern, upper unit boundary. Recommend helicopter logging these areas of unit (BMP 13.9).		
Wildlife	Field Review: G. McNaughton 9-16-92	Office Review: R. Fairbanks
High deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
This unit will be visible in the middleground from several segments of Hydaburg Road about 5.7 miles north of the intersection with Forest Road 21. It will be most visible when traveling south. It is high on a ridge which forms the view terminus. There is a 1987 cut down slope, in the foreground but it is partially screened by topography and foreground vegetation. This unit is to be helilogged which provides an opportunity to leave unmerchantable timber standing in order to meet the VQO of Modification. Low VAC. Type I EVC. LUD IV. Timber Production.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit boundary was modified to include additional fingers of CFL after logging system was changed to helicopter. Exclude southern highest area to avoid cliffs and talus. Partial cut harvest unit by helicopter leaving yellowcedar trees in the unit to provide seed and shelter to maintain high yellowcedar composition in future stand. Leave safe snags where possible to maintain snag densities.		



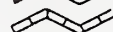
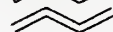
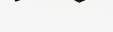

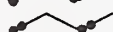
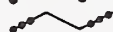









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 244

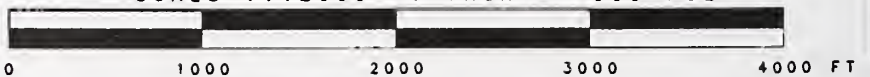
QUAD: B3NE



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 244	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/1090-169
ACRES: 43	VOL.: 419	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Maxey 6-28-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: D. Maxey 6-28-92	Office Review: J. Mehrwein
A lot of road for not much timber.		
Watershed/Fisheries	Field Review: G. Jackson 6-28-92	Office Review: T. Stewart
No streams found in unit. Nearest streams >200 feet downslope. No concerns.		
Soils/Geology	Field Review: G. Jackson 6-28-92	Office Review: T. Stewart
Landslide in western corner. Nearby slopes appear unstable. Shallow loose soil. Recommend exclusion (BMP 13.5).		
Wildlife	Field Review: G. Jackson 6-28-92	Office Review: R. Fairbanks
Deer and bear use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit boundary modified to exclude unstable portions (BMP 13.5). Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife.		





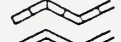

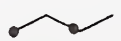
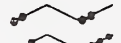









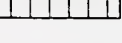

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 624

UNIT: 246

QUAD: B3NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 246	QUARTER QUAD: CRGB3NE	PHOTO YR/#: 1991/?
ACRES: 84	VOL.: 1253 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: D. Maxey 6-28-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: B. Ferneau 6-30-92	Office Review: J. Mehrwein
Expensive road work. Very expensive development for a limited volume of mountain top wood. A USFS timber sale is developed over this segment.		
Watershed/Fisheries	Field Review: G. Jackson 6-28-92	Office Review: T. Stewart
No streams present within or adjacent to unit. No concerns.		
Soils/Geology	Field Review: G. Jackson 6-28-92	Office Review: T. Stewart
Moderate slopes with stable soils. Average slope is about 40%; the maximum slope is about 70%. Achieve suspension over muskegs in unit.		
Wildlife	Field Review: G. Jackson 6-28-92	Office Review: R. Fairbanks
Large black bear observed within unit. Deer use moderate. Because of extent of logging in the area, recommend leaving as many live reserve trees and snags as possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Achieve suspension over muskegs in unit. Also, leave at least two, 2-acre islands of timber. Consider helicopter logging as an alternative to the expensive road construction.		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED



## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 624	UNIT #: 256	QUARTER QUAD:	PHOTO YR/#: 91/1090-170
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: D. Bennett 6-28-92	Office Review: J. Mehrwein
No concerns noted.		
Logging/Transportation	Field Review: D. Bennett 6-28-92	Office Review: J. Mehrwein
Use 70' tower. Easy yarding, but low quality anchors at the landing sites 2 & 3. Easy road building. There is enough room for a 150'-200' buffer along the road. Easy building of the 3 spurs. An alternative to the laid out spurs is to build one spur starting at the north end, then keep it 300' away, parallel to the main road. This will help maintain a more continuous tree buffer along the main road. Use 70' tower, anchors are small at the landings. Yarding will be easy. Split yard away from creeks designated by the fisheries staff of team.		
Watershed/Fisheries	Field Review: S. Sundberg 6-26-92	Office Review: T. Stewart
There are 7 Class III streams in the unit. These flow into a Class I stream. Split yard or fully suspend over Class III streams to maintain water quality (BMP 13.16). Buffer for the stream at the northern boundary of the unit was extended to the slope break of the V-notch (BMP 12.6).		
Soils/Geology	Field Review: S. Sundberg 6-26-92	Office Review: T. Stewart
Slopes are stable, with deep soils in most of the unit. Avoid harvesting within 50 feet of the small slide in the center of the unit (BMP 13.5).		
Wildlife	Field Review: S. Sundberg 6-26-92	Office Review: R. Fairbanks
Wildlife use is moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Deferred due to cumulative visual disturbance in the immediate road corridor viewshed.		
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit deferred due to cumulative visual disturbance.		
















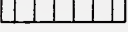
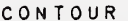
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 674

UNIT: 211

QUAD: A2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 674	UNIT #: 211	QUARTER QUAD: CRGA2NE	PHOTO YR/#: 1991/590-64
ACRES: 49	VOL.: 2287 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: C. Maloney 8-9-92	Office Review: J. Mehrwein
Cliffs along E boundary were cutoff from road, crews advise. S boundary follows below an old slump. W boundary is 150'-200' away from Class II stream. High windthrow risk. Recent slide between plots 3 & 4.		
Logging/Transportation	Field Review: D. Barker 8-8-92	Office Review: J. Mehrwein
High logging cost due to rocky area, cliffs, heavy devils club (for falling cost). Good timber, but higher than average breakage. No yarding problems regarding streams. Road cost high; full bench construction through rock/slide area at station 10+70 to 14+65. Two small v-notch crossings at 25+20, one at 33+53, one at 44+85. Evidence of small slump at 40+90 but in general, average road cost, stable ground. Side slopes 45-68%. Boulders 3'-30'; steep slopes (55-145%). Favorable grade 7%, adverse 8%. Highest (700,000/mile), 150' of full bench construction near 10+70 to 14+65. Lots of rock! Schrist/limestone & quartz outcrops. Expensive falling due to steep slopes; big boulders & rock faces; heavy duty devil's club. Yarding deflection in final laid out block is acceptable. Big timber good anchors.		
Watershed/Fisheries	Field Review: E. Ablow 9-10-92	Office Review: T. Stewart
There is one class III stream in the south end of the unit. It has been flagged on the east boundary as a water quality stream requiring split yarding (BMP 13.16). Cannery Creek marks the northwest boundary.		
Soils/Geology	Field Review: E. Ablow 9-10-92	Office Review: T. Stewart
Extremely steep slopes, cliffs throughout the unit; McGilvery soils 80%; chaotic collapse terrain abundant. Recent collapse in northeast corner. Slopes are mostly moss covered debris slides. Recommend throwing out unit (BMP 13.5) or helicopter log (BMP 13.9).		
Wildlife	Field Review: E. Ablow 9-10-92	Office Review: R. Fairbanks
Deer and bear sign observed. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped and removed from timber base and added to MMI 4 area (BMP 13.5).		





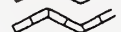
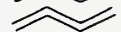
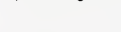

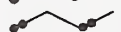
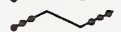




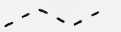


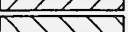

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 674

UNIT: 213

QUAD: A2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 674	UNIT #: 213	QUARTER QUAD: CRGA2NE	PHOTO YR/#: 1991/590-64
ACRES: 90	VOL.: 3572 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: T. Pusina 8-9-92	Office Review: J. Mehrwein
Upper portion of unit near SE boundary is unproductive. Timber is of poor quality -- dead and missing tops, small diameter stems, stunted tree heights. Middle portion of unit is moderately productive. There are steep slopes and numerous rock outcroppings in this area. The lower (NW) portion of unit is highly productive with very large diameter and very tall trees. Slopes were moderate to high throughout the unit.		
Logging/Transportation	Field Review: D. Barker 8-9-92	Office Review: J. Mehrwein
Higher than average cost: 4 v-notches; 420' of full bench road. Seven small slumps. Side slopes 55%-114%, mostly 55-65%. Majority of the way is through rippable rock. Need 90' tower for deflection. Extra setup needed in middle to split yard creek (unit design card). Require to maintain bottom anchors @100' from creek for good lower deflection.		
Watershed/Fisheries	Field Review: E. Ablow 8-9-92	Office Review: T. Stewart
The lower boundary of the unit was placed 100 feet above Cannery Creek (a Class I stream) (BMP 12.6). There are four streams in the unit and a fifth stream forming the southern boundary that flow directly into Cannery Creek. All streams are water quality concerns above the Cannery Creek's floodplain and require split yarding at slope break (BMP 13.16). However, the combination of two beaver dams widening Cannery Creek's floodplain, the low gradient of the confluence of the five streams, and the dense cover on the alluvial fans of the five streams make it very likely that fish are inhabiting the streams alluvial fans. Recommend moving the Cannery Creek boundary up an extra 100 - 150 feet from what is flagged to ensure the streams alluvial fans are protected for fish use and direct impact to Cannery Creek.		
Soils/Geology	Field Review: E. Ablow 8-9-92	Office Review: T. Stewart
The soils are mostly deep and stable; bank slopes are moderate and not a concern.		
Wildlife	Field Review: E. Ablow 8-9-92	Office Review: R. Fairbanks
Deer and bear use throughout the unit. Beaver dams in Cannery Creek. Recommend leaving tree islands on western boundary where streams 5, 4, and 3 branch making split yarding infeasible. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Also, leave at least two, 2-acre islands of timber along western boundary where water quality streams branch. Split-yard these streams elsewhere in unit. Maintain a buffer of 200 to 250 feet along Cannery Creek to ensure that the low gradient portions of tributaries are included.		




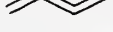


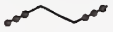










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 674

UNIT: 253

QUAD: A2NE



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 674	UNIT #: 253	QUARTER QUAD: CRGA2NE	PHOTO YR/#:1991/590-65
ACRES: 25	VOL.: 848 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: T. Pusina 8-9-92	Office Review: J. Mehrwein
Helicopter unit corners only flagged. Mining claims throughout unit. Good timber.		
Logging/Transportation	Field Review: T. Pusina 8-9-92	Office Review: J. Mehrwein
Helicopter logging.		
Watershed/Fisheries	Field Review: E. Ablow 8-9-92	Office Review: T. Stewart
Steep V-notch with bedrock control. No fishery concerns		
Soils/Geology	Field Review: E. Ablow 8-9-92	Office Review: T. Stewart
Cliffs and steep gradient slopes averaging greater than 75% gradient. Mining claims throughout the unit. Protect the integrity of these mining claim markers. McGilvery soils.		
Wildlife	Field Review: E. Ablow 8-9-92	Office Review: R. Fairbanks
Canada geese were observed in the lakes above the unit. One wolf was observed and many were heard calling near the unit. Wolf tracks were seen throughout the unit. Deer and bear sign also seen throughout the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Protect the integrity of existing mining claim markers.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 674

UNIT: 265

QUAD: A1NW



- |                                  |  |                              |  |
|----------------------------------|--|------------------------------|--|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS<br/>1989-1994 ROADS<br/>POLK INLET<br/>PROJECT ROADS<br/>CLASS 1 STREAM<br/>CLASS 2 STREAM<br/>CLASS 3 STREAM<br/>EAGLE TREE BUFFER<br/>LANDINGS</p> | <br><br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY<br/>FINAL UNIT BOUNDARY<br/>OTHER POLK INLET UNITS<br/>SETTING BOUNDARIES<br/>LAKES, PONDS, OCEAN<br/>SECOND GROWTH 0-10 YRS OLD<br/>SECOND GROWTH 11 YRS PLUS<br/>OLD BURNS AND SLIDES</p> |
|----------------------------------|--|------------------------------|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 674	UNIT #: 265	QUARTER QUAD: CRGAINW	PHOTO YR/#: 1991/590-66
ACRES: 24	VOL.: 693 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: J. Dowd 8-9-92	Office Review: J. Mehrwein
<p>Most of unit was 40-60% slope, exception at N boundary where slides were seen. This area 80-90% and active. Cornered with DC &amp; SB. Unit had good quality timber, some easily eroded rock seen, where cracks had formed on top of unit, 5-6" deep, may present small logging problem. Good Unit. With the exception of lower N boundary, no slides and good timber, mostly western hemlock and some SS.</p>		
Logging/Transportation	Field Review: B. Ferneau 8-9-92	Office Review: J. Mehrwein
<p>The forest service designated LTZ is in an unsuitable shallow bay bounded by private property. There are two possible alternatives, one west, one east. The solution was begin @ the 400' level &amp; leave the options open the P.O.E. is tied to a legal corner 2000' @ 160 degrees = 400' level in a saddle which is a control point. Slightly higher than average road construction cost. No major crossing. Some rock work from 1000 - 1770. Landing located. No anchor problems at landing. No review was done of upper part of unit anchors.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 8-9-92	Office Review: T. Stewart
<p>No streams, no concerns.</p>		
Soils/Geology	Field Review: G. McNaughton 8-9-92	Office Review: T. Stewart
<p>Moderately steep unit with deep soils and good stability. North-central boundary portion of unit has 2-3 small drainages/slide areas with clay soils. Recommend full suspension across this area (BMP 13.9).</p>		
Wildlife	Field Review: G. McNaughton 8-9-92	Office Review: R. Fairbanks
<p>Very little deer use, zero bear sign in unit. Wolves heard in local area, and observed further up Cannery Creek. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>This unit will be visible from the cove at Cannery Creek as it climbs the slope almost to the view terminus ridge line in the middleground. This is in a Visual Priority Use Area. The angular shape of the unit can be softened by creating rough margins by directionally falling timber and leaving standing as much unmerchantable timber as possible in order to meet a Modification VQO. Some cumulative effects from LTF. The LTF is low profile and can be reclaimed after harvest. Extensive harvest activity east of here on private land is visible from Cholmondeley Sound. Low to Moderate VAC. Type I EVC. LUD III. Modified Landscape. Modification VQO will be met.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, with selective harvest along setting boundaries (Type B clearcut), to maintain structure and snags for wildlife and soften visual contrast between the clearcut and surrounding forest. Full suspension across north-central boundary portion of unit with 2 - 3 small drainages/slide areas with clay soils.</p>		



# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 674

UNIT: 283

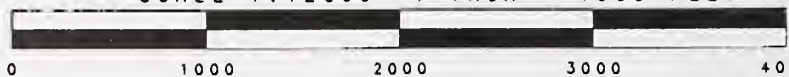
QUAD: B2SE



- |  |  |  |  |
|--|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |  |
|--|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 674	UNIT #: 283	QUARTER QUAD: CRGBB2SE	PHOTO YR/#: 1991/290-170
ACRES: 24	VOL.: 1110 MBF	LOGGING SYSTEM: HIGHLEAD	

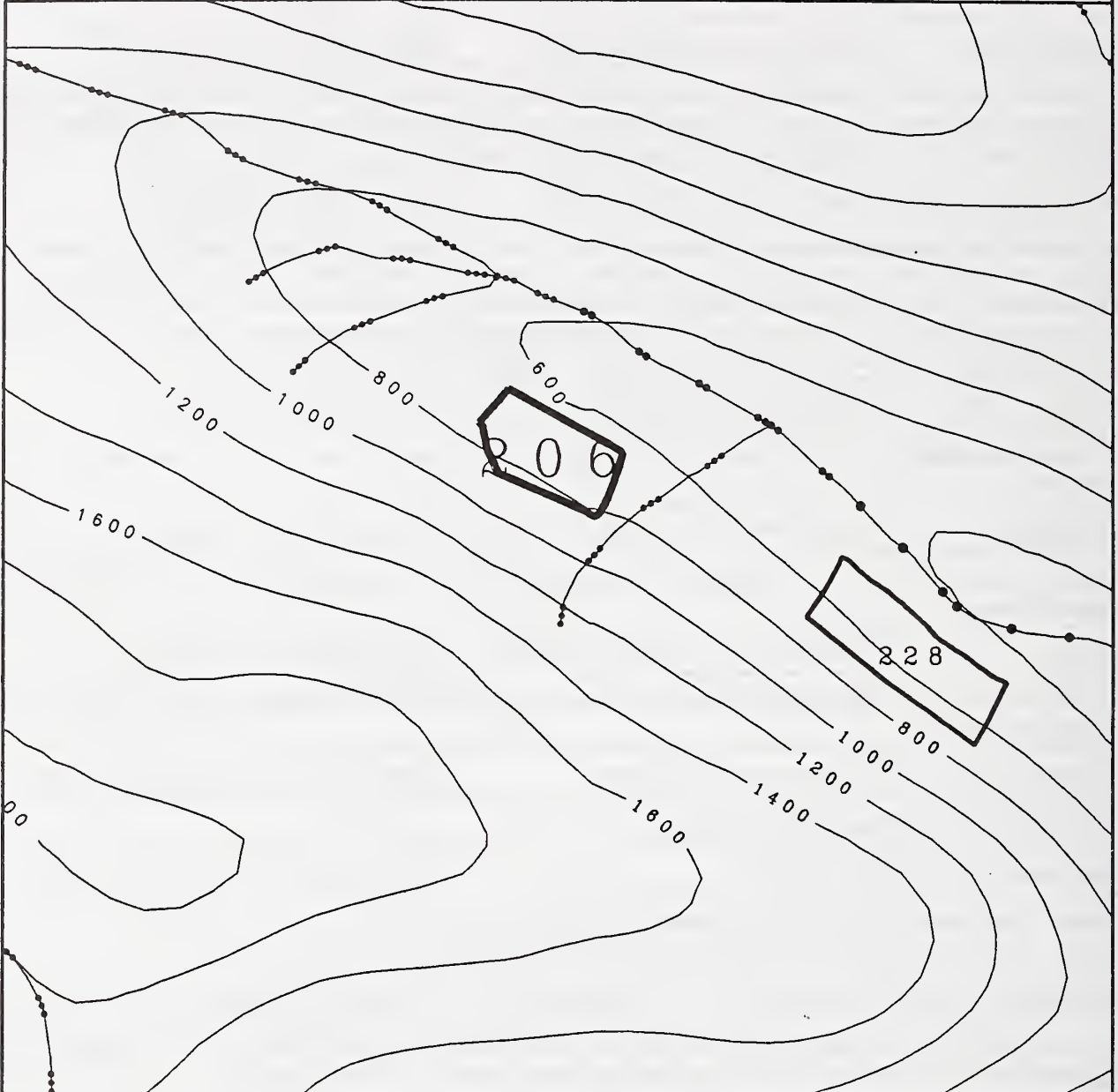
Timber/Silviculture	Field Review: D. Bennett 7-29-92	Office Review: J. Mehrwein
Big timber!! Lots of cull material though. Will probably leave a lot on the ground. Lots of rot and freeze cracks in big timber. Poor drainage. Upper portion of unit had a very rocky surface, cornered with moss, possible breakage problem for falling logs too. Very difficult to walk through the NE boundary area.		
Logging/Transportation	Field Review: J. Dalton 7-30-92	Office Review: J. Mehrwein
No concerns with this segment; average construction costs. The stream analysis card was done for the 3' stream in this segment. The upper end of this unit contains some 90% + side slopes. This could cause some yarding problems, and the upper section of the unit may be heli-logged. The unit was observed as shown in green. Getting this road into this unit was not a problem. The road could not have been much higher because of steepness and cliffs. The north falling line was not seen in the field, and the bottom boundary was higher than shown on paper (see road card).		
Watershed/Fisheries	Field Review: S. Sundberg 7-28-92	Office Review: T. Stewart
The western boundary is a Class III stream with a shallow V-notch in some portions. Harvest timber only to slope break (BMP 13.16).		
Soils/Geology	Field Review: S. Sundberg 7-28-92	Office Review: T. Stewart
Slopes are stable, with deep soils. There are small seeps, especially in the southern part of the unit. There are no special concerns.		
Wildlife	Field Review: S. Sundberg 7-28-92	Office Review: R. Fairbanks
Wildlife use is moderate. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Harvest only to slope break on western boundary of Class III stream.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 206

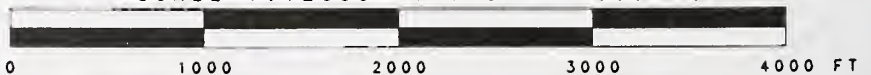
QUAD: B2SE



- |                                  |   |                          |  |
|----------------------------------|---|--------------------------|--|
| <br><br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> <p>EAGLE TREE BUFFER</p> <p>LANDINGS</p> | <br><br><br><br><br><br> | <p>FIELD UNIT BOUNDARY</p> <p>FINAL UNIT BOUNDARY</p> <p>OTHER POLK INLET UNITS SETTING BOUNDARIES</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|----------------------------------|---|--------------------------|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 206	QUARTER QUAD: CRGB2SE	PHOTO YR/#: 1991/590-69
ACRES: 9	VOL.: 196 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: M. White 8-10-92	Office Review: J. Mehrwein
Unit should not be logged. Steep slopes, cliff faces present problems. North portion of unit could be logged. Unit leftover is small (big enough to log?). N section cut out is dead cedar muskeg. Slide is near E boundary. Portion south of dotted red line (Photo 590-69) is cliff faces. Large 60-80' cliff in middle of unit that cannot be logged over. Rest of area is smaller cliffs and crevices. In my opinion this area should not be cut, with areas that it is not feasible to cut. Portion North of line is loggable. Has moderate slopes, nice volume of timber.		
Logging/Transportation	Field Review: M. White 8-10-92	Office Review: J. Mehrwein
NW boundary line had either cliffs or slopes 120-150+ from elevation 1490-750 where it leveled off to 60%. Unloggable above this area.		
Watershed/Fisheries	Field Review: R. Schmeling 8-10-92	Office Review: T. Stewart
No streams inside unit. Class II stream on north edge is buffered beyond muskeg about 500 feet (BMPs 12.6, 13.15). No concerns.		
Soils/Geology	Field Review: R. Schmeling 8-10-92	Office Review: T. Stewart
Steep slopes (100-120%), large cliffs, and McGilvery soils throughout most of southern portion of unit. Extremely unstable areas were excluded from the unit (BMP 13.5). North end is loggable (above muskeg), having slopes near 60%.		
Wildlife	Field Review: R. Schmeling 8-10-92	Office Review: R. Fairbanks
Not many animal signs because of steep slopes. Some deer trails around cliffs. Some bear digs in muskeg below unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit reduced in size due to cliffs, unstable areas, and muskeg (10-2-92); and changed to helicopter yarding (10-27-92). Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife.		


# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 208

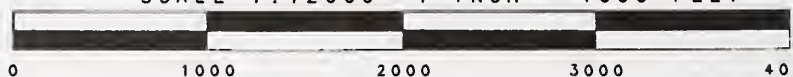
QUAD: B1SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 208	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-134
ACRES: 30	VOL.: 640 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: S. Allen 8-8-92	Office Review: J. Mehrwein
---------------------	-------------------------------	----------------------------

Large rock outcroppings and shallow soils are prevalent. The most steep, unstable rock slopes were removed from the unit. Southern tip of unit (C44) has timber of low productivity. Quality of timber is spotty. Cedar stripping and decline is common, as are pockets of poorly drained soils (bogs). Numerous small drainages run throughout unit. A class II stream runs beneath (south) of unit. The west boundary jogs around muskeg.

Logging/Transportation	Field Review: R. Doering 8-14-92	Office Review: J. Mehrwein
------------------------	----------------------------------	----------------------------

Average construction costs. See road design card. Landing #1 needs guyline extensions to get good stumps. Landing #6 will need rock bolts to guy back to. Good deflection and adequate log decking area.

Watershed/Fisheries	Field Review: G. Jackson 9-12-92	Office Review: T. Stewart
---------------------	----------------------------------	---------------------------

Two class III streams run north to south across the unit. Recommend split yarding away from the slope breaks on these streams to preserve water quality and prevent bank erosion (BMP 13.16).

Soils/Geology	Field Review: G. Jackson 9-12-92	Office Review: T. Stewart
---------------	----------------------------------	---------------------------

The unit is extremely steep with a mantle of loose boulders; fallen, pistot-butted and jack-straw trees are common. All these features indicate instability. The northwest side of the unit is made up of cliffs and slopes greater than 100%. Large boulder blocks the size of cars have calved off the cliffs. This area is extremely unstable. It does not seem feasible to log this side because of breakage. Recommend excluding the northwest side from harvest (BMP 13.5).

Wildlife	Field Review: G. Jackson 9-12-92	Office Review: R. Fairbanks
----------	----------------------------------	-----------------------------

Heavy deer is evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

The unit is on fairly flat ground which is not visible from Sunny Cove, a Visual Priority Use Area. The LTF would be visible. Its visual effects are low profile. Area can be reclaimed after harvest. Extensive harvest activity east of here on private land is visible from this view point. High VAC. Type I EVC. LUD III. Modified Landscape. Modification VQO.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Northwestern portion of unit excluded due to MMI 4 areas (BMP 13.5) Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard Class III streams to slope break. Maintain 100-foot buffer along Class II stream on southwest border. Because of proximity of unit to lakes and saltwater, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.

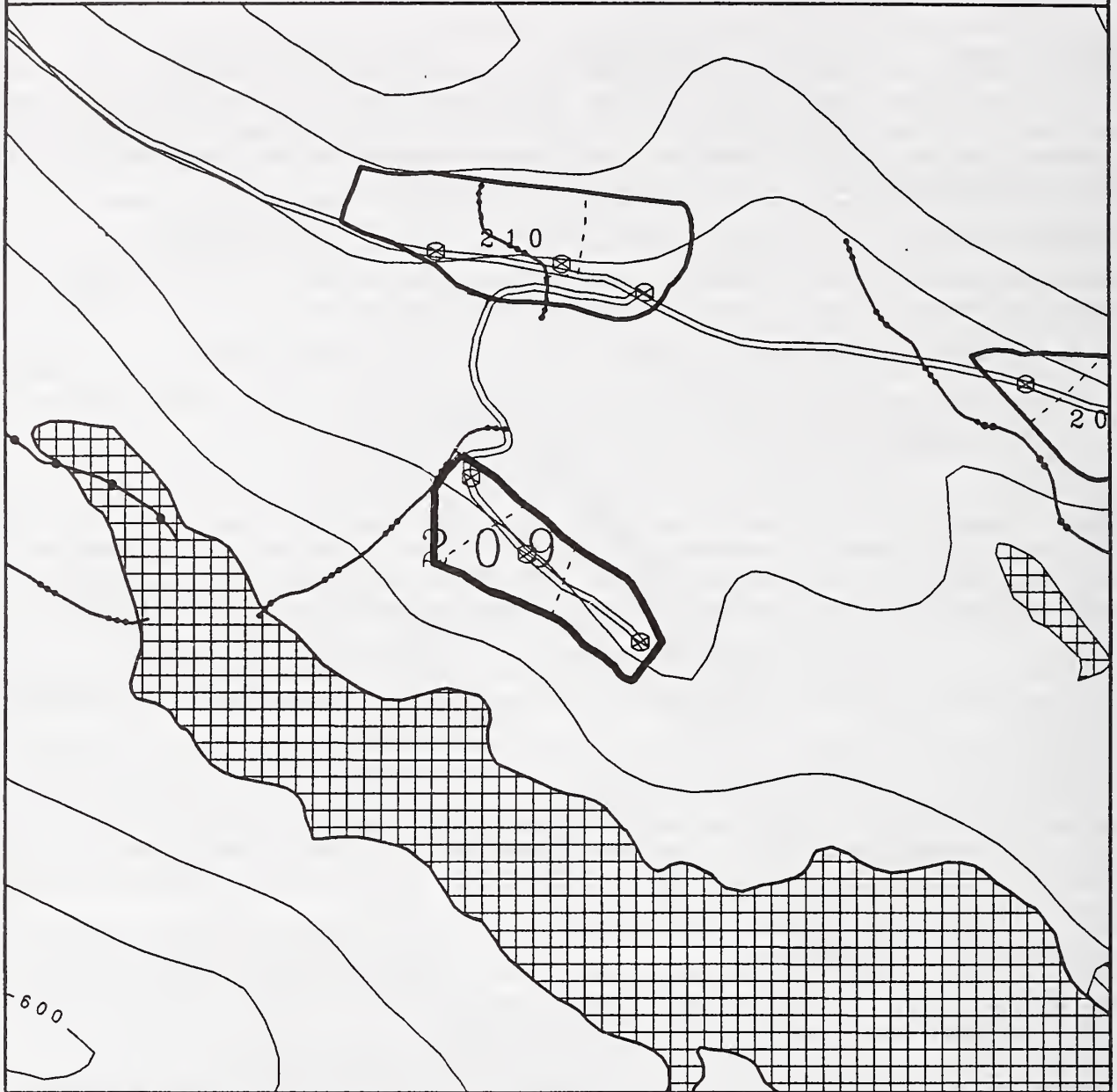











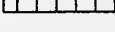

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 209

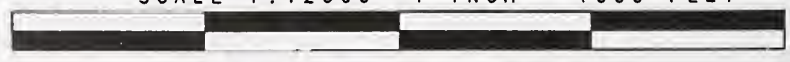
QUAD: B1SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT

## POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 209	QUARTER QUAD: CRGBISW	PHOTO YR/#: 1991/590-133
ACRES: 18	VOL.: 305 MBF	LOGGING SYSTEM: LIVE SKYLINE	

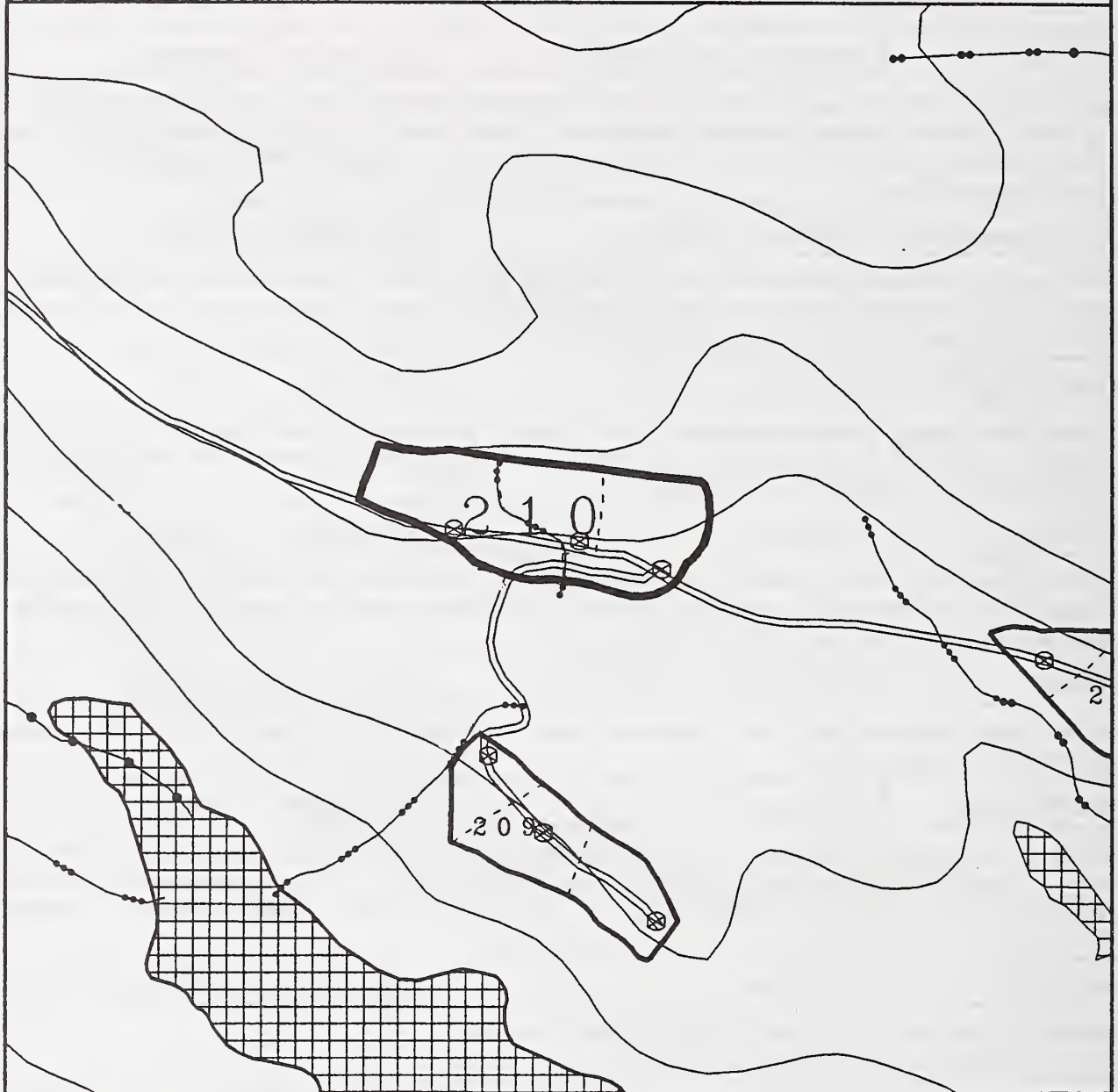
Timber/Silviculture	Field Review: S. Allen 8-8-92	Office Review: J. Mehrwein
Beach is 500' to south. Muskegs lay above N boundary. Numerous drainages, draws, rock outcrops with seeps occur. Rock walls (or bands of rock) run throughout length of unit. Slopes therefore are highly variable from 100% to gentler shelves of 35-50%. Mistletoe in hemlock was noted red cedar was of poor quality overall, majority have stripping and dying in numerous snags.		
Logging/Transportation	Field Review: L.Yu 8-8-92	Office Review: J. Mehrwein
Above average road building, due to rock faces. Require 10% adverse to stay on the bench below the ridge lines. Landings required blasting to create more room for landing of logs. No lack of guyline stumps. All three landings have limited room as result of rock face on the north side of the landings. The landings require blasting.		
Watershed/Fisheries	Field Review: G. Jackson 9-13-92	Office Review: T. Stewart
A small Class III stream crosses the northwest corner of the unit. This stream flows into significant resident and possibly anadromous fish habitat. Recommend split yarding away from the slope break to preserve water quality (BMP 13.16), although this may be difficult due to unit design.		
Soils/Geology	Field Review: G. Jackson 9-13-92	Office Review: T. Stewart
Moderate to very steep slopes. McGilvery soils are minor in extent. Joint-controlled drainage is present in siliceous carbonate rock. Spalled boulders scattered about hillslope. Recommend partial suspension across unit to minimize erosion and mass movement potential (BMP 13.9).		
Wildlife	Field Review: G. Jackson 9-13-92	Office Review: R. Fairbanks
Two deer seen in southwest part of unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
The unit is on fairly flat ground which is not visible from Sunny Cove, a Visual Priority Use Area. The LTF would be visible. Its visual effects are low profile. Area can be reclaimed after harvest. Extensive harvest activity east of here on private land is visible from this view point. High VAC. Type I EVC. LUD III. Modified Landscape. Modification VQO.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. End unit at slope break of Class III stream in northwest corner. Use partial suspension across unit to minimize erosion and mass movement potential. Because of proximity of unit to estuary, evaluate potential for disturbance and restrict harvest activities in areas and during time periods when Vancouver Canada goose nesting or trumpeter swan wintering might be disturbed.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 210

QUAD: B1SW



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET</li> <li> PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0                      1000                      2000                      3000                      4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 210	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-133
ACRES: 28	VOL.: 254 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: S. Allen 8-8-92	Office Review: J. Mehrwein
<p>Top boundary (N) is along ridge, S boundary is muskeg. Slopes are highly variable with up to 100% due to numerous rock outcrops and shelves of 30-50%. West, boggy areas are found throughout. Cedar decline occurs throughout. Gaps in canopy are found and quality and productivity of timber is low to moderate. Predominate plant association is MC/SA. A good amount of lodgepole pine are present.</p>		
Logging/Transportation	Field Review: J. Dalton 8-7-92	Office Review: J. Mehrwein
<p>No concerns with the road. Excellent logging either by HL or R/S. A good quarry location seen above the road. Road notes in file 675-235. Good deflection. 3 landings were located, but since this is a narrow unit, the R/S system will also be sufficient.</p>		
Watershed/Fisheries	Field Review: G. Jackson 9-12-92	Office Review: T. Stewart
<p>One high gradient Class III stream crosses the center of the unit. Recommend split yarding away from stream banks to preserve water quality (BMP 13.16).</p>		
Soils/Geology	Field Review: G. Jackson 9-12-92	Office Review: T. Stewart
<p>Steep slopes and many cliffs. Average slope is approximately 70%, with the maximum slope at 150%. McGilvery soils cover approximately 30% of the unit, mostly in the higher areas. Solution features present.</p>		
Wildlife	Field Review: G. Jackson 9-12-92	Office Review: R. Fairbanks
<p>Deer use is heavy. Numerous bear digs. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard Class III stream through center of unit. Use partial suspension over McGilvery soils areas.</p>		

NO UNIT MAP  
UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 216	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-18
ACRES:	VOL.:	LOGGING SYSTEM:	

Timber/Silviculture	Field Review: T. Pusina 8-8-92	Office Review: J. Mehrwein
<p>This unit has multiple streams that make logging impracticable. Helicopter logging is also not feasible because the v-notches which accompany the streams would create excess breakage. Majority of unit is flat and brushy in the understory. Productivity is medium to high. Two main creeks dissect the unit. The canopy is patchy and therefore the understory is very brushy.</p>		
Logging/Transportation	Field Review: T. Pusina 8-8-92	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review: E. Ablow 8-8-92	Office Review: T. Stewart
<p>There are multiple channels in the unit all flowing into a Class I stream. Recommend dropping unit from further consideration due to the difficulty in maintaining stream channel protection for both water quality and fisheries concerns (BMP 13.16).</p>		
Soils/Geology	Field Review: E. Ablow 8-8-92	Office Review: T. Stewart
There are McGilvery soils and rock outcroppings in the northwest side of unit. Recommend avoiding the area.		
Wildlife	Field Review: E. Ablow 8-8-92	Office Review: R. Fairbanks
<p>Light to moderate deer and bear use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped because of stream concerns (Class I stream, tributaries, V-notches).		



NO UNIT MAP

UNIT DROPPED OR DEFERRED

POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 219	QUARTER QUAD: B1SW	PHOTO YR/#: 1992/590-17
ACRES:	VOL.:	LOGGING SYSTEM:	

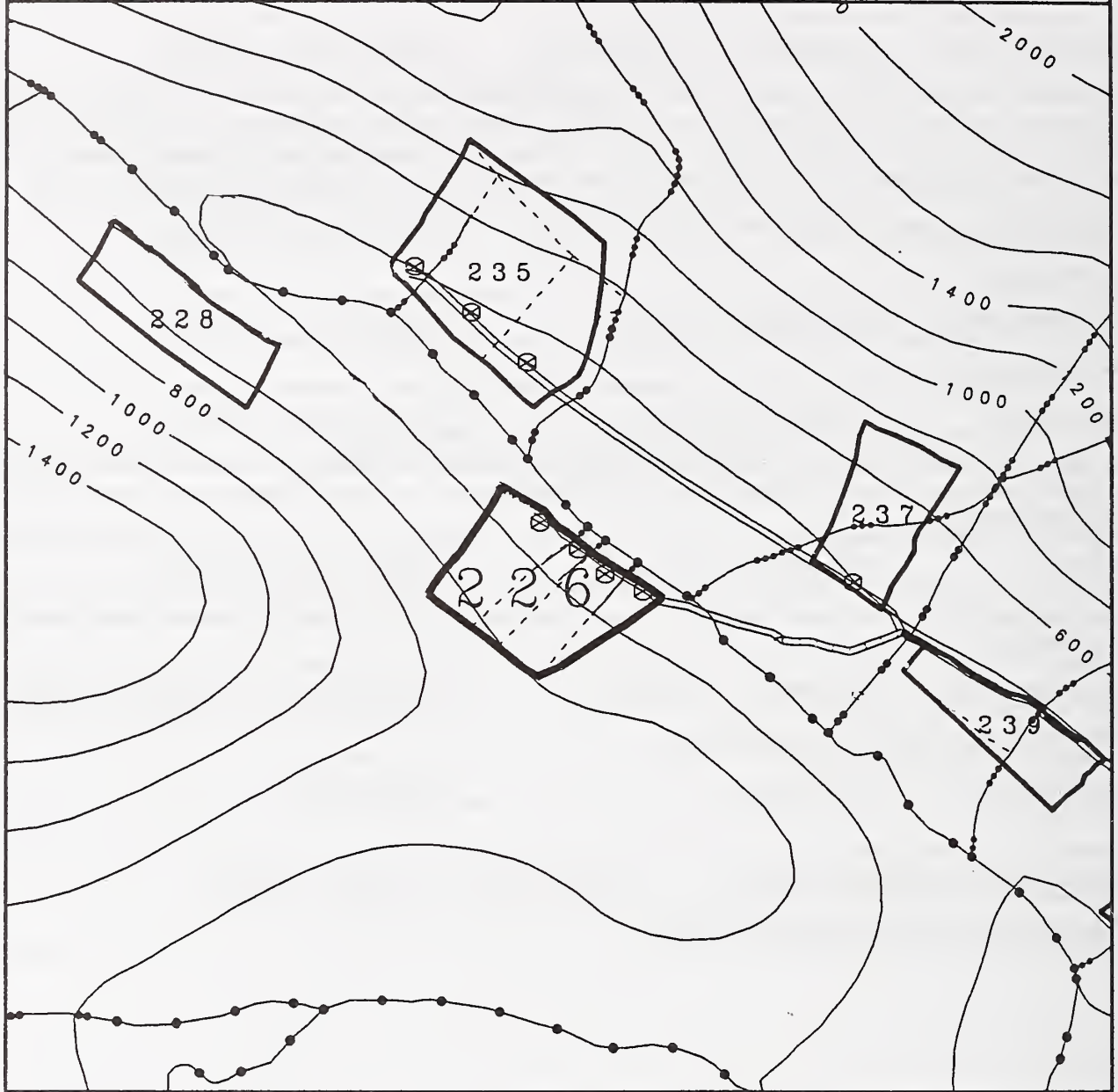
Timber/Silviculture	Field Review: T. Pusina 8-8-92	Office Review: J. Mehrwein
The northern boundary is along a cliff face, the westerly boundary is along a v-notch and class III stream. The southwest boundary is the road. Low volume unit with unstable soils. Eastern portion of unit has very poor quality, unproductive timber. Cedar decline is moderate to severe. The area is boggy. The western portion is moderately productive. There are rock outcroppings and cliffs along the upper and lower boundaries. Soils are shallow throughout most of the unit.		
Logging/Transportation	Field Review: T. Pusina 8-8-92	Office Review: J. Mehrwein
No information.		
Watershed/Fisheries	Field Review: E. Ablow	Office Review: T. Stewart
No streams in unit.		
Soils/Geology	Field Review: E. Ablow	Office Review: T. Stewart
65 percent of the unit is made up of shallow soils (McGilverys) and slopes steeper than 75 percent. There are debris falls and jack straw trees. Two sets of bluffs have rock cliff characteristics. Recommend dropping unit because of slope instability and thin soils.		
Wildlife	Field Review: E. Ablow	Office Review: R. Fairbanks
Little deer sign in unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel routes/use areas.		
Other Resources	Field Review:	Office Review:
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Unit dropped due to MMI 4 and McGilvery soils.		









# POLK INLET PROJECT HARVEST UNIT DESIGN CARD








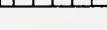
VCU: 675

UNIT: 226

QUAD: B1SW

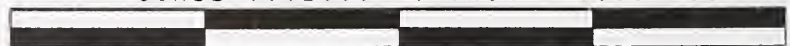


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM
-  EAGLE TREE BUFFER
-  LANDINGS

-  FIELD UNIT BOUNDARY
-  FINAL UNIT BOUNDARY
-  OTHER POLK INLET UNITS
-  SETTING BOUNDARIES
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 226	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-17
ACRES: 18	VOL.: 459 MBF	LOGGING SYSTEM: HIGHLEAD	

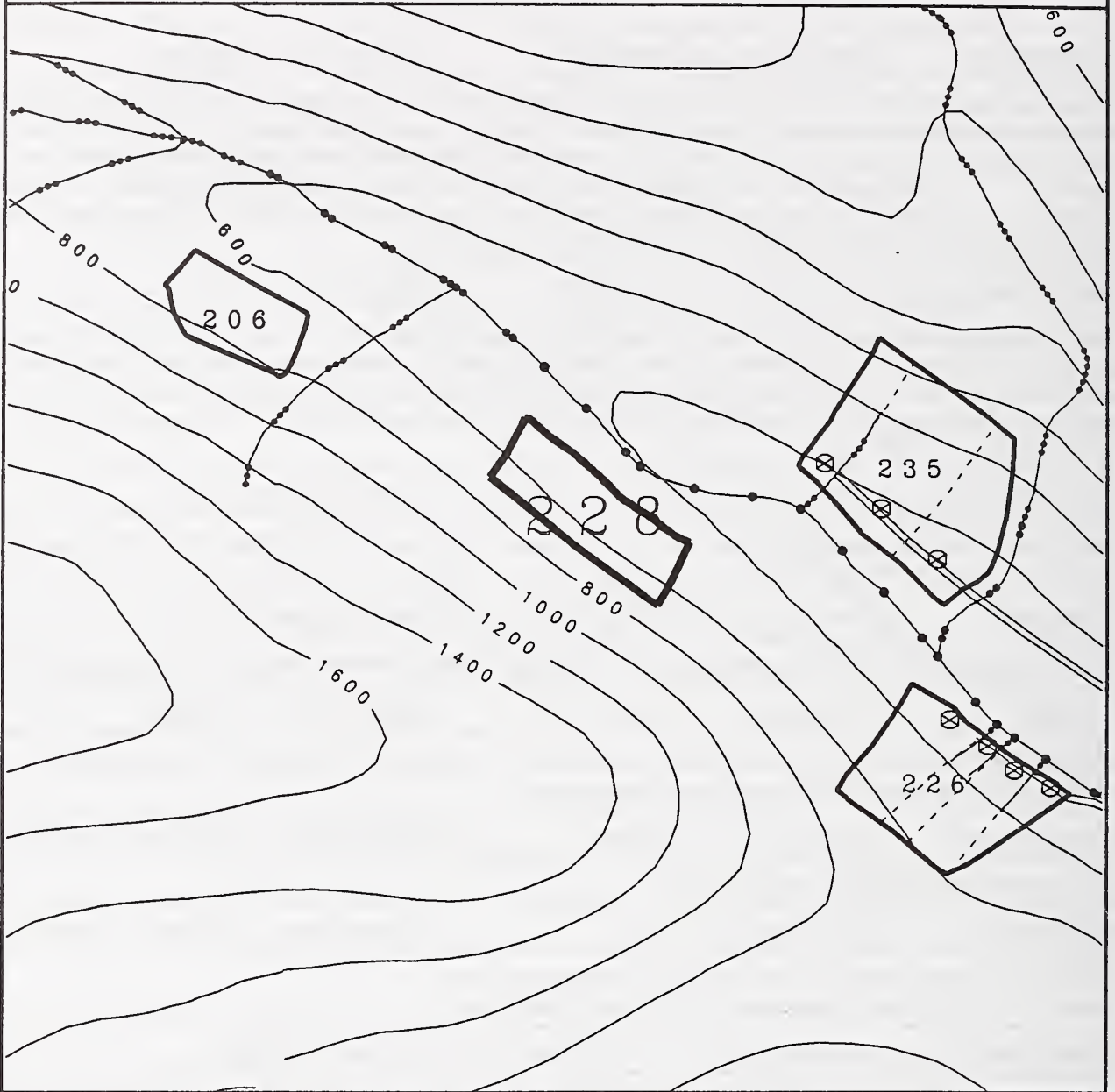
Timber/Silviculture	Field Review: M. White 8-8-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of cedar maybe necessary to maintain current species composition. Predominantly a WH/BB plant assoc. with a variation of WH/BB/DC occurring. 2 small drainages in unit. Care should be taken to minimize debris &amp; sediment in these since they flow directly into a class I stream. Overall great unit. Heavy brush on lower half of unit. Rocks across upper half of unit. 2 small drainages in unit. Care should be taken to minimize debris and sediment since these flow directly into a class I stream. Low volume loss due to B&amp;D and defect. No other real concerns in unit.</p>		
Logging/Transportation	Field Review: J. Dalton 8-13-92	Office Review: J. Mehrwein
<p>The road crosses a class I stream to get into this unit, requiring a 60' bridge. No concerns with logging. The start of this road is a junction at the NW corner of unit 675-239. This segment includes on 60' bridge over a class I stream, otherwise no concerns. Added to the segment cost is one bridge at approximately \$60,000. Road notes in file 675-206. North side of bridge requires 10' footing and fill. One landing is sufficient for this unit. No concerns for the HL logging system.</p>		
Watershed/Fisheries	Field Review: G. Jackson 9-11-92	Office Review: T. Stewart
<p>Three Class III streams appear from springs near lower boundary. Recommend split yarding away from stream banks to preserve water quality (BMP 13.16).</p>		
Soils/Geology	Field Review: G. Jackson 9-11-92	Office Review: T. Stewart
<p>Moderate slopes, stable soils. The average slope is approximately 50% and the maximum slope is approximately 80%.</p>		
Wildlife	Field Review: G. Jackson 9-11-92	Office Review: R. Fairbanks
<p>Numerous bear digs in the lower part of the unit. Light deer use. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard or suspend over Class III streams in unit. Maintain 100-foot minimum buffer along Class I stream along northeastern boundary.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 228

QUAD: B1SW



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM  
EAGLE TREE BUFFER  
LANDINGS



FIELD UNIT BOUNDARY  
FINAL UNIT BOUNDARY  
OTHER POLK INLET UNITS  
SETTING BOUNDARIES  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 228	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-69
ACRES: 11	VOL.: 295 MBF	LOGGING SYSTEM: HELICOPTER	

Timber/Silviculture	Field Review: C. Maloney 8-8-92	Office Review: J. Mehrwein
<p>Top of unit very steep 100-150%, made up of a series of crags. Could only be logged if heli-logged, although much of this area would also be impossible due to breakage. At bottom of unit near creek, unit was not as steep (less than 60%) with the exception of some boulders. Seemed loggable, although I only saw the boundaries. Unit top boundary was placed 5 chains NE, consequently whole unit was shifted 4-5 SE. Top line of boundary went below and above very rough exterior. Small and large rocky crags and cliffs. Very steep 100-150% father down slope in unit. More benches, although most of the S-SW border had large boulders, looked like it would be very high breakage on any logs cut along the boundaries, especially the top. 3 caves were seen along boundaries, 2 were large enough to enter. Near the NW border had water running out of it 1-2 cf/min. The top was very rough and probably not loggable.</p>		
Logging/Transportation	Field Review: C. Maloney 8-8-92	Office Review: J. Mehrwein
<p>No water channels were seen, it seemed likely that the hydrologging of the unit came down the slope under the rock formations. Both crags and boulders. Several cane like areas, many blind leaves. The lower east falling corner for this unit was only 100' from the lower west corner of unit 675-226. This suggests that there is an adjacency problem or the unit is in the wrong spot. (Note on card: Unit boundaries were revised). For this reason we did not locate any landings in this unit and the road segment is included in the 675-206 file. Judging from the concerns of others, this unit should be deferred.</p>		
Watershed/Fisheries	Field Review: G. McNaughton 8-8-92	Office Review: T. Stewart
<p>No streams in unit, but unit has slides, is very unstable, and lies directly above a Class I stream. Flagged buffer along this stream was extended to 150-300 feet to include the floodplain area (BMPs 12.4, 12.6).</p>		
Soils/Geology	Field Review: G. McNaughton 8-8-92	Office Review: T. Stewart
<p>Unit has steep slopes and numerous slides/seeps which resemble streams on aerial photographs. Unit consists of jumbled, cubic boulders with thin soils between them. Most trees occur on these boulders, those in soil are strongly pistol-butted. Small cave-like openings, large cracks, and other solution features occur throughout cliffs on ridgetop above the unit. Recommend helicopter yarding and ensuring upper unit boundary is downslope in more stable areas, or dropping unit from further consideration (BMPs 13.5, 13.9).</p>		
Wildlife	Field Review: G. McNaughton 8-8-92	Office Review: R. Fairbanks
<p>Light-moderate deer use, little bear sign. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Changed to helicopter yarding, and upper unit boundary lowered significantly from that flagged in the field (BMPs 13.5, 13.9). Clearcut using helicopter yarding, leaving nonmerchantable timber and safe snags throughout the entire harvest unit (Type C clearcut), to maintain structure and snags for wildlife. Maintain 150 to 300-foot buffer along Class I stream along northeastern boundary.</p>		

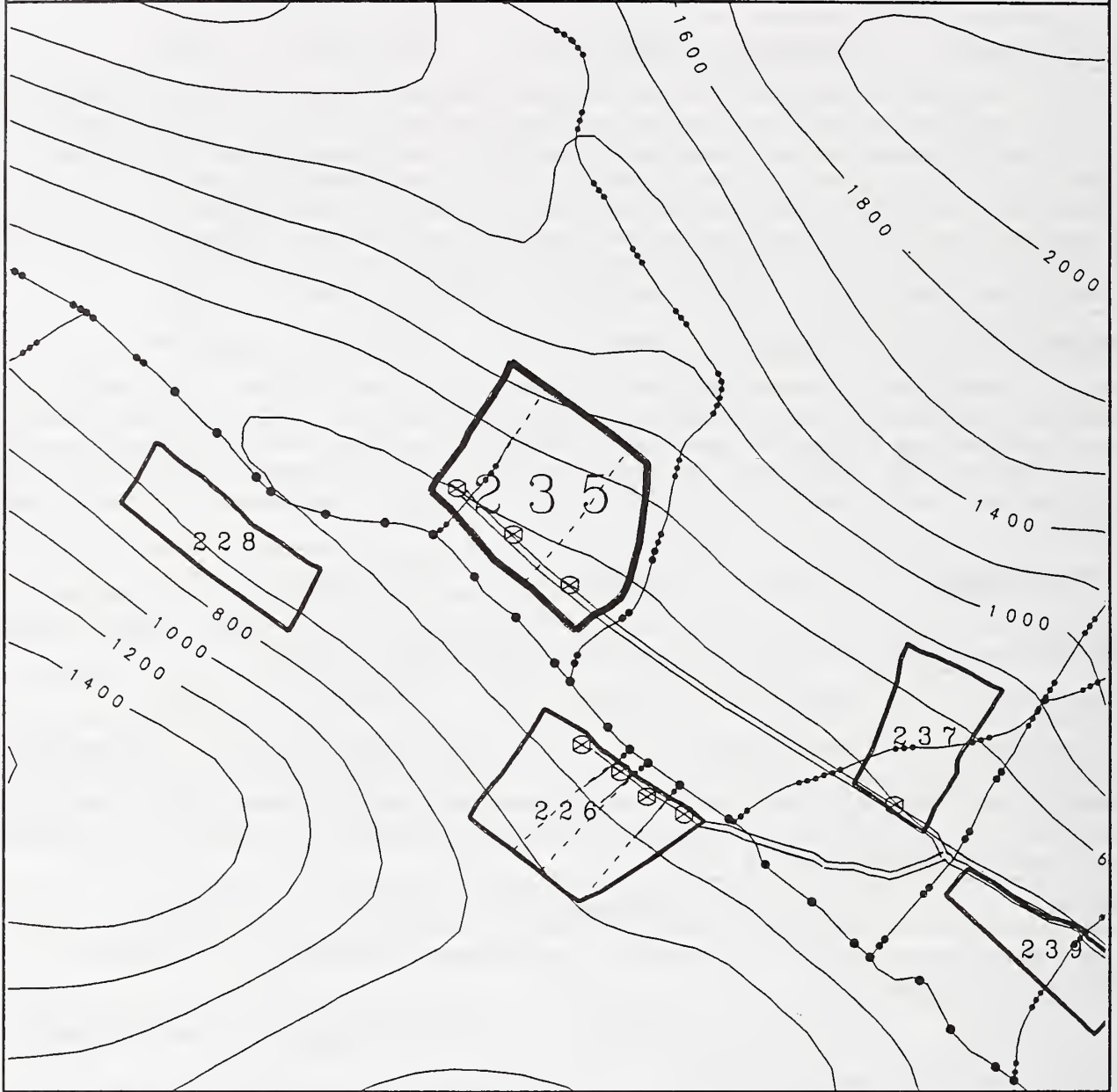




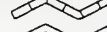


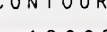
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 235

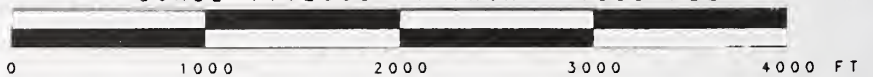
QUAD: B1SW



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 235	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-17
ACRES: 24	VOL.: 628 MBF	LOGGING SYSTEM: HIGHLEAD	

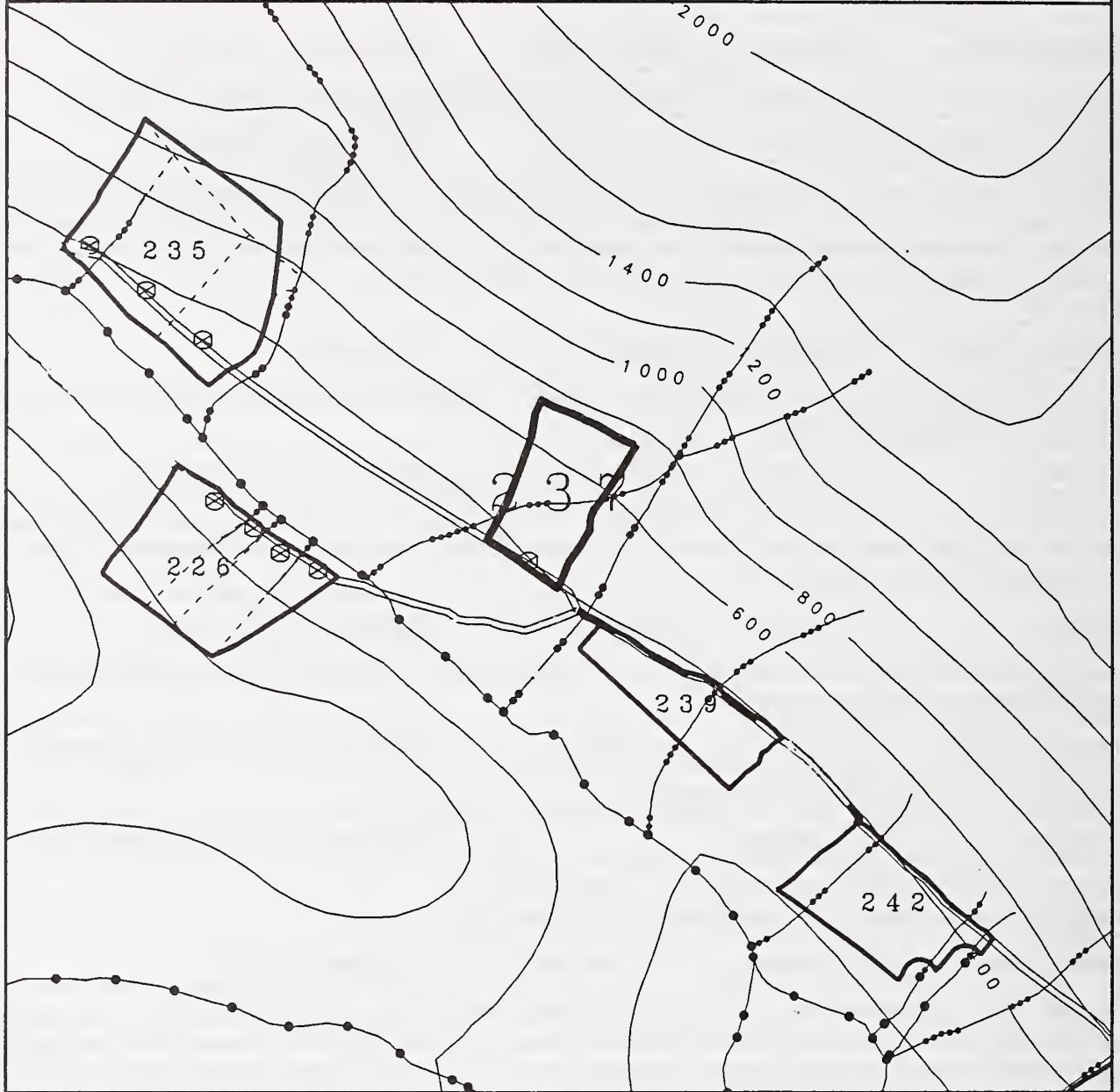
Timber/Silviculture	Field Review: C. Maloney 8-9-92	Office Review: J. Mehrwein
Road is SW boundary. Class II stream is SE boundary. There are some smaller cliffs along NE boundary.		
Logging/Transportation	Field Review: J. Dalton 8-8-92	Office Review: J. Mehrwein
No concerns with the road. Logging this unit won't be difficult because the yarding distances are short (800-900') The road crosses a class II stream on the SE side of unit 675-235. An 8' culvert would be sufficient for this stream, but a wood culvert would be preferred to preserve the natural creek bed. 2 landings for this unit. The road is the lower falling boundary. Logging this unit with the HL system won't be a problem because it is only 800-900' from the road to the upper F.B.		
Watershed/Fisheries	Field Review: G. Jackson 9-11-92	Office Review: T. Stewart
One Class III stream flows across the northwest 1/3 of the unit. Recommend split yarding away from stream banks to preserve water quality (BMP 13.16).		
Soils/Geology	Field Review: G. Jackson 9-11-92	Office Review: T. Stewart
Upper slopes are covered by McGilvery soils, while lower slope are covered by well-developed soils in colluvium. Small cliffs are found along upper boundary. Blowdown is abundant. Upper slopes require partial suspension to reduce erosion and mass movement potential (BMP 13.9).		
Wildlife	Field Review: G. Jackson 9-11-92	Office Review: R. Fairbanks
Dear sign abundant. Bear use apparently light. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard Class III stream in northwest 1/3 of unit. Upper slopes require partial suspension to reduce erosion and mass movement potential. Maintain 100+ foot buffer along Class I stream along southwestern border.		

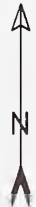

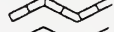


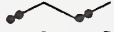
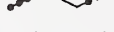








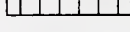
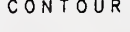
# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 237

QUAD: B1SW



- |   |  |  |
|---|--|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



0 1000 2000 3000 4000 FT



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 237	QUARTER QUAD: CRGC1SW	PHOTO YR/#: 1991/590-17
ACRES: 11	VOL.: 345 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: M. White 8-8-92	Office Review: J. Mehrwein
Slide near NW boundary, v-notch near SE boundary. Recommend clear-cut system. Natural regen of hemlock should be adequate. Planting of cedar maybe necessary to maintain current species composition. Predominantly a 120 plant assoc. site productivity is high. No real concerns. Great Unit. Nice volume of timber. Low volume loss due to B&D and defect. No real concerns. Brush is heavy.		
Logging/Transportation	Field Review: J. Dalton 8-8-92	Office Review: J. Mehrwein
Nice road building on flat ground. One landing required for HL. No concerns with logging. The ground is flat, very good for road building. The road crosses a flood spillway that is 110' wide. The flood spillway consists of small boulders. Road notes in file 675-235. One landing was located for this unit. Deflection is good because the road is on the flats and the unit gradually gets steeper uphill.		
Watershed/Fisheries	Field Review: G. Jackson 9-11-92	Office Review: T. Stewart
There is one Class III stream in the central part of the unit. Recommend split yarding away from the stream to preserve water quality, since it flow directly into a Class I stream (BMP 13.16), although this may be difficult due to unit design.		
Soils/Geology	Field Review: G. Jackson 9-11-92	Office Review: T. Stewart
The slopes are moderately steep, with no signs of instability.		
Wildlife	Field Review: G. Jackson 9-11-92	Office Review: R. Fairbanks
Heavy deer and bear use is evident. A wood frog was observed near the southwest corner of the unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard or suspend over Class III stream through unit.		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 239

QUAD: B1SW



- |   |   |  |
|---|---|--|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM<br> EAGLE TREE BUFFER<br> LANDINGS |  FIELD UNIT BOUNDARY<br> FINAL UNIT BOUNDARY<br> OTHER POLK INLET UNITS<br> SETTING BOUNDARIES<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 239	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-11
ACRES: 8	VOL.: 303 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

Timber/Silviculture	Field Review: M. White 8-8-92	Office Review: J. Mehrwein
---------------------	-------------------------------	----------------------------

Recommend clear-cut system. Natural regeneration of hemlock should be adequate. Planting of cedar maybe necessary to maintain current species composition. Predominantly a WH/BB plant assoc. site productivity is moderate. Some small peak rain season drainages in unit. Care should be taken to minimize debris and sediment in these since they flow directly into a class I stream. Lots of blowdown on SW edge. Unit is moderate to high in volume. Brush is high. Some small patches of kill in unit with no real pattern. Several small drainages (during peak season). Care should be take to minimize debris and sediment since they flow directly into a class I stream. Low volume loss due to B&D and defect.

Logging/Transportation	Field Review: J. Dalton 8-8-92	Office Review: J. Mehrwein
------------------------	--------------------------------	----------------------------

Some steep ground and shat rock on the road location. Deflection is very good for the R/S system. The ground starts out steep but begins to flatten out in this segment. Road notes in file 675-235. This is a narrow unit, yarding is short, deflection is good, so the R/S system is appropriate. The road is the upper falling boundary.

Watershed/Fisheries	Field Review: E. Ablow 9-11-92	Office Review: T. Stewart
---------------------	--------------------------------	---------------------------

A Class III stream flows through the center of the unit and directly into a Class I stream that had pink salmon spawning in it during the survey. Class III stream has high sediment delivery potential to downstream Class I stream. Recommend maintaining buffer wider than crest of bank (BMP 12.6) and split yarding away from stream to protect the downstream Class I stream (BMP 13.16).

Soils/Geology	Field Review: E. Ablow 9-11-92	Office Review: T. Stewart
---------------	--------------------------------	---------------------------

The northern boundary has an unstable channel with large areas of recent deposition. Recommend moving boundary southeast because of instability. The southeast corner has unstable soils and extensive blowdown. There are many seeps on the western boundary. Blowdowns can be found throughout the unit. Recommend avoiding unstable channels and seeps to limit sediment impacts to class I stream.

Wildlife	Field Review: E. Ablow 9-11-92	Office Review: R. Fairbanks
----------	--------------------------------	-----------------------------

Very little deer use evident. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.

Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
-------------------	-------------------------	--------------------------------------

Not visible from priority travel routes/use areas.

Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
-----------------	---------------	---------------------------------------

Cultural - Unit outside of high probability areas for cultural resources.  
Lands - No state/private or encumbered lands occur adjacent to unit.

Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart
--	---------------------------------------

Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard Class III stream that bisects unit and log only to slope break.

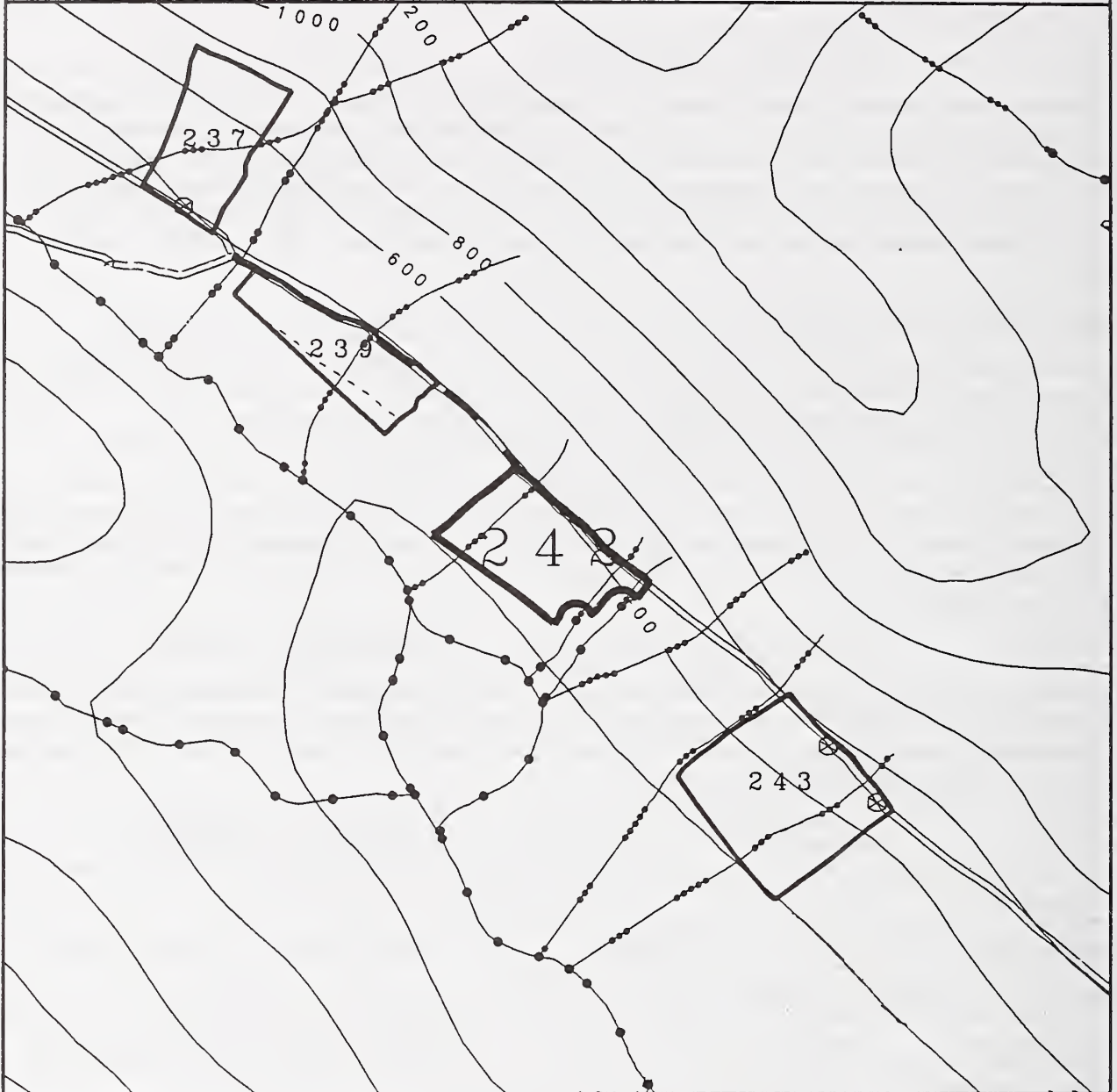




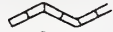
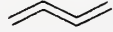


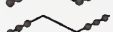










# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 242

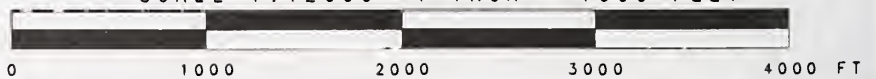
QUAD: B1SW



- |   |  |  |
|---|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET



POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU #: 675	UNIT #: 242	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-17
ACRES: 12	VOL.: 565 MBF	LOGGING SYSTEM: RUNNING SKYLINE	

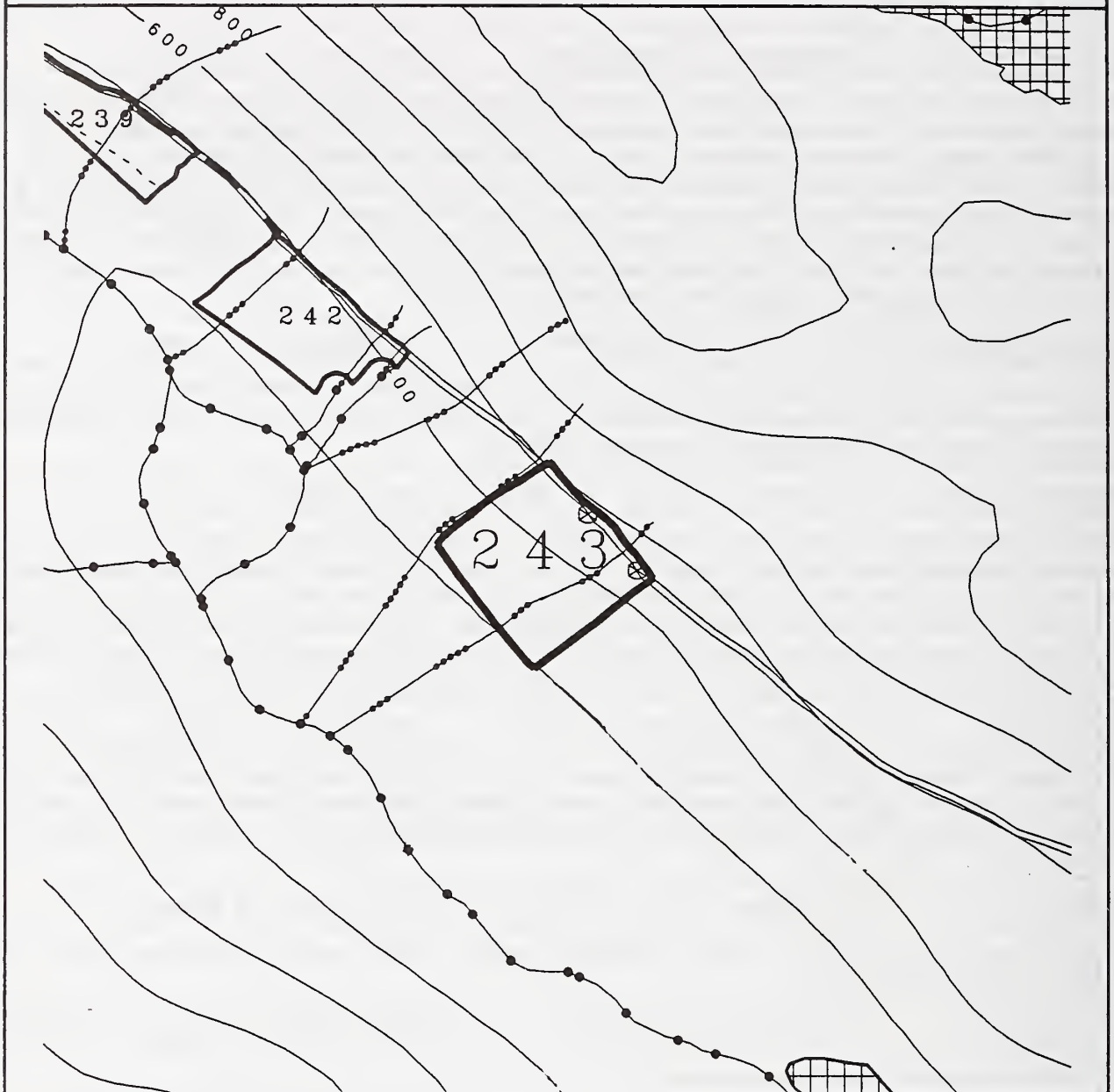
Timber/Silviculture	Field Review: M. White 8-8-92	Office Review: J. Mehrwein
<p>Recommend clear-cut system. Natural regen of hemlock &amp; SS should be adequate. Planting of cedar maybe necessary to maintain current species composition. Site is predominantly a WH/BB/DC with large SS scattered within. Site productivity is high. Some scattered drainages across unit. Care should be taken to control erosion around these since they flow directly in Class I stream during peak rain season. No other real concerns. Class III streams on NW &amp; SE boundary. Slump on middle of NE boundary, mostly outside unit. Nice timber in unit. Large SS and WH make up overstory. Good understory of hemlock. Low amount of volume loss due to defect. Low B&amp;D loss. Some small drainages cross unit. Seem to only flow during peak rain season. Care should be taken around these drainages to keep any debris and sediment out. Drainages flow directly into Class I stream.</p>		
Logging/Transportation	Field Review: J. Dalton 8-7-92	Office Review: J. Mehrwein
<p>Fairly expensive road building, but deflection is very good for the R/S system. The road is the upper falling boundary. Fairly steep ground on this segment, average side slope of 50%. Road notes in file 675-235. This is an ideal R/S unit. Deflection is very good. The road is the upper falling boundary.</p>		
Watershed/Fisheries	Field Review: E. Ablow 9-11-92	Office Review: T. Stewart
<p>There is a Class I stream that has a side channel that flows 100 feet from the southwest boundary. Two streams in the unit flow through the Class I floodplain directly into the Class I stream side channel. Pink salmon carcasses were found 50 feet from the southwest boundary. The streams remain low gradient and accessible to salmon for at least 100-150 feet into the unit. Above that point the streams become high gradient and inaccessible to fish. Recommend split yarding the upper section of the streams to the slope break (BMP 13.16) and moving the southwest boundary up 150 to 200 feet to ensure that both the Class I stream and the lower sections of the Class II stream are preserved (BMP 12.6).</p>		
Soils/Geology	Field Review: E. Ablow 9-11-92	Office Review: T. Stewart
<p>Both stream 1 and stream 2 below the northeast boundary appear unstable and show signs of mass movement. Gradient in this area is over 70 percent. Extra care should be taken to control erosion around unstable drainages to avoid sediment delivery to downstream Class I stream (BMP 13.9). Recommend avoiding slump in the middle of the northeast boundary (BMP 13.5).</p>		
Wildlife	Field Review: E. Ablow 9-11-92	Office Review: R. Fairbanks
<p>Light to moderate deer use observed in unit. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.</p>		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
<p>Not visible from priority travel route/use areas.</p>		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
<p>Cultural - Unit outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to unit.</p>		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
<p>Southeast unit boundary moved away from streams despite being flagged in the field. Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard Class III streams to the slope break. Maintain buffers on Class I and II streams. Avoid slump area in middle of northeast boundary. Recommend partial suspension.</p>		

# POLK INLET PROJECT HARVEST UNIT DESIGN CARD

VCU: 675

UNIT: 243

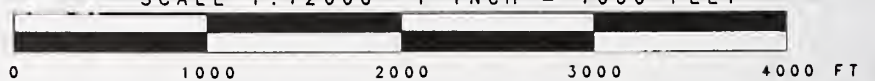
QUAD: B1SW



- |  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> <li> EAGLE TREE BUFFER</li> <li> LANDINGS</li> </ul> | <ul style="list-style-type: none"> <li> FIELD UNIT BOUNDARY</li> <li> FINAL UNIT BOUNDARY</li> <li> OTHER POLK INLET UNITS</li> <li> SETTING BOUNDARIES</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:12000 1 INCH = 1000 FEET





POLK INLET PROJECT HARVEST UNIT DESIGN CARD

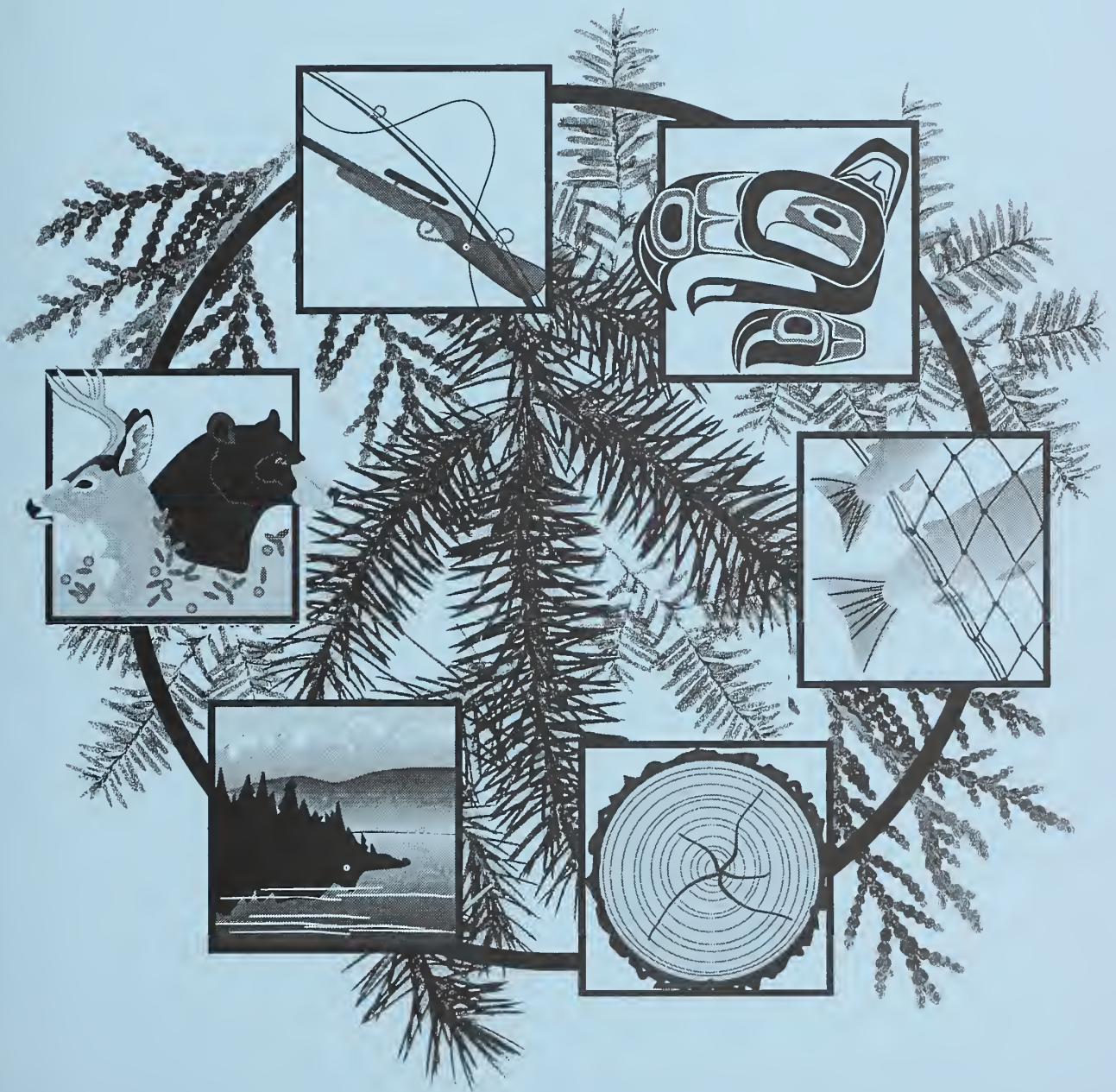
VCU #: 675	UNIT #: 243	QUARTER QUAD: CRGB1SW	PHOTO YR/#: 1991/590-17
ACRES: 19	VOL.: 575 MBF	LOGGING SYSTEM: HIGHLEAD	

Timber/Silviculture	Field Review: T. Pusina 8-8-92	Office Review: J. Mehrwein
The northwest boundary is along a v-notch, fair volume of timber. The prevalent plant association in the unit is WH-RC/SS which is moderately to highly productive. Throughout the unit the understory is very brushy. There are numerous small creeks/draws throughout the lower portion of the unit.		
Logging/Transportation	Field Review: J. Dalton 8-7-92	Office Review: J. Mehrwein
This road goes through steep sidehill and rock. More than average rock cut required. Road notes in file 675-235. One landing was located for this unit on a fairly flat bench. Deflection is very good. HL is preferred over R/S because of the steep ground that most of the road encounters. The road is the upper falling boundary. The northwest boundary is along a v-notch, fair volume of timber. Fairly expensive road building through this unit. Very good logging. HL system should be used, deflection is good.		
Watershed/Fisheries	Field Review: E. Ablow 8-8-92	Office Review: T. Stewart
Class III V-notch stream near center of unit should be split yarded to maintain water quality (BMP 13.16). A second water quality stream forms the western unit boundary.		
Soils/Geology	Field Review: E. Ablow 8-8-92	Office Review: T. Stewart
Observed a small area of hazard soils occur in the SE corner of the unit. Recommend avoiding area (BMP 13.5).		
Wildlife	Field Review: E. Ablow 8-8-92	Office Review: R. Fairbanks
Low-moderate deer use, heavy bear sign. Recommend leaving live reserve trees and snags where possible to maintain habitat structure and snag density.		
Visual/Recreation	Field Review: M. McGown	Office Review: M. Greenig, M. McGown
Not visible from priority travel route/use areas.		
Other Resources	Field Review:	Office Review: J. Lobdell, M. Greenig
Cultural - Unit lies near high probability area for cultural resources. Lands - No state/private or encumbered lands are adjacent to unit.		
Interdisciplinary Team Recommendations	Reviewed By: R. Fairbanks, T. Stewart	
Clearcut, leaving nonmerchantable timber and safe snags along setting boundaries (Type A clearcut), to maintain structure and snags for wildlife. Split-yard Class III stream through unit. Avoid small hazard soils area in southeast corner.		



# Appendix F

## Road Design Cards







**Road Design Cards  
Polk Inlet EIS**



# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10001

VCU: 611/612/613/621

QUAD: B2NW



- |  |  |  |  |
|--|--|--|--|
| <br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>SUBJECT ROAD</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> | <br><br><br><br><br> | <p>POLK INLET HARVEST UNITS</p> <p>EAGLE TREE BUFFER</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|--|--|--|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE

South





POLK INLET PROJECT ROAD DESIGN CARD

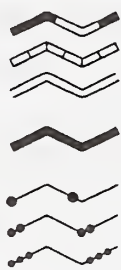
ROAD #: 10001	VCU: 611, 612, 613, 621	LENGTH: 52,271 ft (GIS)
ROAD CLASS: Collector	SERVICE LEVEL: C in VCU's 612, 613; D in VCU's 611, 621	
MAINTENANCE LEVEL: 2 and 1	ACCESS STRATEGY: Encourage to 613-218; Eliminate beyond	
# STREAM CROSSINGS - CLASS I: <u>  2  </u> - CLASS II: <u>  2  </u>		
Roads	Comments By: D. Wilson/R. Doering/J. Mehrwein	
<p>Segment 1: Serves Unit #613-218. Average road costs, 15' pipe arch span and three 8' culverts will be required.</p> <p>Segment 2: Serves Unit #612-213. Average road cost/construction. One 8'cmp, one 12' pipe arch span.</p> <p>Segment 3: Serves Unit #612-207. Easy road building, gentle side slopes averaging +/-20%.</p> <p>Segment 4: Serves Unit #612-202. Easy road building, gentle side slopes average +/-25%.</p> <p>Segment 5: Serves Unit #611-204. Easy road building, gentle slopes averaging +30%-20%. Over 2,000 ft of this segment crosses through logged area. Approximately 1,100 ft of this road section will require widening existing old road grade. Approx. 400 ft of new road (beside the existing road) will have to be built to reduce the steep original grade. Timber in 611-204 can be yarded to mainline by R/S. Average road costs.</p> <p>Segment 6: Serves Unit #611-214. Relatively easy construction. Average road costs. An 18' bridge will be required at station 175+01. Large culvert (5ft) required at 181+89.</p> <p>Segment 7: Average road construction costs with side slopes averaging ±30% for first 2,500 ft. Above average road costs with side slopes averaging ±55% for last 1,700 ft. Contains some boulder (2'-3') sections.</p> <p>Segment 8: Serves Unit #621-291. Average road costs with side slopes averaging ±30%. 72" CMP needed at station 311 + 42; 15' Bridge at station 334 + 78 and a 60" CMP at station 349 + 84. There is a 300 ft. section which contains 2-3 ft. boulders.</p> <p>Segment 9: Serves Unit #621-308. Generally average road costs. 800 ft. section in middle of segment with higher road costs due to broken ground. 15 ft. bridge required at station 11+81 on spur in unit.</p>		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
<p>Coho and sockeye introduced to Old Franks drainage. The two Class I streams crossed by the road require a construction timing window of June 1 to September 1. These species are newly introduced to the system, however, and site specific investigation by a fisheries biologist immediately prior to construction may indicate the absence of salmon in these streams so that the timing window would be unnecessary.</p> <p>No timing restrictions are necessary at Class II stream crossings, but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).</p>		
Soils/Geology	Comments By: T. Stewart	
<p>All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). During bridge installation, erodible material will not be deposited in live streams and sediment laden water pumped away from foundation excavation will be pumped to settling areas identified during final design (BMP 14.17).</p>		
Wildlife	Comments By: R. Fairbanks	
<p>Road approaches within 1/2 mile of a potential eagle nest site along Segments 7 and 8. If nest site is active, follow the interagency agreement with U.S. Fish and Wildlife Service during construction. Road avoids beach and estuarine fringe buffers. Potential goshawk sitings have occurred in the Old Franks drainage. Conduct goshawk surveys in Old Franks drainage, prior to road construction.</p>		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10001

VCU: 611/612/613/621

QUAD: B2NW

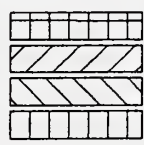


EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD

CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER



LAKES, PONDS, OCEAN  
SECONO GROWTH 0-10 YRS OLO  
SECONO GROWTH 11 YRS PLUS  
OLD BURNS AND SLIOES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



North

0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD  
continuation

ROAD #: 10001	VCU: 611, 612, 613, 621	LENGTH: 52,271 ft (GIS)
ROAD CLASS: Collector	SERVICE LEVEL: C in VCU's 612, 613; D in VCU's 611, 621	
MAINTENANCE LEVEL: 2 and 1	ACCESS STRATEGY: Encourage to 613-218; Eliminate beyond	
# STREAM CROSSINGS - CLASS I: <u>  2  </u> - CLASS II: <u>  2  </u>		
Visual/Recreation		Comments By: M. McGown/M. Greening
<p>No visual effects from Priority Travel Routes/Use Areas in VCU 613. The road will not be visible in VCU's 612 or 611, but clearing for the road will create a notch in the ridgeline where it crosses from 612 to 611. In VCU 621, partial cutting in units 291 and 308 will reduce visibility of the road. The road will make a small contribution to cumulative effects in these VCU's. Recommend keeping new Road from existing road to Harvest Unit 613-218 open upon completion of harvest activities. Road Uphill from Harvest Unit 613-218 would be closed upon completion of harvest activities. Parking for 3-4 cars would be located by road engineer with approval of USFS recreation specialist to allow access to Upper Old Franks Lake. All road construction slash and debris will be buried in road prism or hauled to disposal area.</p>		
Other Resources		Comments By: J. Lobdell/M. Greenig
<p>Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to the road.</p>		

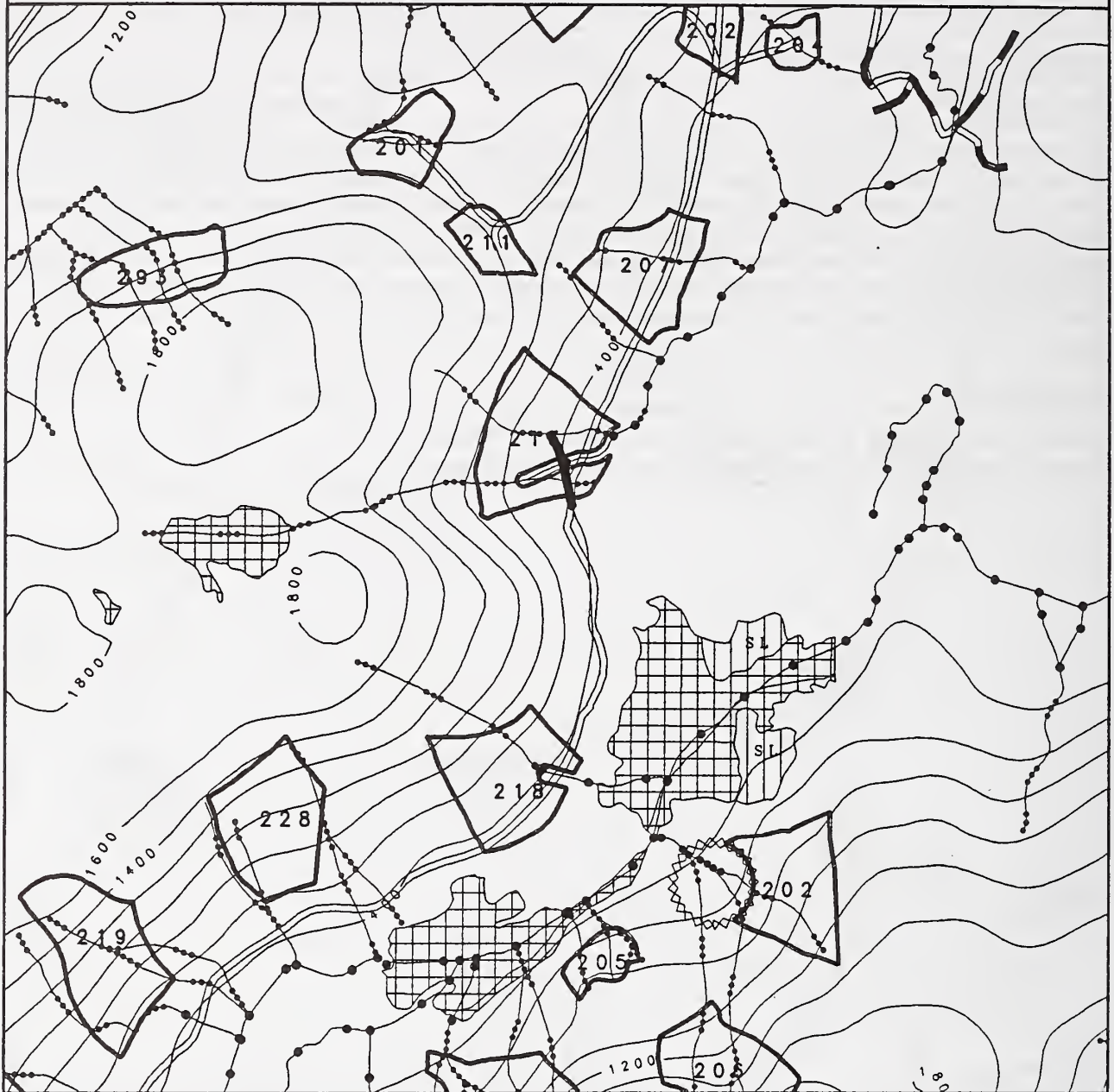
















# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10002

VCU: 612

QUAD: B2NW



- |   |   |   |
|---|---|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> MARBLED MURRELET BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10002	VCU: 612	LENGTH: 1,166 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  1  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: R. Doering/J. Mehrwein	
Serves Unit #612-213. Average road cost/construction.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
Small spur off main Old Franks Creek road. Coho and sockeye introduced to the system. Class I road crossing requires a construction timing window of June 1 to September 1. These species are newly introduced to the system, however, and site specific investigation by a fisheries biologist immediately prior to construction may indicate the absence of salmon in these streams so that the timing window would be unnecessary.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers. Conduct goshawk surveys prior to road construction.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10005

VCU: 612

QUAD: B2NW



- |  |  |   |
|--|--|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|--|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                    1/2                    1                    1 1/2                    2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10005	VCU: 612	LENGTH: 1,505 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: D. Wilson/J. Mehrwein	
Serves Unit #612-204. Easy road construction, gentle slopes averaging $\pm 20\%$ .		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




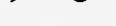

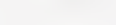

# POLK INLET PROJECT ROAD DESIGN CARD


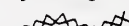


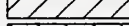

ROAD: 10006

VCU: 611/612

QUAD: B2NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10006	VCU: 611, 612	LENGTH: 8,445 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: R. Doering/J. Mehrwein	
<p>Segment 1: Serves Unit #612-202. Easy road building, gentle side slopes averaging +/-25%.</p> <p>Segment 2: Serves Unit #612-211. Ave. road costs, mostly climbing road on gentle side slope.</p> <p>Segment 3: Serves Unit #611-201. Lots of rock-steep lower slope (&gt;50%), some benches, but numerous rock knobs need to be blown in between.</p>		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Rock knobs may require end-haul of waste (BMP 14.7).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
This is the most visible road segment in VCU 611. It is visible from the Alaska Marine Highway route near Hollis. Much of the contrast in line and color due to road construction will be reduced by maintaining a variable width buffer along the stream north of the road. Stopping the road part way through unit 201 would further reduce the visual effects.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		



# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10007

VCU: 612

QUAD: B2NW



- |  |  |  |   |
|--|--|--|---|
|  | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>SUBJECT ROAD</p> | <p>POLK INLET HARVEST UNITS</p> <p>MARBLED MURRELET BUFFER</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> | <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> |
|--|--|--|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

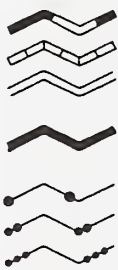
ROAD #: 10007	VCU: 612	LENGTH: 467 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Mehrwein	
Serves Unit #612-211. Ave. road costs, mostly climbing road on gentle side slope.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
The clearing for the road may be visible as a notch in the tree line which forms the horizontal line from the Alaska Marine Highway route. The highest elevation part of the road may be visible. The main visual impacts will be due to contrast in line and color. Leaving brush and unmerchantable timber along the road will help reduce the contrast and help meet the VQO.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

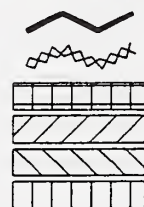
ROAD: 10008

VCU: 611

QUAD: B2NW



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10008	VCU: 611	LENGTH: 706 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: D. Wilson/J. Mehrwein	
Serves Unit #611-214. Relatively easy construction. Average road costs.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). During bridge installation, erodible material will not be deposited in live streams and sediment laden water pumped away from foundation excavation will be pumped to settling areas identified during final design (BMP 14.17).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
There will be no visual effects from Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10009

VCU: 621

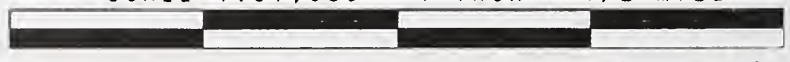
QUAD: B2NW



- |   |   |   |
|---|---|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10009	VCU: 612	LENGTH: 280 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: L. Yu/J. Mehrwein	
Serves Unit #621-308. No special concerns noted.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
Unit 621-308 is scheduled to be partial cut. This will eliminate most of the visual effects from the road construction.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		



# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10010

VCU: 611

QUAD: B2NW



- |   |  |   |
|---|--|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10010	VCU: 611	LENGTH: 3,406 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: R. Doering/J. Mehrwein	
Serves Unit #611-215. Average road construction. 1000' of 10% adverse to get down on flat from mainline road.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
Road crosses stream with floodplain which requires placement of culverts on each side of stream to pass flood flows.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road approaches within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
There will be no visual effects from Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




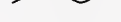



# POLK INLET PROJECT ROAD DESIGN CARD



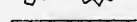



ROAD: 10011

VCU: 611

QUAD: B2NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

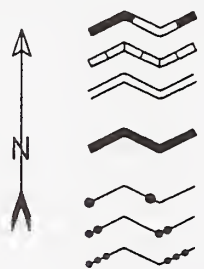
ROAD #: 10011	VCU: 611	LENGTH: 2,796 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Eliminate	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: R. Doering/J. Mehrwein	
Serves Unit #611-207. Ave. road construction and cost. One 3' cmp required with an 8' fill over.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road approaches within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
There will be no visual effects from Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		








# POLK INLET PROJECT ROAD DESIGN CARD






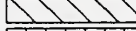
ROAD: 10012

VCU: 613

QUAD: B2NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  MARBLED MURRELET BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10012	VCU: 613	LENGTH: 4,010 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  2  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: L. Yu/J. Mehrwein	
Serves Unit #613-216. Two bridges: one of 24 ft. span and a second of 22 ft. span.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
Spur off main Old Franks Creek road. Coho and sockeye introduced to the system. Class I road crossing requires a construction timing window of June 1 to September 1. These species are newly introduced to the system, however, and site specific investigation by a fisheries biologist immediately prior to construction may indicate the absence of salmon in these streams so that the timing window is unnecessary.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers. Probable goshawk sitings were recorded near this road. Conduct goshawk surveys prior to road construction.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Field Review:	Comments By: J. Lobdell/M. Greenig
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

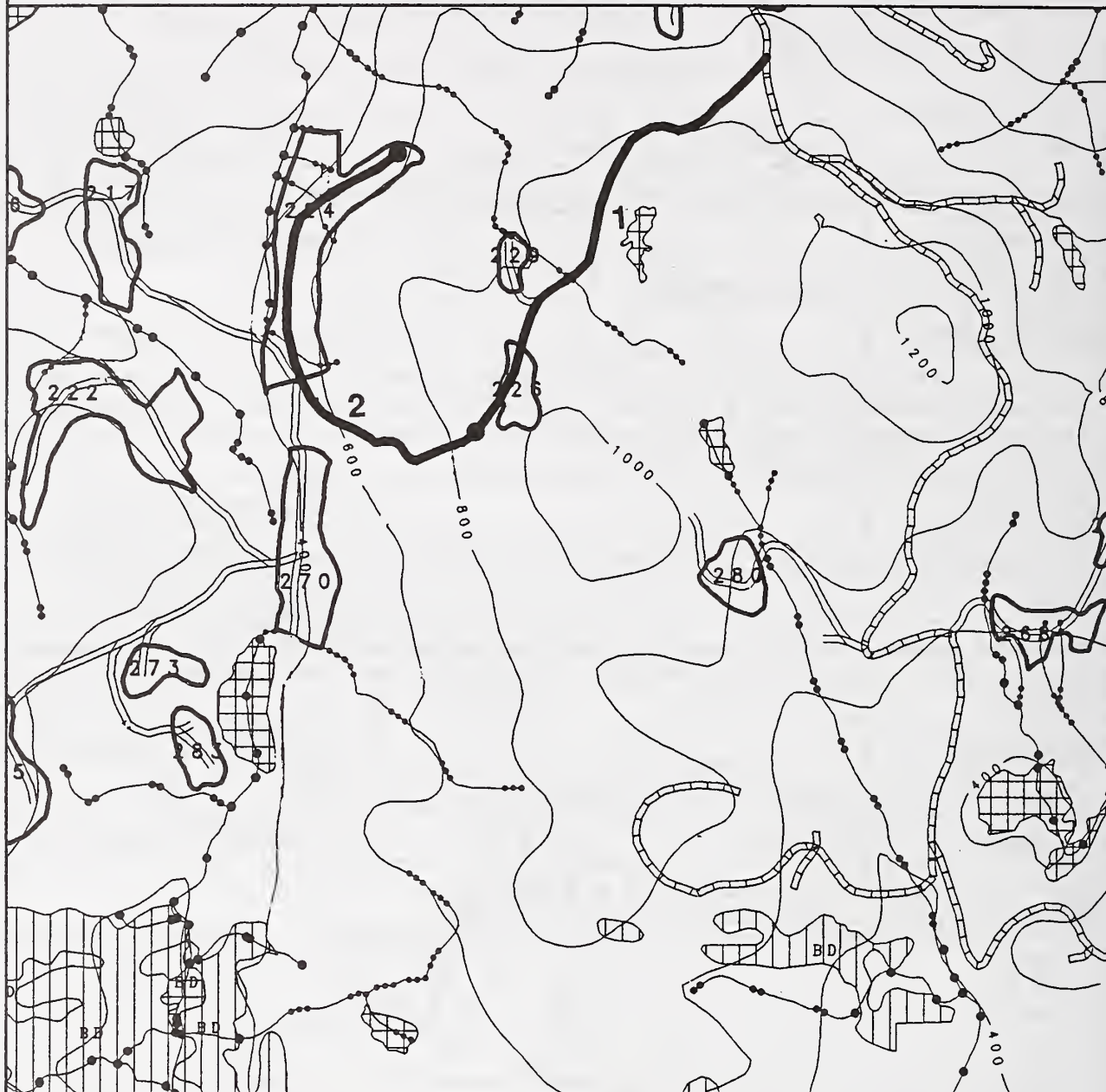


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10013

VCU: 612

QUAD: B2NE



- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET
- PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

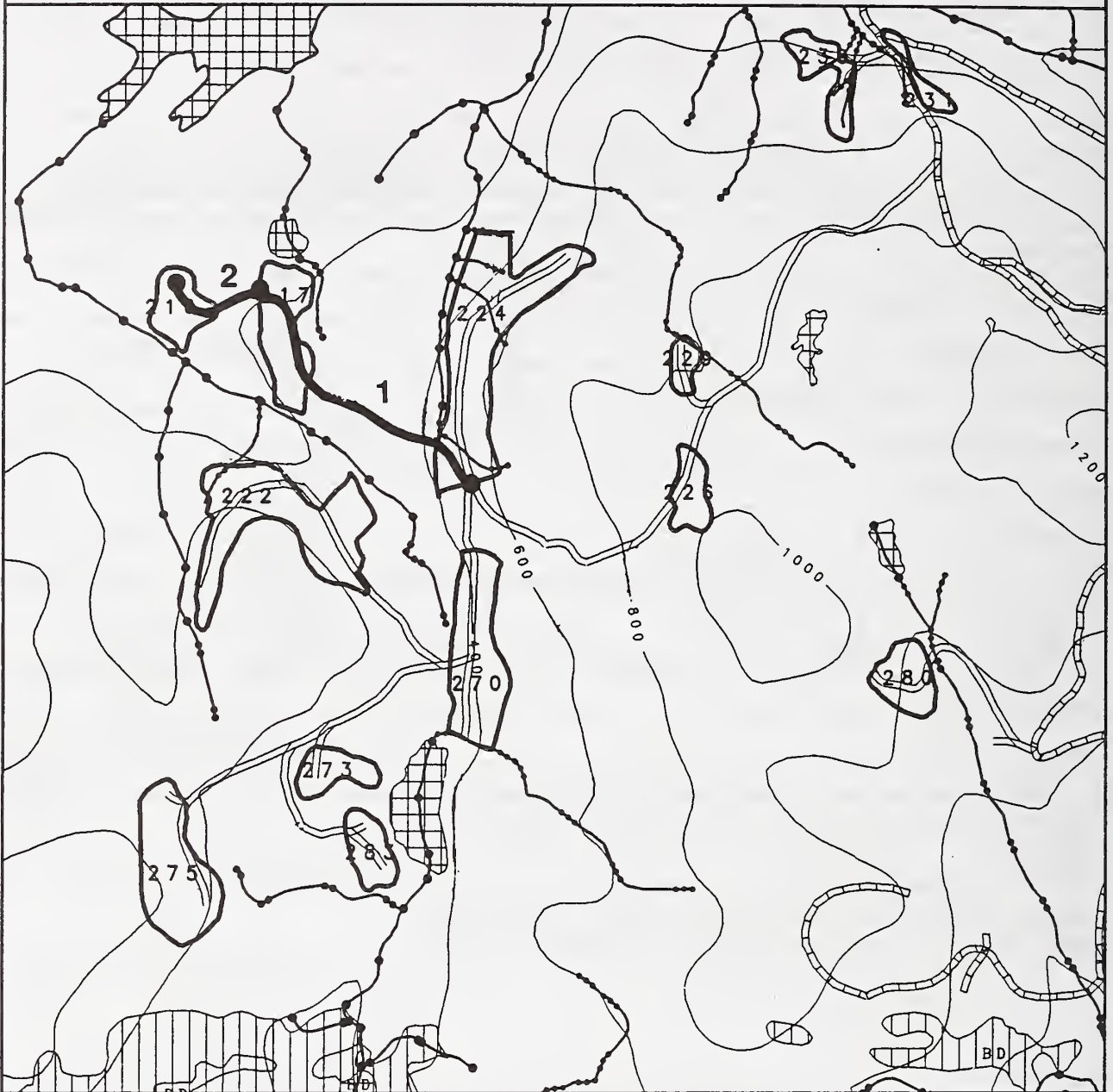
ROAD #: 10013	VCU: 612	LENGTH: 15,012 ft (GIS)
ROAD CLASS: Collector	SERVICE LEVEL: C	
MAINTENANCE LEVEL: 2	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: D. Barker/J. Dalton/L. Yu/J. Mehrwein	
<p>Segment 1: Serves Unit #612-226. Easy road building. Flat ground, mostly muskeg with some yellow cedar-mtn. hemlock rocky knolls. Adverse required to get from the lake down to the flats, and from 612-226 down to the west end of segment.</p> <p>Segment 2: Serves Unit #612-224. \$145,000/mile road construction cost. Steep adverse required to access all the units on the east side of the quad.</p>		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
A notch in the tree line may be visible from the Alaska Marine Highway Route. This area is in the background distance zone from the ferry route. The visual effect would be minimal.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10014

VCU: 612

QUAD: B2NE



- ↑
- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

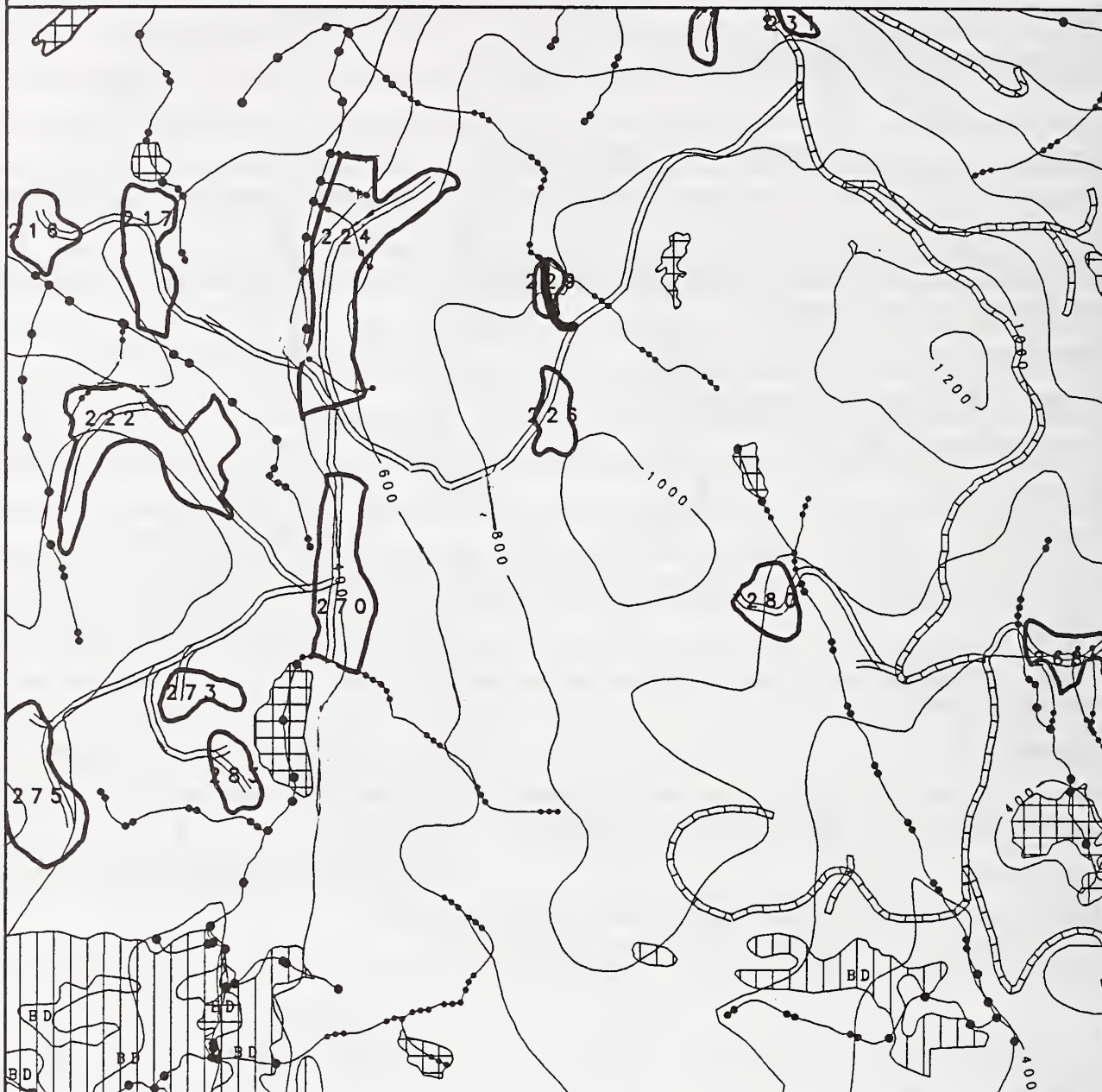
ROAD #: 10014	VCU: 612	LENGTH: 6,477 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: C	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Dalton/J. Mehrwein	
<p>Segment 1: Serves Unit #612-217. No concerns with the road. 10% adverse used to get from the flats up the sidehill to the junction.</p> <p>Segment 2: Serves Unit #612-216. The terrain is not very steep, and road building costs will be average. There was a saddle between units #612-216 &amp; 217 which required favorable grade to get down and adverse to get out of the saddle. Although there were short pitches.</p>		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
Portions of this road may be glimpsed from the Alaska Marine Highway Route. The area is in the background distance zone from the ferry route. The visual effects would be minor.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
<p>Cultural - Road lies adjacent to high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10015

VCU: 612

QUAD: B2NE



- ↑
- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10015	VCU: 612	LENGTH: 1,219 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Dalton/J. Mehrwein	
Serves Unit #612-229. First half of road through muskeg. A favorable pitch of 10% was used to get the road on top of the hill. The road ends on the crest of the hill.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
A portion of this road may be glimpsed from the Alaska Marine Highway Route. The view would be in the background distance zone. Visual effects would be minimal.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

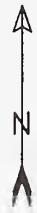
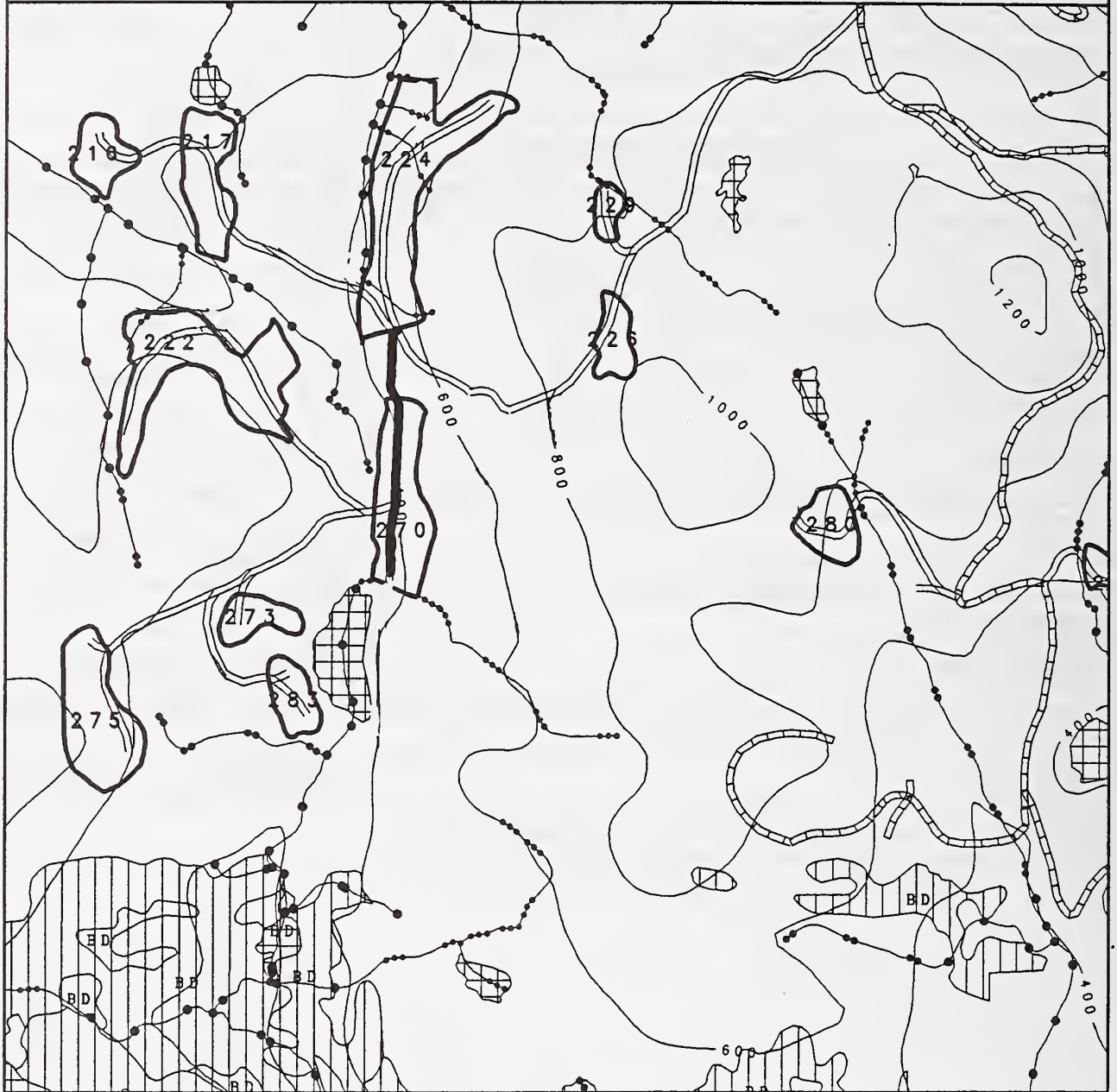





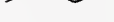



# POLK INLET PROJECT ROAD DESIGN CARD



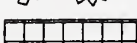
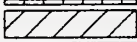


ROAD: 10017

VCU: 612/613

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680      1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

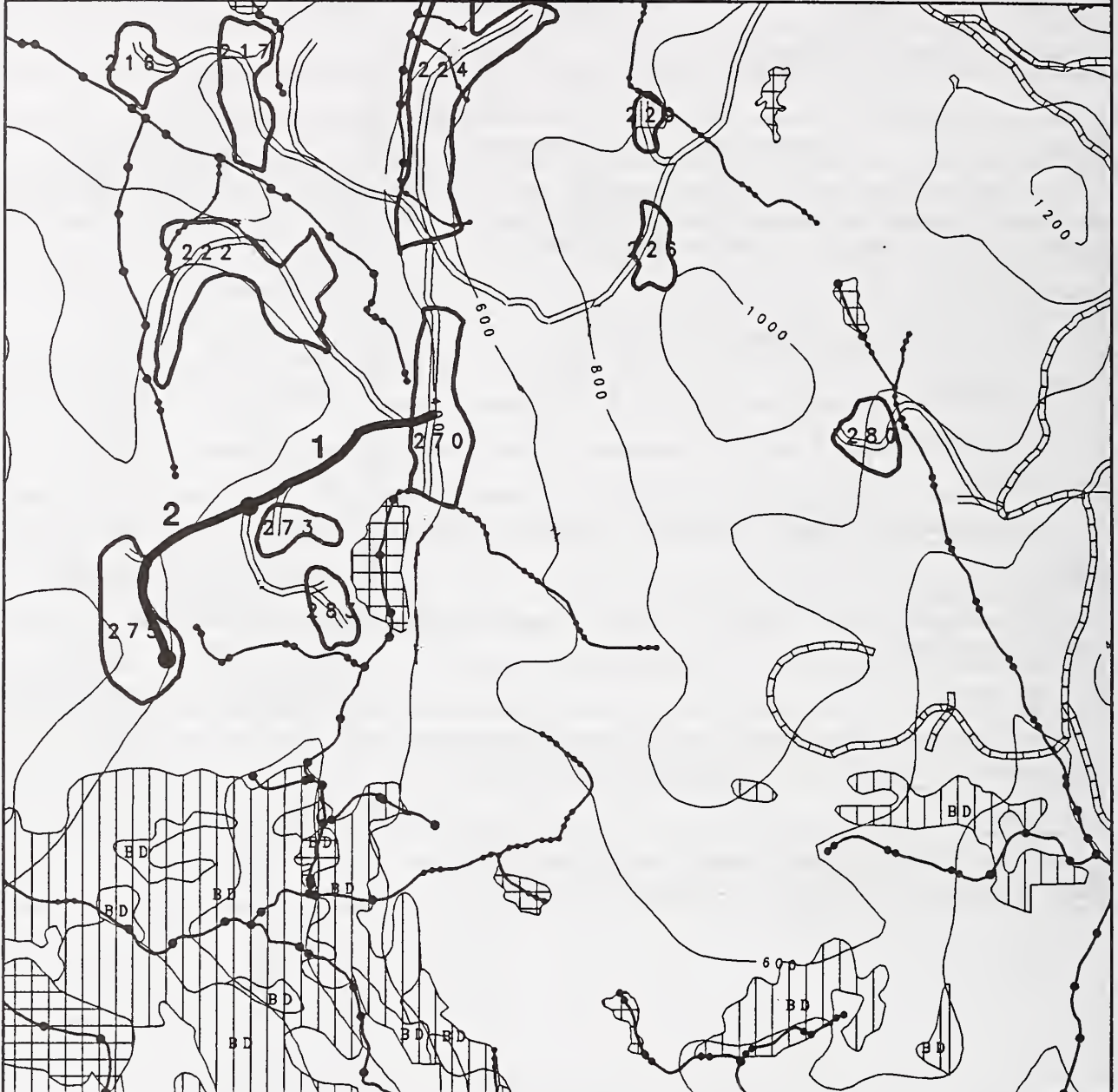
ROAD #: 10017	VCU: 612, 613	LENGTH: 3,926 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Dalton/J. Mehrwein	
Serves Unit #613-270. The unit was cut short north of the lake, however, the road was located to the south end of the lake anyway. This unit is an excellent R/S unit. The road begins with a 5% adverse switchback. There is one V-notch requiring 10 ft. of fill; otherwise no concerns with this road.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
A portion of this road may be glimpsed from the Alaska Marine Highway Route. The main effect would create a notch in the tree line on the horizon. The visual effects would be minor.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10018

VCU: 612/613

QUAD: B2NE



- |                              |  |                      |  |
|------------------------------|--|----------------------|--|
| <br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>SUBJECT ROAD</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> | <br><br><br><br><br> | <p>POLK INLET HARVEST UNITS</p> <p>EAGLE TREE BUFFER</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|------------------------------|--|----------------------|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

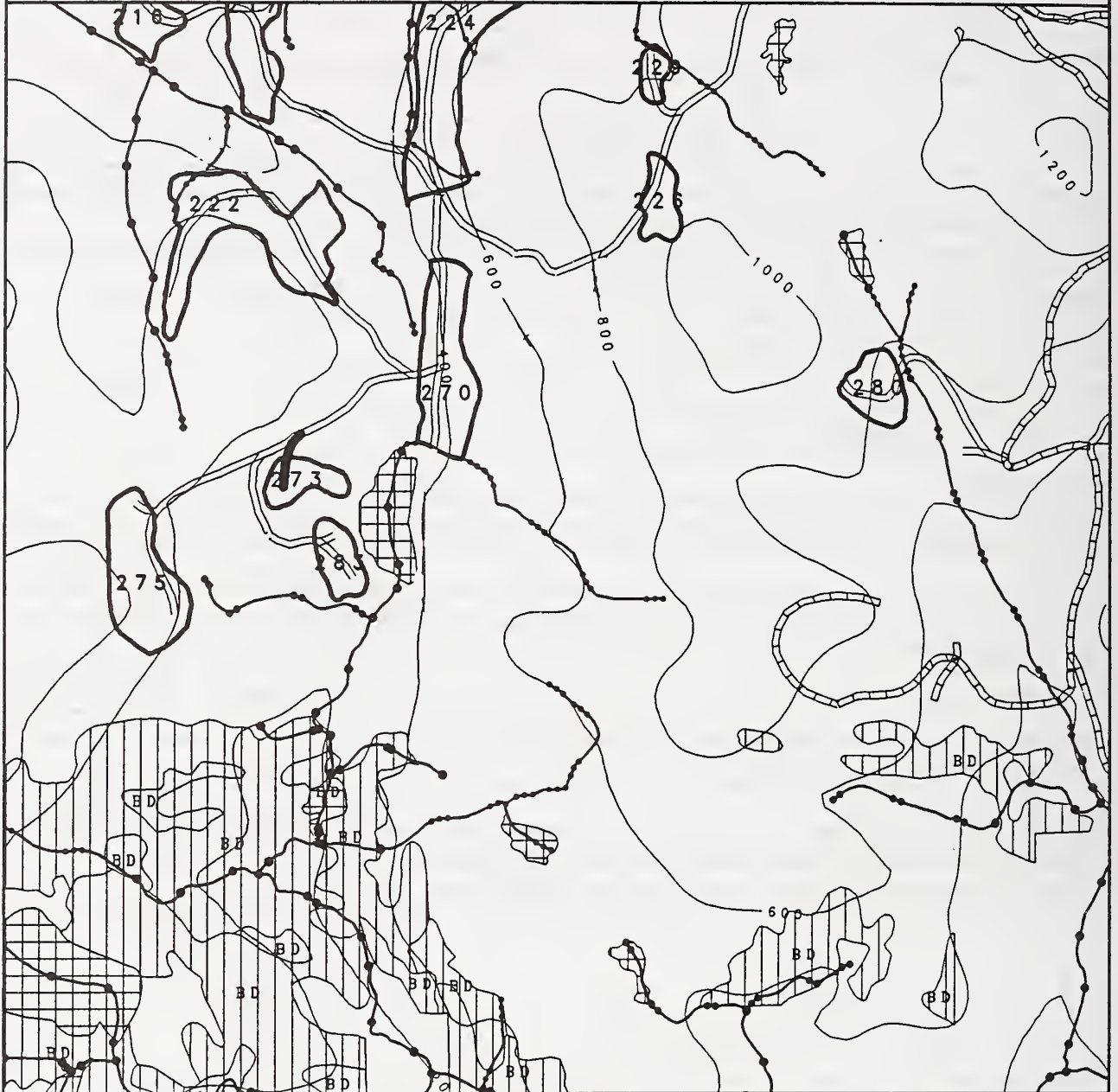
ROAD #: 10018	VCU: 612, 613	LENGTH: 6,839 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: L. Yu/J. Mehrwein	
Segment 1: Serves Unit #613-273. Good road building in fairly flat ground. A landing spur (Road #10019) was used for unit 613-273 to avoid crossing a canyon and to eliminate some adverse grade. Segment 2: Serves Unit #613-275. Easy road building in flat ground. A 400 foot landing spur was added (Road #10022).		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
Portions of this road may be glimpsed from the Alaska Marine Highway Route. The road is in the background distance zone. Visual effects would be minor.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




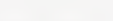




# POLK INLET PROJECT ROAD DESIGN CARD




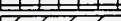


ROAD: 10019

VCU: 613

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET
-  PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10019	VCU: 613	LENGTH: 914 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Dalton/J. Mehrwein	
Serves Unit #613-273. Good road building in fairly flat ground. This landing spur was used for unit 612-273 to avoid crossing a canyon with Road #10018 and to eliminate some adverse grade.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
This road may be visible as a notch in the tree line on the horizon. The visual effects would be seen from the background distance zone along a part of the Alaska Marine Highway Route. The visual effects would be minor.		
Other Resources	Comments By: R. Fairbanks	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

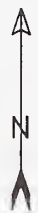









# POLK INLET PROJECT ROAD DESIGN CARD



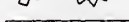



ROAD: 10020

VCU: 613

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

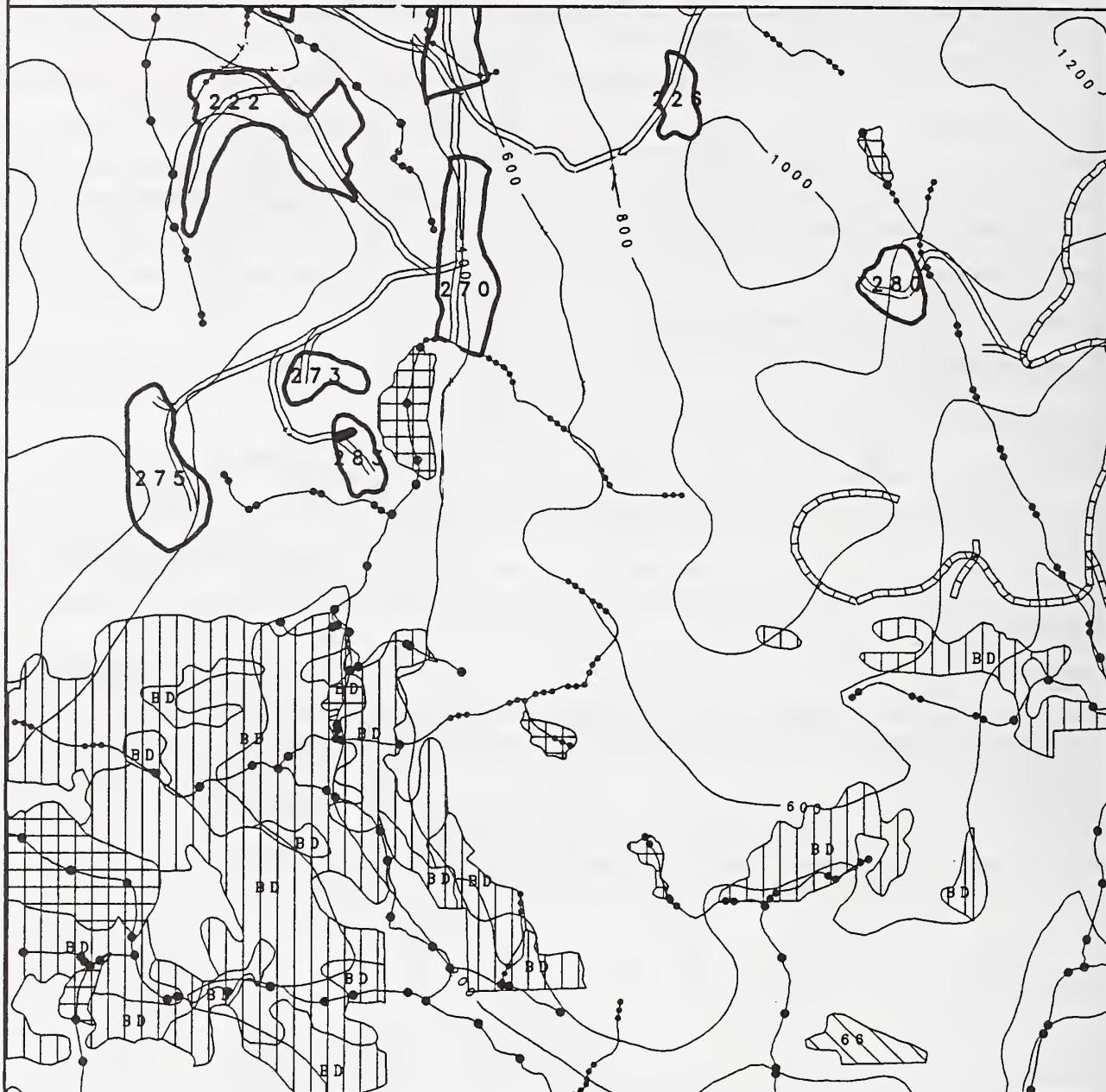
ROAD #: 10020	VCU: 613	LENGTH: 3,195 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Dalton/J. Mehrwein	
Serves Unit #613-283. No concerns with road or logging. The location of road was changed to avoid a canyon. A short spur was added to access timber (Road #10021).		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
This road may be visible as a notch in the tree line on the horizon. The visual effects would be seen from the background distance zone along part of the Alaska Marine Highway Route. The visual effects would be minor.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10021

VCU: 613

QUAD: B2NE



- |  |  |                          |  |                            |
|--|--|--------------------------|--|----------------------------|
|  |  | EXISTING ROADS           |  | POLK INLET HARVEST UNITS   |
|  |  | 1989-1994 ROADS          |  | EAGLE TREE BUFFER          |
|  |  | POLK INLET PROJECT ROADS |  | LAKES, PONDS, OCEAN        |
|  |  | SUBJECT ROAD             |  | SECOND GROWTH 0-10 YRS OLD |
|  |  | CLASS 1 STREAM           |  | SECOND GROWTH 11 YRS PLUS  |
|  |  | CLASS 2 STREAM           |  | OLD BURNS AND SLIDES       |
|  |  | CLASS 3 STREAM           |  |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

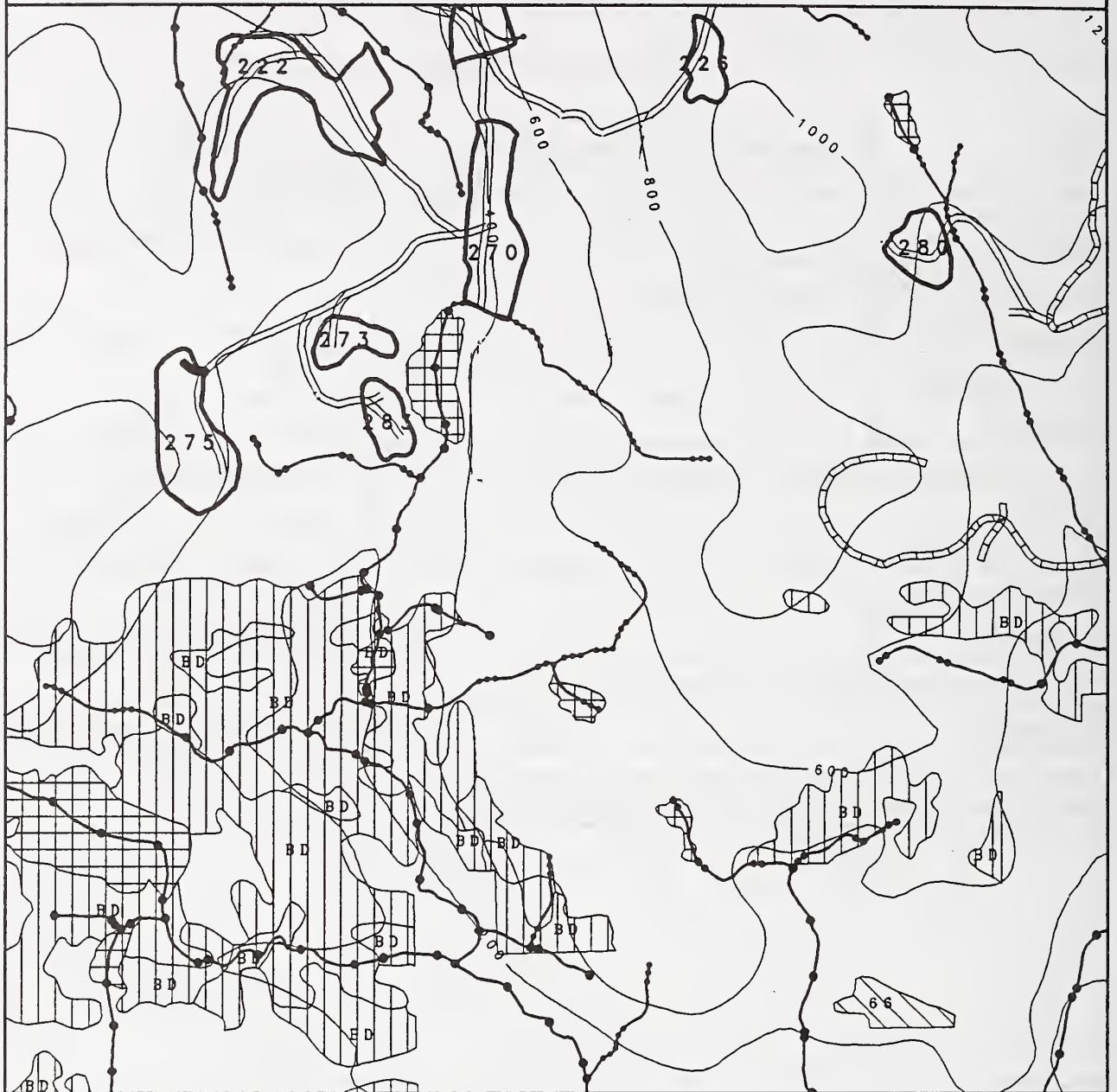
ROAD #: 10021	VCU: 613	LENGTH: 300 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Dalton/J. Mehrwein	
Serves Unit #613-283. No concerns with road or logging. This is a spur off of road #10020.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
No visual effects from Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10022

VCU: 612/613

QUAD: B2NE



- |   |  |   |
|---|--|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10022	VCU: 612, 613	LENGTH: 361 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: J. Dalton/J. Mehrwein	
Serves Unit #613-275. Easy road builing in flat ground. This is a spur of of road #10018.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown	
This road may be visible from part of the Alaska Marine Highway Route. Its short length and distance from the ferry route result in a minimal visual impact.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

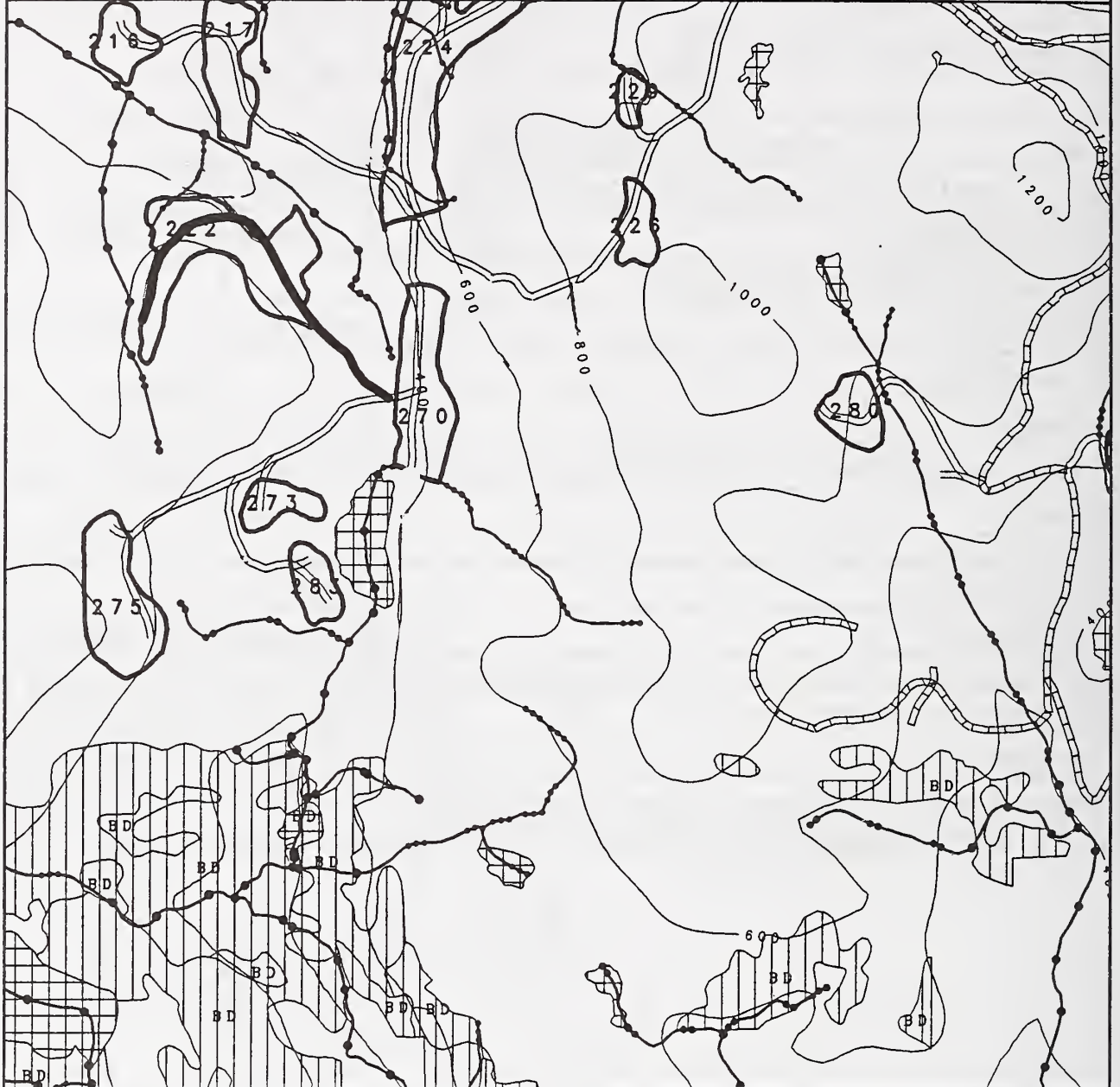









# POLK INLET PROJECT ROAD DESIGN CARD




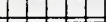


ROAD: 10023

VCU: 612/613

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

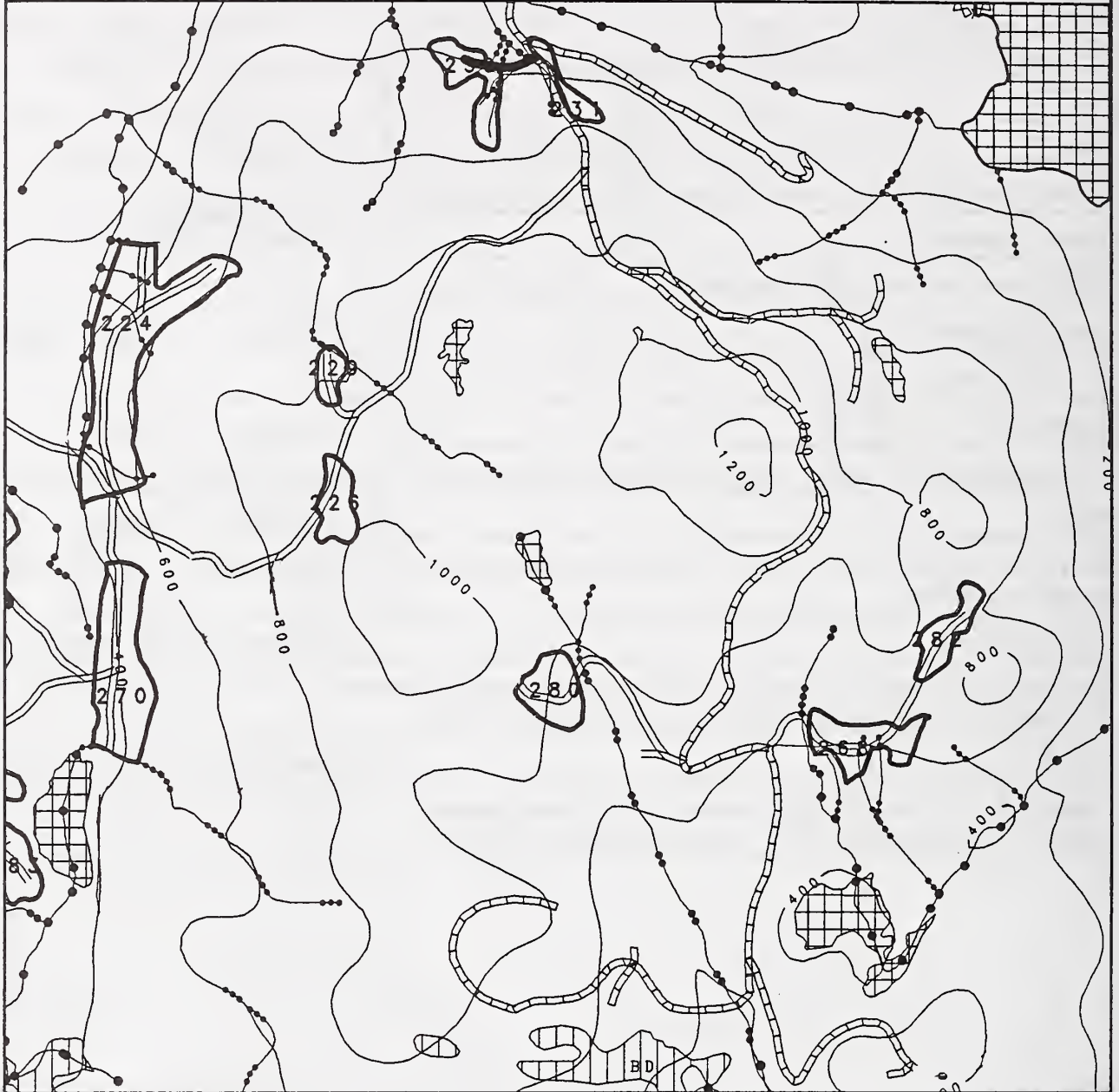
ROAD #: 10023	VCU: 612, 613	LENGTH: 6,317 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #612-222. No concerns with road construction or logging.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Portions of this road may be visible from part of the Alaska Marine Highway Route. The visual effects would be of short duration and in the background distance zone and therefore minor.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		







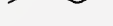



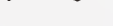


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10024

VCU: 612

QUAD: B2NE



- |        |   |                          |   |                            |
|--------|---|--------------------------|---|----------------------------|
| ↑<br>N |  | EXISTING ROADS           |  | POLK INLET HARVEST UNITS   |
|        |  | 1989-1994 ROADS          |  | EAGLE TREE BUFFER          |
|        |  | POLK INLET PROJECT ROADS |  | LAKES, PONDS, OCEAN        |
|        |  | SUBJECT ROAD             |  | SECOND GROWTH 0-10 YRS OLD |
|        |  | CLASS 1 STREAM           |  | SECOND GROWTH 11 YRS PLUS  |
|        |  | CLASS 2 STREAM           |  | OLD BURNS AND SLIDES       |
|        |  | CLASS 3 STREAM           |   |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

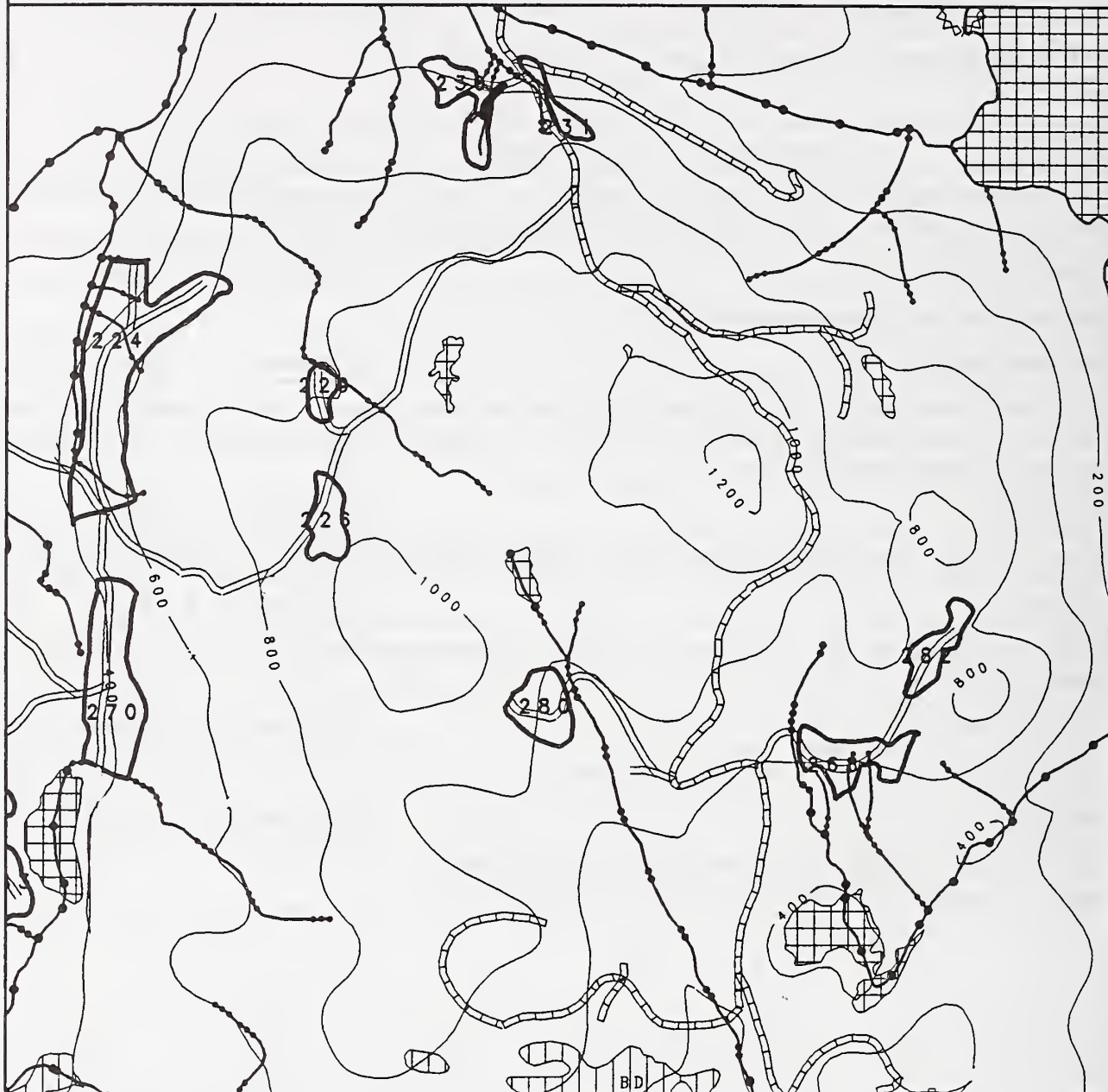
ROAD #: 10024	VCU: 612	LENGTH: 1,178 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #612-230. Lower than average road building costs. One 5' culvert at crossing at 0+30, another 4' culvert over v-notch on upper spur 1 (Road #10025) @ 8+05, but easy construction at this point.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17). Class II floodplain requires placement of culverts on each side of stream to pass flood flows.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




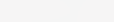


# POLK INLET PROJECT ROAD DESIGN CARD







ROAD: 10025

VCU: 612

QUAD: B2NE

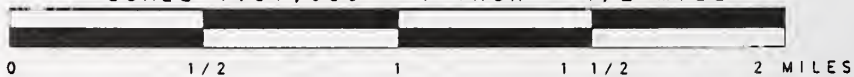


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10025	VCU: 612	LENGTH: 594 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #612-230. Lower than average road building costs. One 4' culvert over v-notch @ 8+05, but easy construction at this point.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

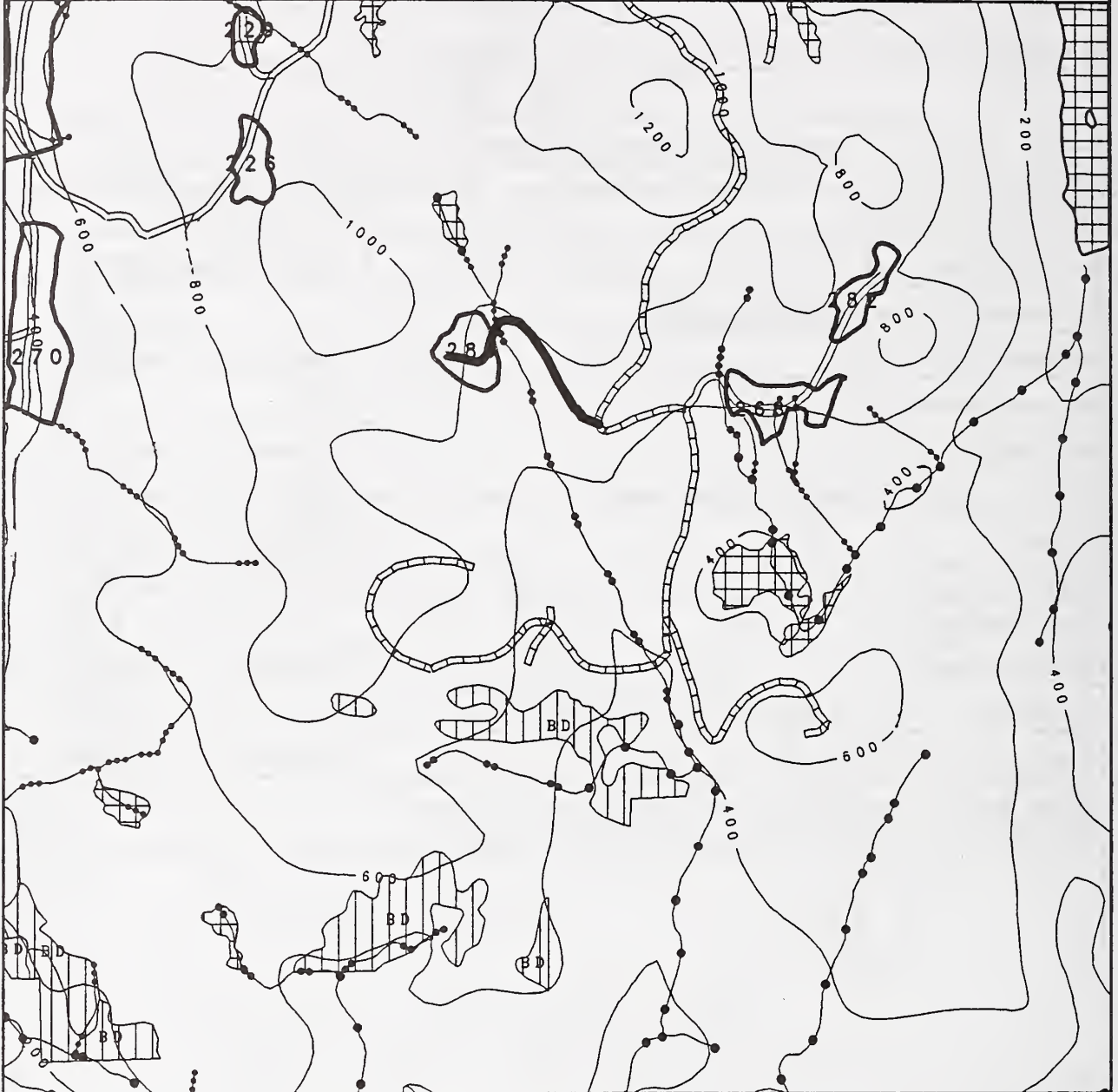





# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10026

VCU: 613

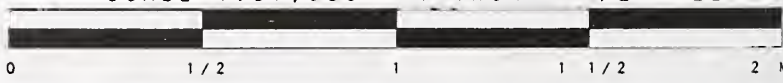
QUAD: B2NE



- |   |   |   |
|---|---|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

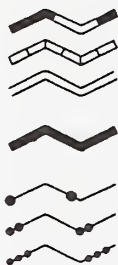
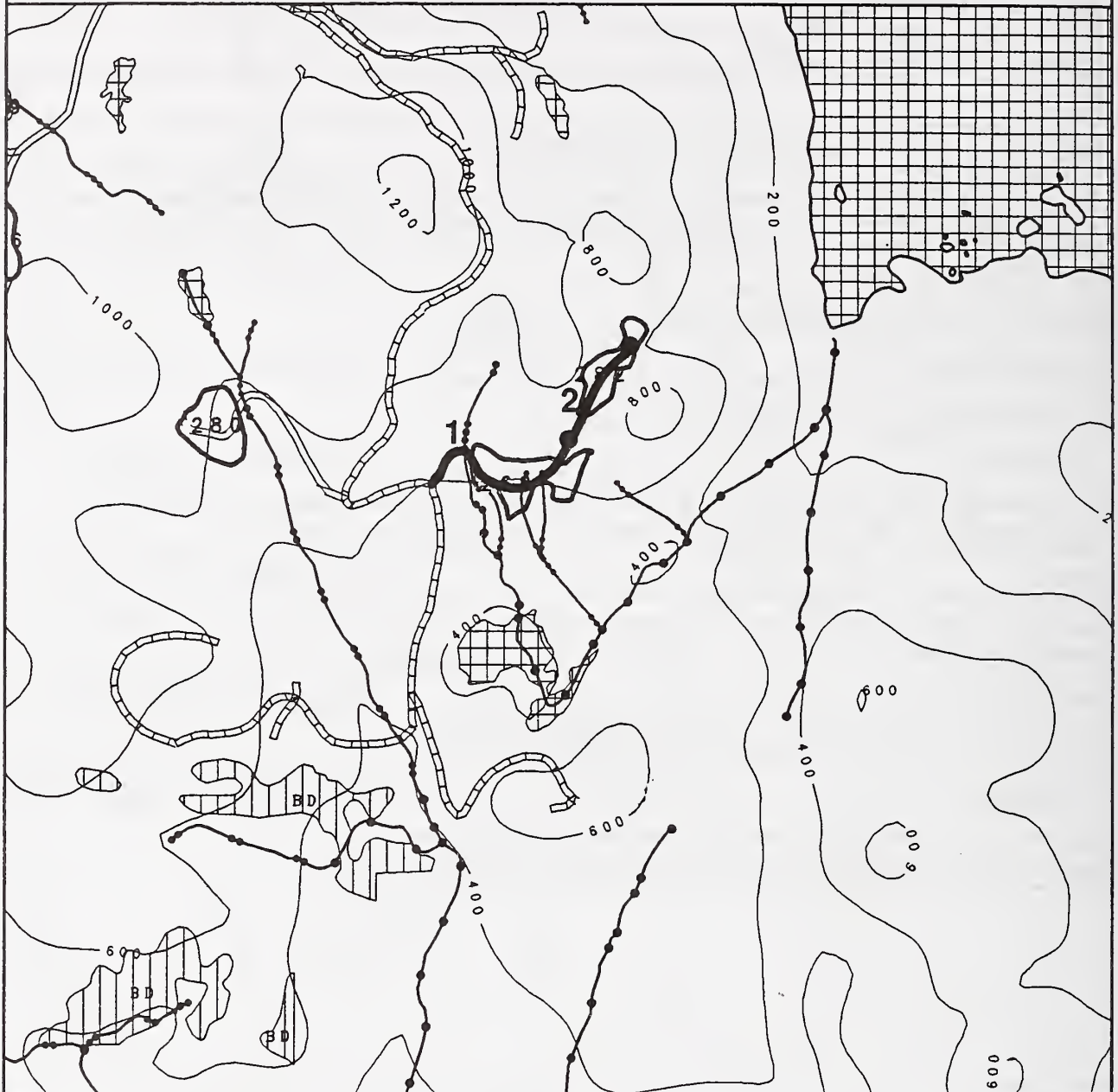
ROAD #: 10026	VCU: 613	LENGTH: 3,653 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #612-280. Road cost average to less than average. First 1,500 ft through muskegs and yellow cedar stands with side slopes. 10%-35%; no large culverts. Remainder has 30-60% side slopes with one 3 ft. culvert.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

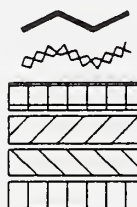
ROAD: 10027

VCU: 613

QUAD: B2NE



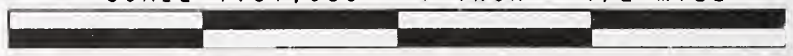
EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD  
  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10027	VCU: 613	LENGTH: 4,787 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Segment 1: Serves Unit #613-268. Large (8') culvert needed at v-notch at 3+75. 30' deep, 50' across. Average construction cost.		
Segment 2: Serves Unit #613-282. Quarry at 29+94. Grades favorable. Side slopes 40-70%. No creek crossings. Average road costs.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources.		
Lands - Road is adjacent to Kavilco Village Corporation Land.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10029

VCU: 613

QUAD: B2SW



- |                              |  |                      |  |
|------------------------------|--|----------------------|--|
| <br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>SUBJECT ROAD</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> | <br><br><br><br><br> | <p>POLK INLET HARVEST UNITS</p> <p>EAGLE TREE BUFFER</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|------------------------------|--|----------------------|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10029	VCU: 613	LENGTH: 4,841 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Units #613-248 and #613-249. Two large fills with two 5' culverts. Mostly rippable construction.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers. Probably goshawk sitings were made nearby. Conduct goshawk surveys prior to road construction.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

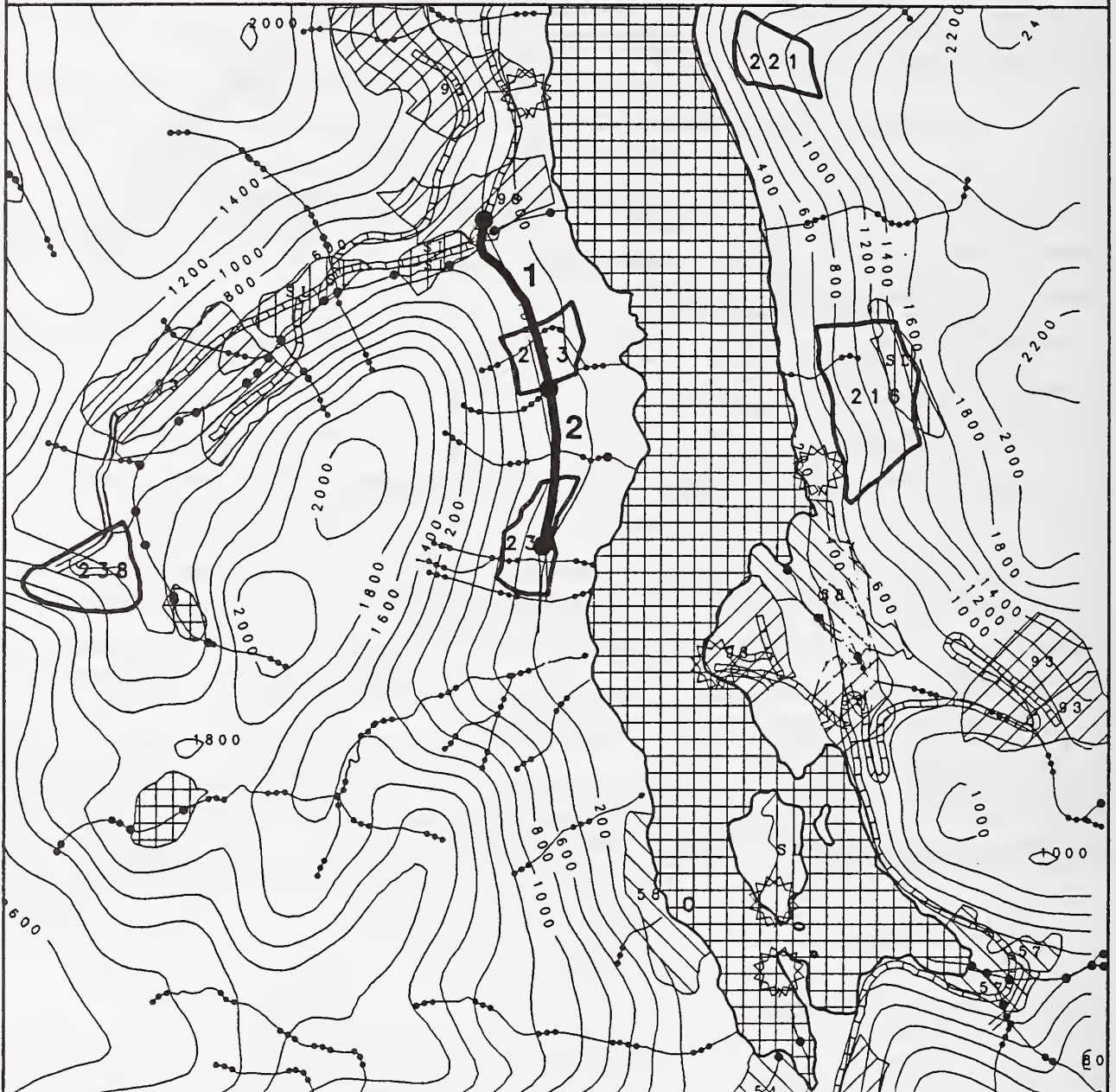


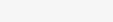



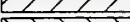
# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10030

VCU: 618

QUAD: B2SE



- |   |   |   |
|---|---|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10030	VCU: 618	LENGTH: 5,613 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  1  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
<p>Segment 1: Serves Unit #618-233. The road is higher than planned, because the only feasible bridge crossing was high. Below this point, the creek canyon is up to 200 ft. high and 150 ft. across.</p> <p>Segment 2: Serves Unit #618-235. Reasonable road building. The road crosses one slide, with mostly bedrock showing.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Pink salmon present. The Class I stream requires a construction timing window of June 1 to August 7. Bridge construction may not require any in-stream activities.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7). During bridge installation, erodible material will not be deposited in live streams and sediment laden water pumped away from foundation excavation will be pumped to settling areas identified during final design (BMP 14.17).		
Wildlife	Comments by: R. Fairbanks	
Beginning of road is within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U.S. Fish and Wildlife Service during construction. Road is close to but avoids beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road would be visible in the foreground in units 618-233 and 235. The visual effects would be due to contrast in line, color and texture. Between units, the road would not be visible but the clearing would introduce a line across the slope where the trees are removed. Leaving unmerchantable timber and brush in the units would reduce the visual effects. The combined effects of harvest units and roads in the foreground will result in maximum modification of the landscape.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is close to high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		

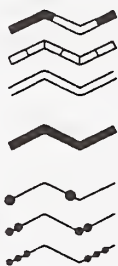
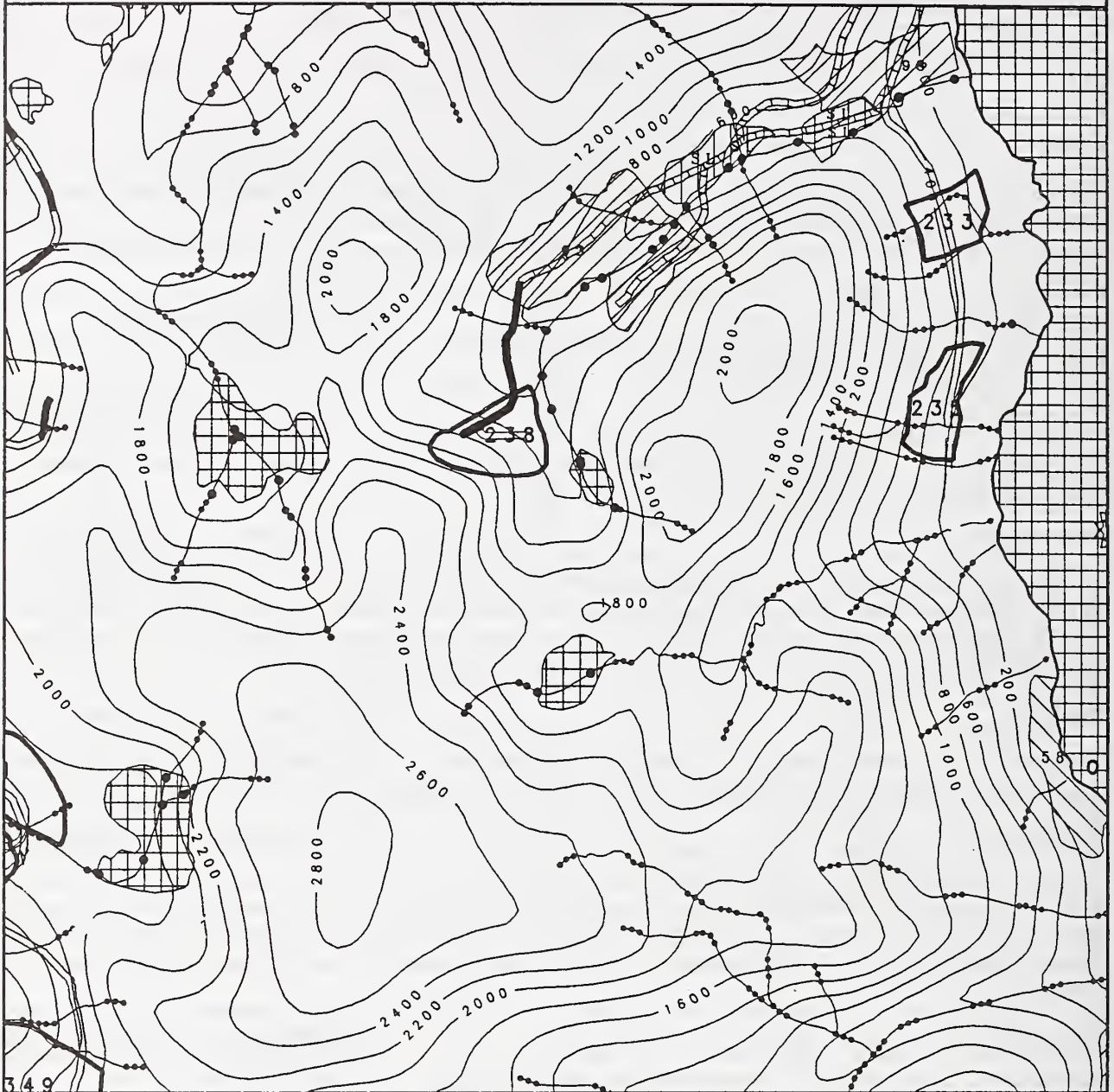


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10031

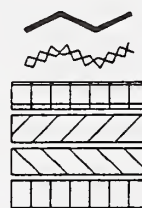
VCU: 618

QUAD: B2SE



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD

CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

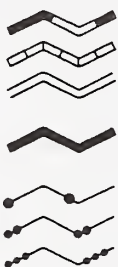
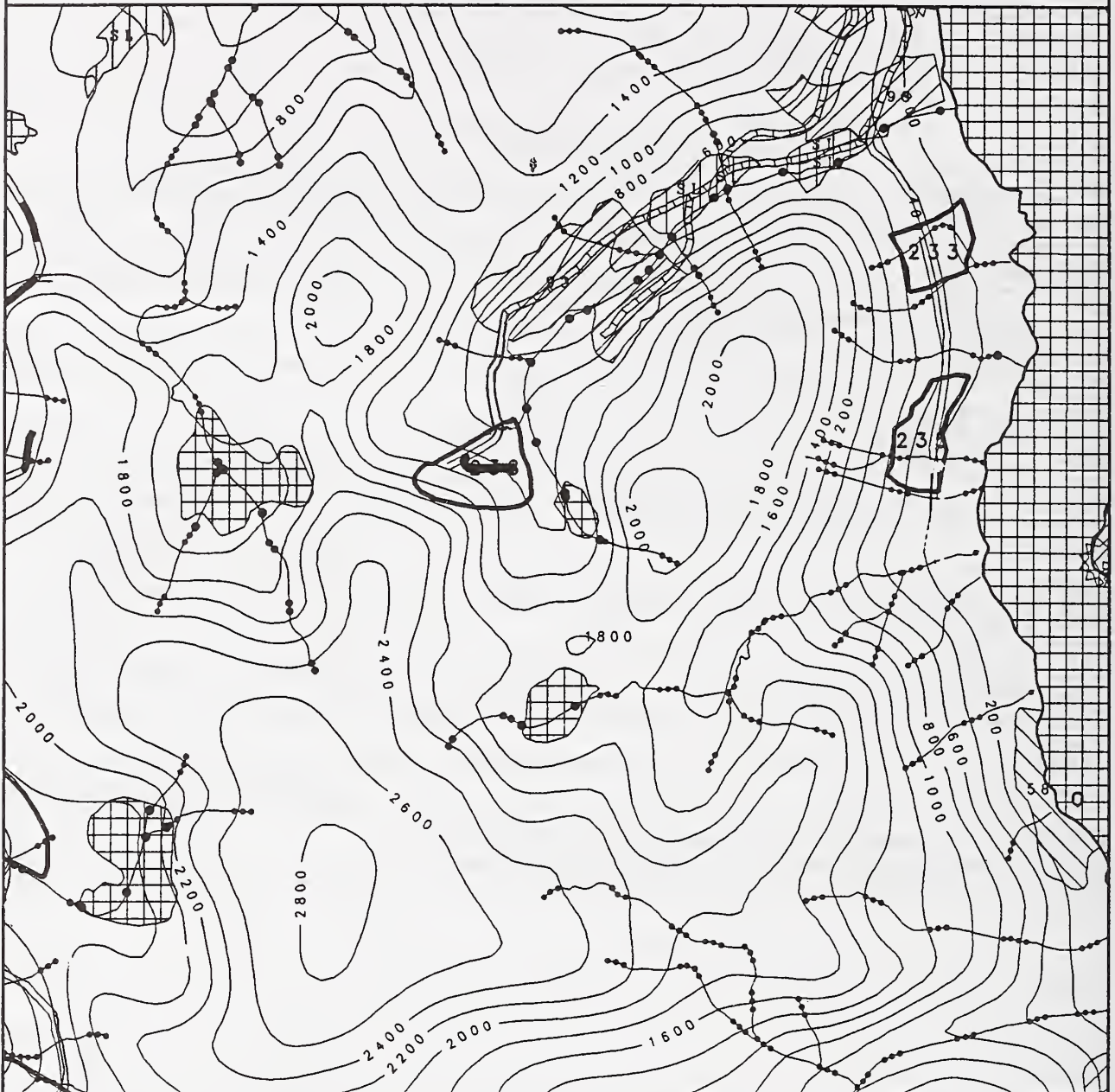
ROAD #: 10031	VCU: 618	LENGTH: 2,917 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #618-238. Average road cost, quarry at 20+00, tie at N. end, 20% adverse, side slopes to 53%, no concerns.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This segment of the road up the drainage will no be visible from McKenzie Inlet or from any Priority Travel Route/Use Area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10032

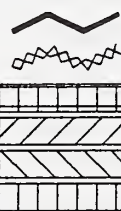
VCU: 618

QUAD: B2SE



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD

CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10032	VCU: 618	LENGTH: 891 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #618-238. Average road cost. Spur to 32+72.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road segment will not be visible from McKenzie Inlet or from a Priority Travel Route/Use Area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		






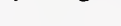

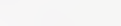

# POLK INLET PROJECT ROAD DESIGN CARD


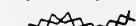

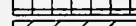


ROAD: 10033

VCU: 619

QUAD: B2NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  MARBLED MURRELET BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10033	VCU: 619	LENGTH: 8,279 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: C	
MAINTENANCE LEVEL: 2	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
<p>Segment 1: Serves Unit #619-215. Present road location crosses 2 v-notches. Needs to be relocated downslope at least 300-400'. Road begins from end of USFS road (station 200+55), 15% favorable used to get to landings in unit 619-215. Average road costs. Large stream required 8' culvert with approximately 8' cut on each edge and 8' fill over culvert. The large creek runs through the middle of the unit. One landing located on each side of the creek.</p> <p>Segment 2: Serves Unit #619-213. Two v-notches (dry) requiring 4' culverts. 15% favorable used to get above some large cliffs. One landing on each side of creek. Average road costs.</p> <p>Segment 3: Serves Unit #619-209. Nice road building within unit 619-209. 15% favorable used to get onto a bench. 5% adverse used to get from bench down below cliffs in unit 619-209.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road will not be visible from a Priority Travel Route or Use area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10034

VCU: 619/620

QUAD: B2SE



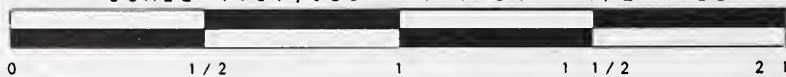
- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE

South





POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10034	VCU: 619, 620	LENGTH: 5,468 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #619-250. Higher than average cost. Road at base of slope. Large boulders. Approximately \$150,000/mile cost. Quarry available. Side slopes to 80% and flat at edge of muskeg.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road segment may be visible from Polk Inlet where it joins the existing road. This road segment will not be visible from a Priority Travel Route/Use Area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




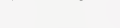

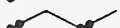

# POLK INLET PROJECT ROAD DESIGN CARD





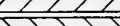

ROAD: 10034

VCU: 619/620

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE

North



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10034	VCU: 619, 620	LENGTH: 5,468 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #619-250. Higher than average cost. Road at base of slope. Large boulders. Approximately \$150,000/mile cost. Quarry available. Side slopes to 80% and flat at edge of muskeg.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road segment may be visible from Polk Inlet where it joins the existing road. This road segment will not be visible from a Priority Travel Route/Use Area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		






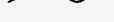

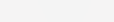

# POLK INLET PROJECT ROAD DESIGN CARD







ROAD: 10035

VCU: 619

QUAD: B2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10035	VCU: 619	LENGTH: 964 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #619-250. Higher than average cost. Broken ground.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		





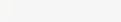






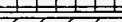


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10036

VCU: 619

QUAD: B2SE



- |   |   |   |
|---|---|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10036	VCU: 619	LENGTH: 431 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #619-270. Lower than average construction cost from existing road at rock quarry. Sides slopes 5-55%. No concerns.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		



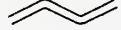


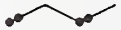

# POLK INLET PROJECT ROAD DESIGN CARD


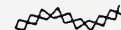




ROAD: 10037

VCU: 619/620

QUAD: B2SE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10037	VCU: 619, 620	LENGTH: 1,169 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #619-270. Lower than average construction cost from existing road at rock quarry. Side slopes 5-55%. No concerns.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
No visual effects will be seen from Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

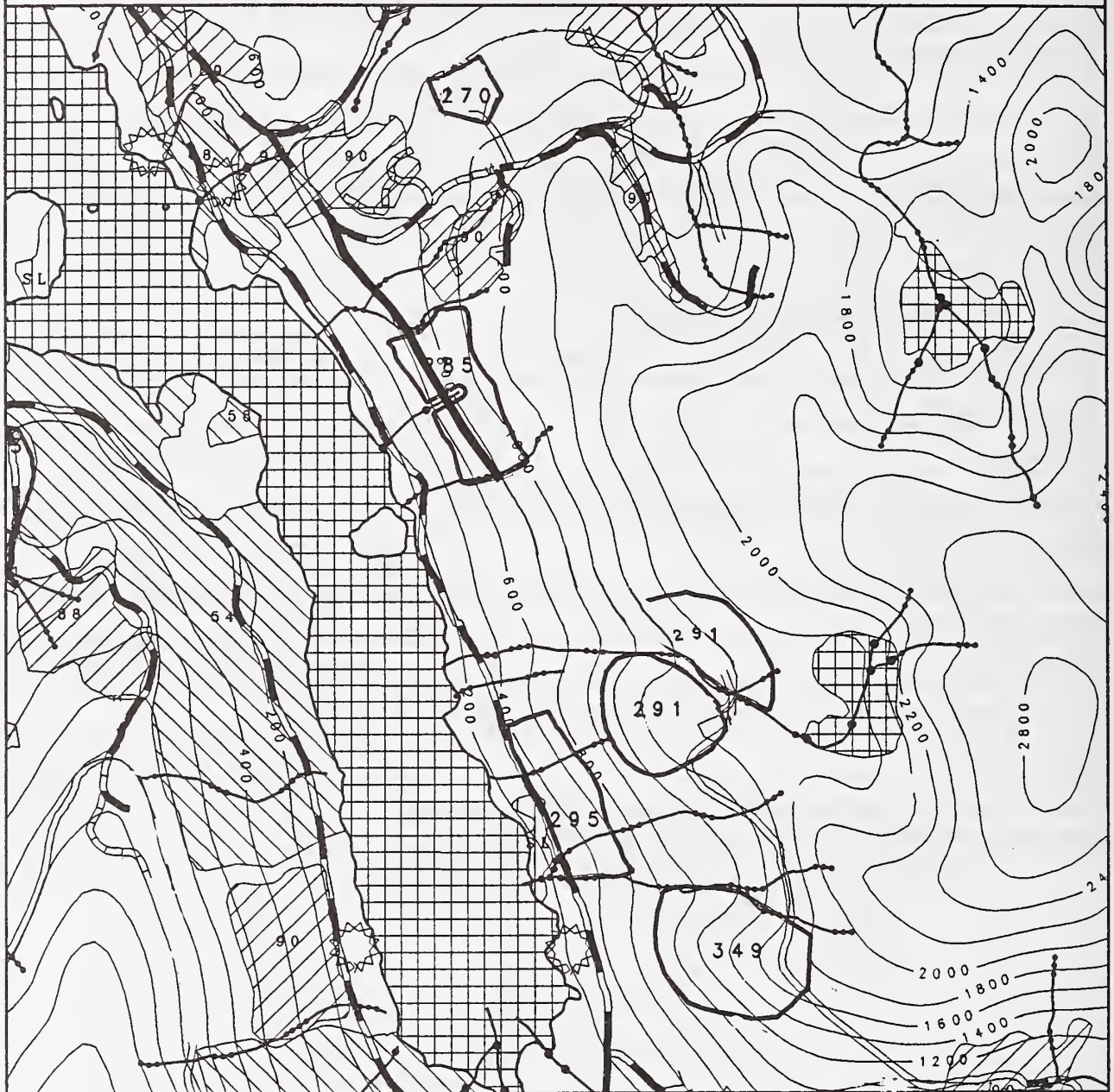






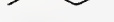






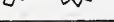



# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10038

VCU: 620

QUAD: B2SE



- |   |  |   |
|---|--|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET</li> <li> PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|--|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10038	VCU: 620	LENGTH: 4,681 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  1  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #620-285. Average road construction.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Pink salmon indicated on the ADF&G Anadromous Stream Catalog. In-stream activities require a construction timing window of June 1 to August 7. This stream is a steep A-class channel. Further field investigation may indicate this is not a Class I stream in the upper reaches where the road is located. If the lack of fish can be demonstrated by a fisheries biologist, then the timing window will not be necessary.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Beginning of road is within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U.S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The greatest visual effects from this road will be the contrast in line and color where it crosses unit 285. The contrasts will be minimized by leaving unmerchantable timber and brush where possible.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

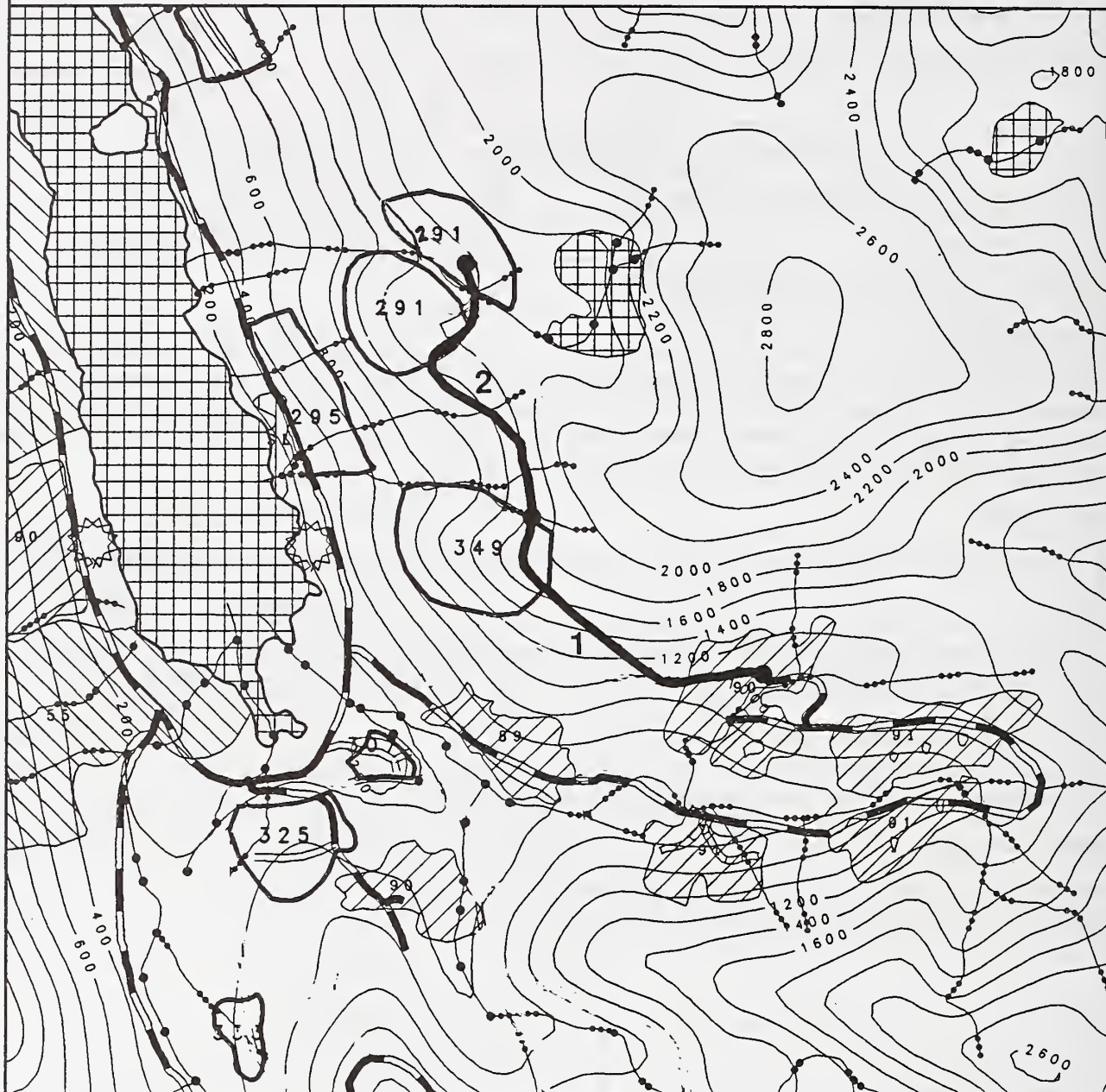




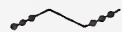


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10039

VCU: 620

QUAD: B2SE



- |   |   |   |
|---|---|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

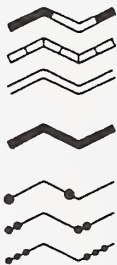
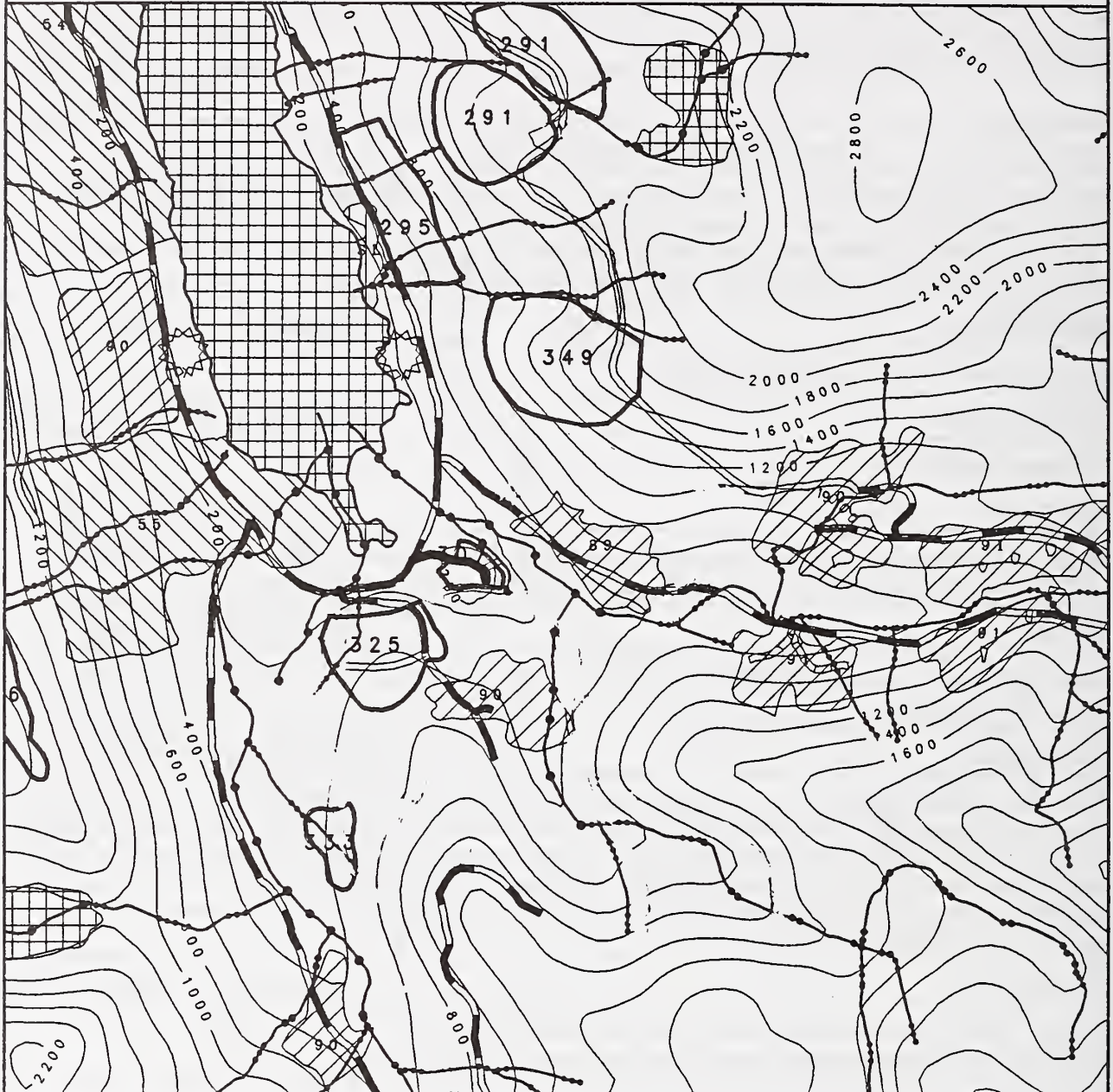
ROAD #: 10039	VCU: 620	LENGTH: 8,705 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Encourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
<p>Segment 1: Serves Unit #620-349. Some heavy rock. Above average costs. Severe rock cut on 12% adverse into creek canyon @ 56+00. Heavy cut and end haul 56+00 to 59+00.</p> <p>Segment 2: Serves Unit #620-291. There are two good landings on the road as located. The unit boundaries should be altered to reflect the actual road location. Some heavy rock work costs will be above average.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The greatest visual effects will be seen where the roads cross units 291 and 349. However, due to the topography, most of the road segment will not be visible from the inlet. This road segment will add little to the cumulative visual effects. Road will remain open upon completion of harvest activities from near southwest edge of unit downhill to existing road. Road will be closed uphill from southwest edge of unit. Parking for from 3-4 cars will be located by road engineer with approval of recreation specialist to allow access to unnamed lake. All road construction debris will be buried in road prism or hauled to designated disposal area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		

# POLK INLET PROJECT ROAD DESIGN CARD

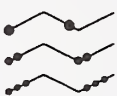
ROAD : 10040

VCU : 620

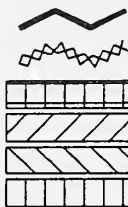
QUAD : B2SE



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD



CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10040	VCU: 620	LENGTH: 1,376 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: R. Doering/J. Mehrwein	
Serves Unit #620-307. Some special road construction for first 500'. 18% favorable for first 500'. 80' section of 12' through cut at top fo 500' section in mostly rippable material. Must have tight grade control for this section in order to get up to flatter ground. Average road construction costs.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites. Road crosses through the estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road segment will be visible in the foreground distance zone from the road along Polk Inlet. Contrast in line, color and texture will be evident. The road along Polk Inlet is not a Priority Travel Route. Leaving a "dirty" clearcut would reduce some of the contrast of the road.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

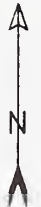
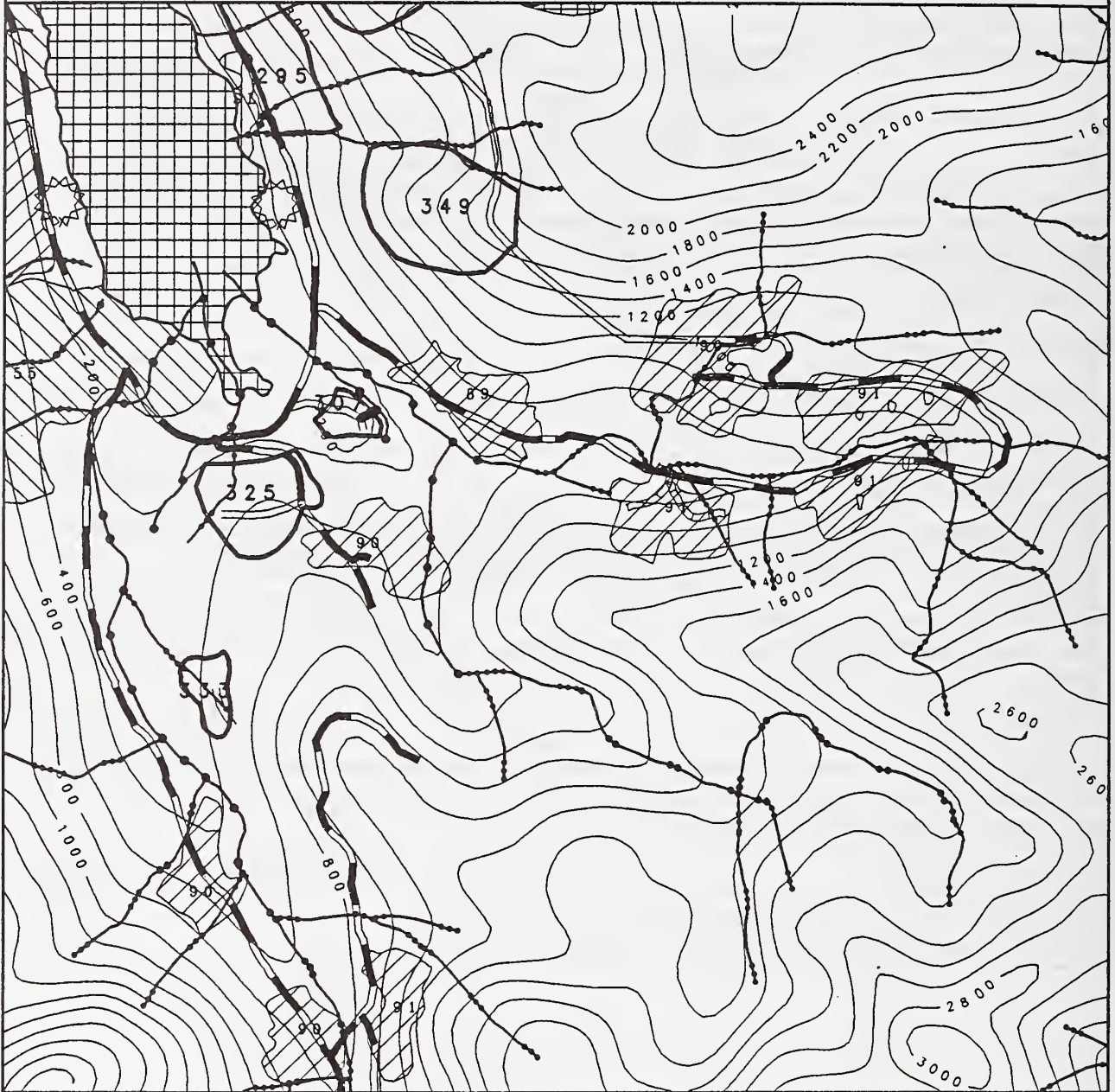









# POLK INLET PROJECT ROAD DESIGN CARD



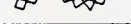
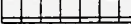

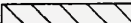
ROAD: 10041

VCU: 620

QUAD: B2SE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10041	VCU: 620	LENGTH: 285 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: R. Doering/J. Mehrwein	
Serves Unit #620-307. Short spur in unit.		
Timber/Silvicultu	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road segment will be less visible than 10040 due to its position in the landscape and short length.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

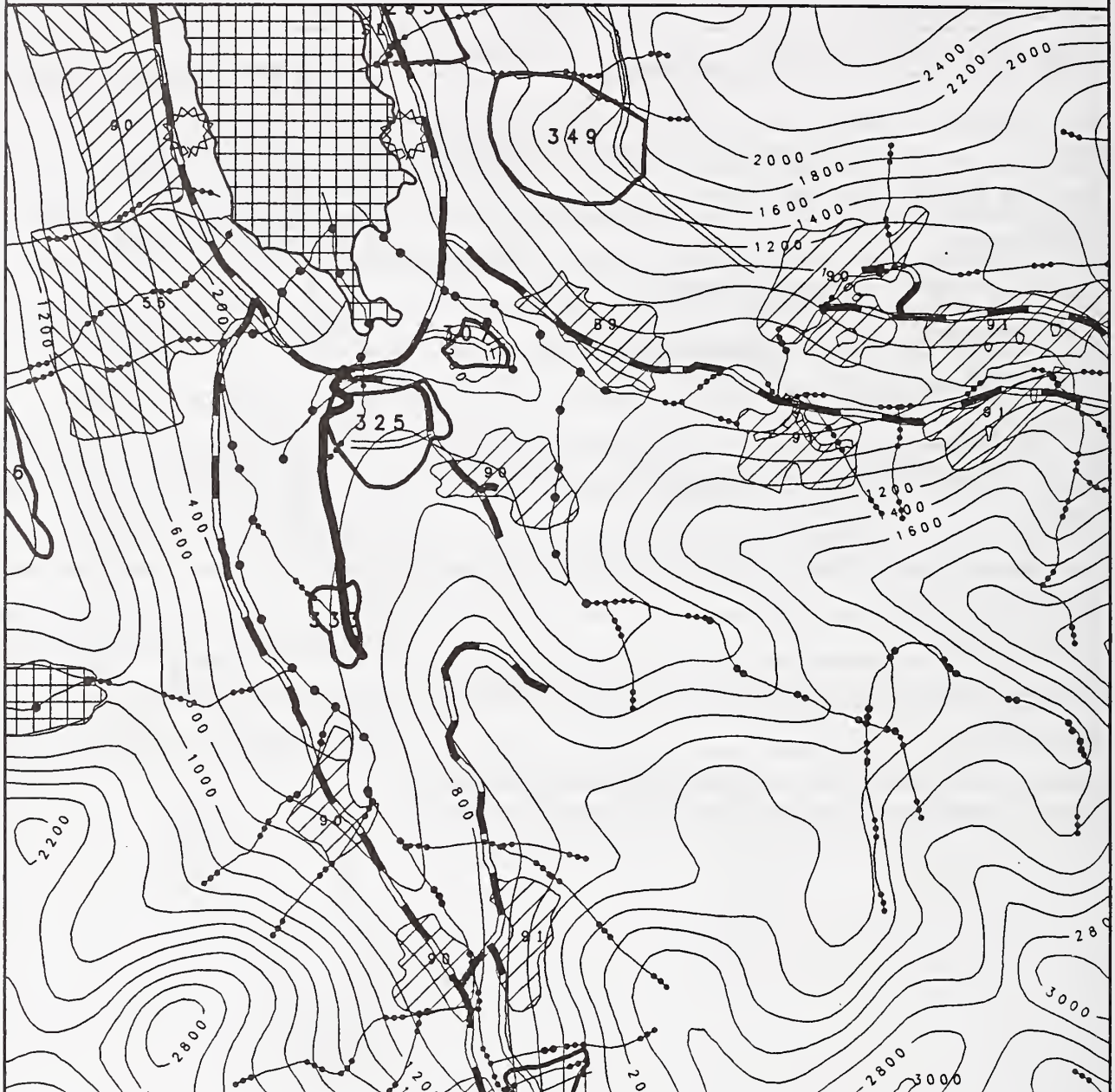


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10042

VCU: 620

QUAD: B2SE



- |   |   |   |
|---|---|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

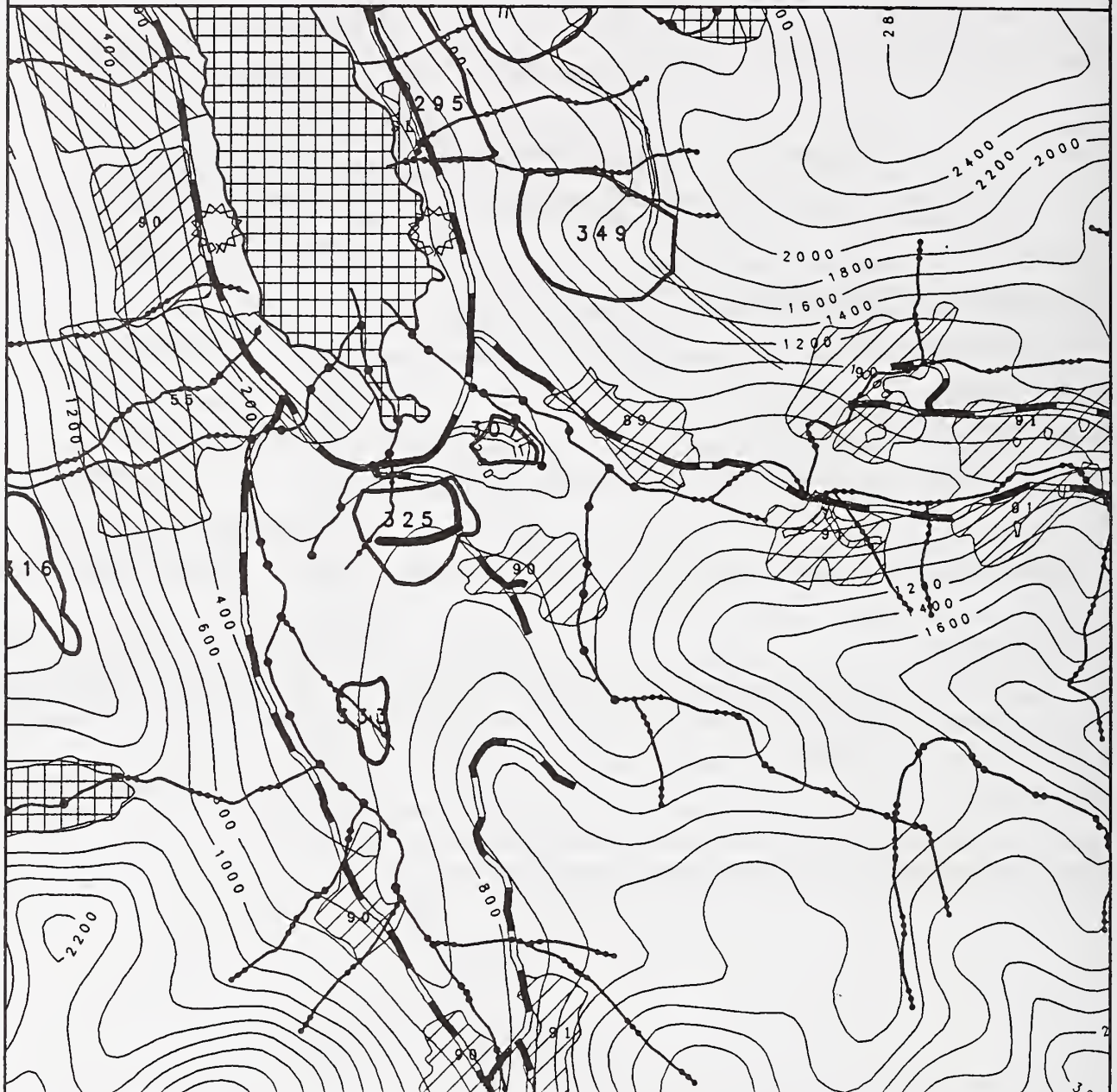
ROAD #: 10042	VCU: 620	LENGTH: 4,429 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Wilson/J. Mehrwein	
Serves Units #620-325 and #620-333. Average road costs. Easy road construction, side slopes averaging +/- 20%.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites. Road crosses through the estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The lower elevation portion of the road will be visible from the road around Polk Inlet. Portions of the higher elevation road may be seen from Polk Inlet. Neither the road nor inlet are Priority Travel Routes/Use Areas. The visual effects of this road segment will be small.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10043

VCU: 620

QUAD: B2SE



- |  |                          |  |                            |
|--|--------------------------|--|----------------------------|
|  | EXISTING ROADS           |  | POLK INLET HARVEST UNITS   |
|  | 1989-1994 ROADS          |  | EAGLE TREE BUFFER          |
|  | POLK INLET PROJECT ROADS |  | LAKES, PONDS, OCEAN        |
|  | SUBJECT ROAD             |  | SECOND GROWTH 0-10 YRS OLD |
|  | CLASS 1 STREAM           |  | SECOND GROWTH 11 YRS PLUS  |
|  | CLASS 2 STREAM           |  | OLD BURNS AND SLIDES       |
|  | CLASS 3 STREAM           |  |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680     1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10043	VCU: 620	LENGTH: 1,245 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Wilson/J. Mehrwein	
Serves Unit #620-325. Average road costs. Good upper landings.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites. Road crosses through the estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road segment will be visible as it crosses the harvest unit. Contrast in line and color will be most evident. Leaving unmerchantable timber and brush, especially below the road, will help reduce the visual effects.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

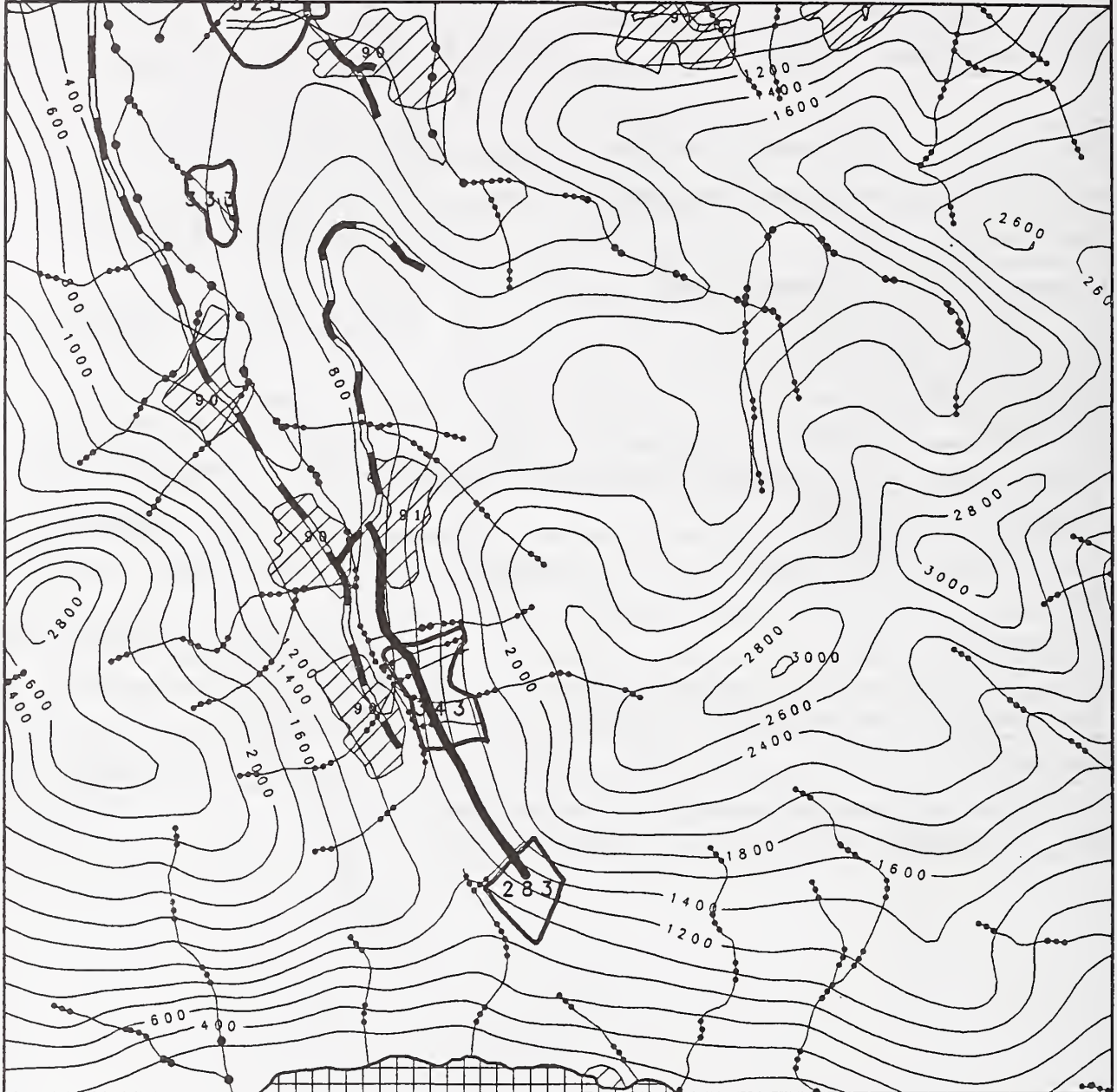








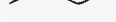



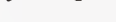


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10044

VCU: 620/674

QUAD: B2SE



- |   |                          |   |                            |
|---|--------------------------|---|----------------------------|
|  | EXISTING ROADS           |  | POLK INLET HARVEST UNITS   |
|  | 1989-1994 ROADS          |  | EAGLE TREE BUFFER          |
|  | POLK INLET PROJECT ROADS |  | LAKES, PONDS, OCEAN        |
|  | SUBJECT ROAD             |  | SECOND GROWTH 0-10 YRS OLD |
|  | CLASS 1 STREAM           |  | SECOND GROWTH 11 YRS PLUS  |
|  | CLASS 2 STREAM           |  | OLD BURNS AND SLIDES       |
|  | CLASS 3 STREAM           |   |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

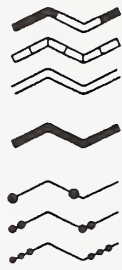
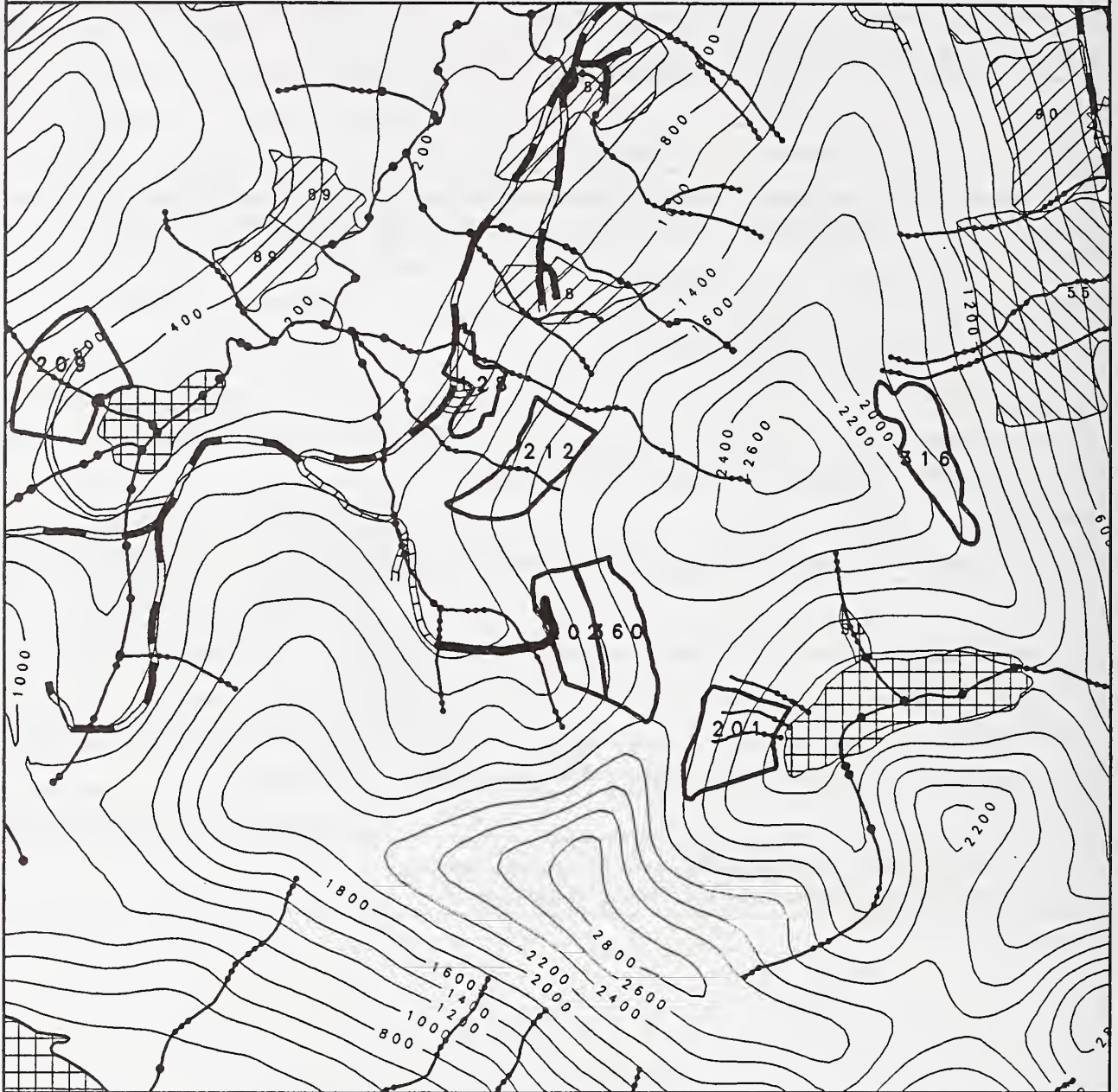
ROAD #: 10044	VCU: 620, 674	LENGTH: 5,746 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #674-283. Initial section includes 17% favorable grade for about 1,000 ft. starting from the built road. Middle section in Unit #620-343 has good ground but contains 8 streams requiring culverts. No concern with last section.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

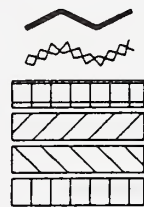
ROAD: 10045

VCU: 620

QUAD: B2SW



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD  
  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

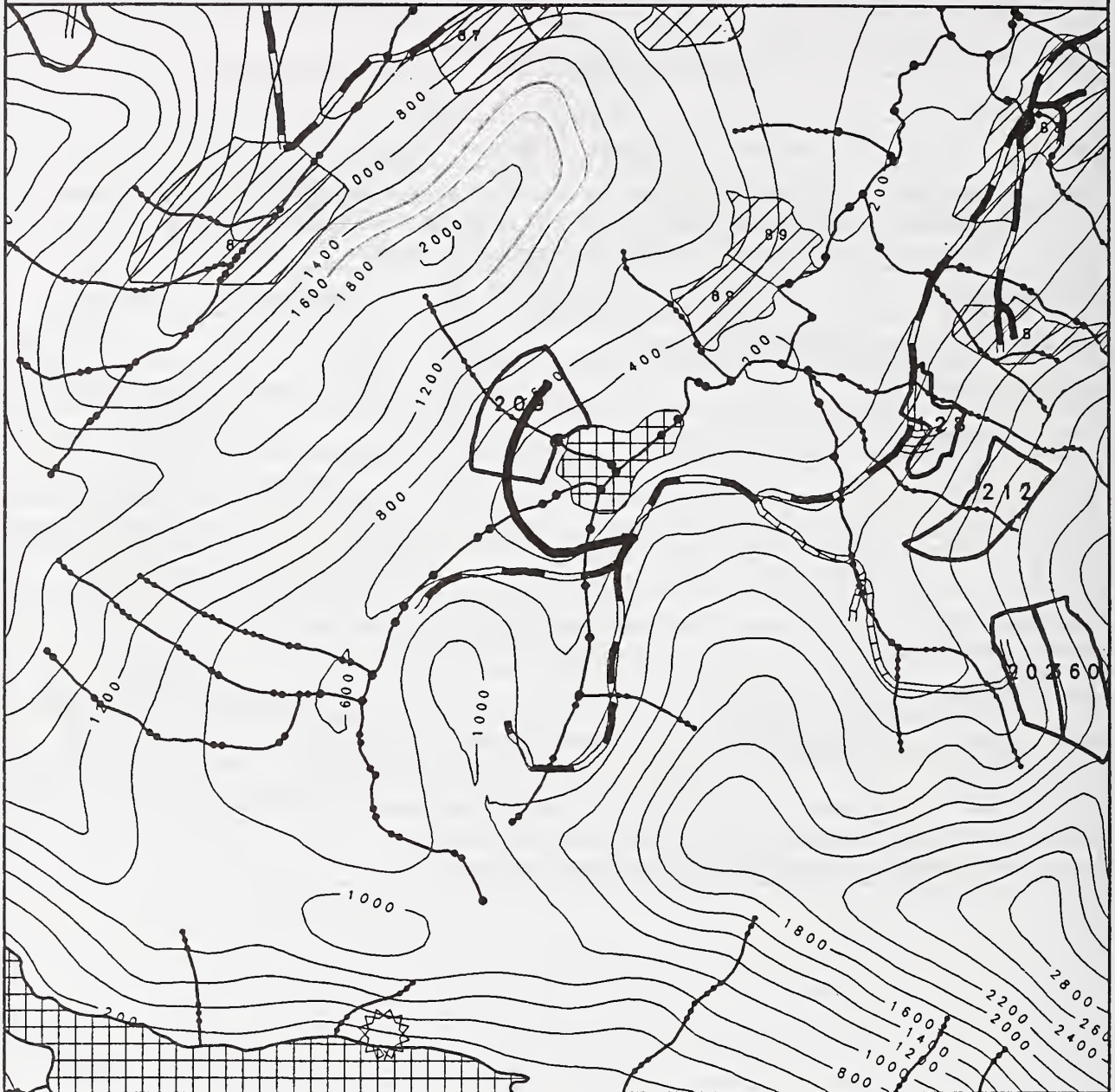
ROAD #: 10045	VCU: 620	LENGTH: 2,478 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Wilson/J. Mehrwein	
Serves Unit #620-202. Average road construction and costs. Side slopes average +/- 30%. Two 6' culverst required @ sta. 2+13 and 18+04. Road locations crosses through slide (757') which averages +/- 20% slide slopes. Slide contains assorted boulders (up to 2') which should not create any construction problems.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD : 10046

VCU : 620

QUAD : B2SW



- |   |                 |   |                            |
|---|-----------------|---|----------------------------|
|  | EXISTING ROADS  |  | POLK INLET HARVEST UNITS   |
|  | 1989-1994 ROADS |  | EAGLE TREE BUFFER          |
|  | POLK INLET      |  | LAKES, PONDS, OCEAN        |
|  | PROJECT ROADS   |  | SECOND GROWTH 0-10 YRS OLD |
|  | SUBJECT ROAD    |  | SECOND GROWTH 11 YRS PLUS  |
|  | CLASS 1 STREAM  |  | OLD BURNS AND SLIDES       |
|  | CLASS 2 STREAM  |   |                            |
|  | CLASS 3 STREAM  |   |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10046	VCU: 620	LENGTH: 4,376 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  2  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: R. Doering/J. Mehrwein	
Serves Unit #620-209. 10% adverse to get down from built road. 22' span across a fish creek (class I or II). Some heavy rock, full bench construction west of lake. Road grade suitable for R/S. Above average road construction.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses two Class I streams which drain to Dog Salmon Lake. Coho and sockeye salmon use this area. In-stream activities require a construction timing window of June 15 to September 1.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

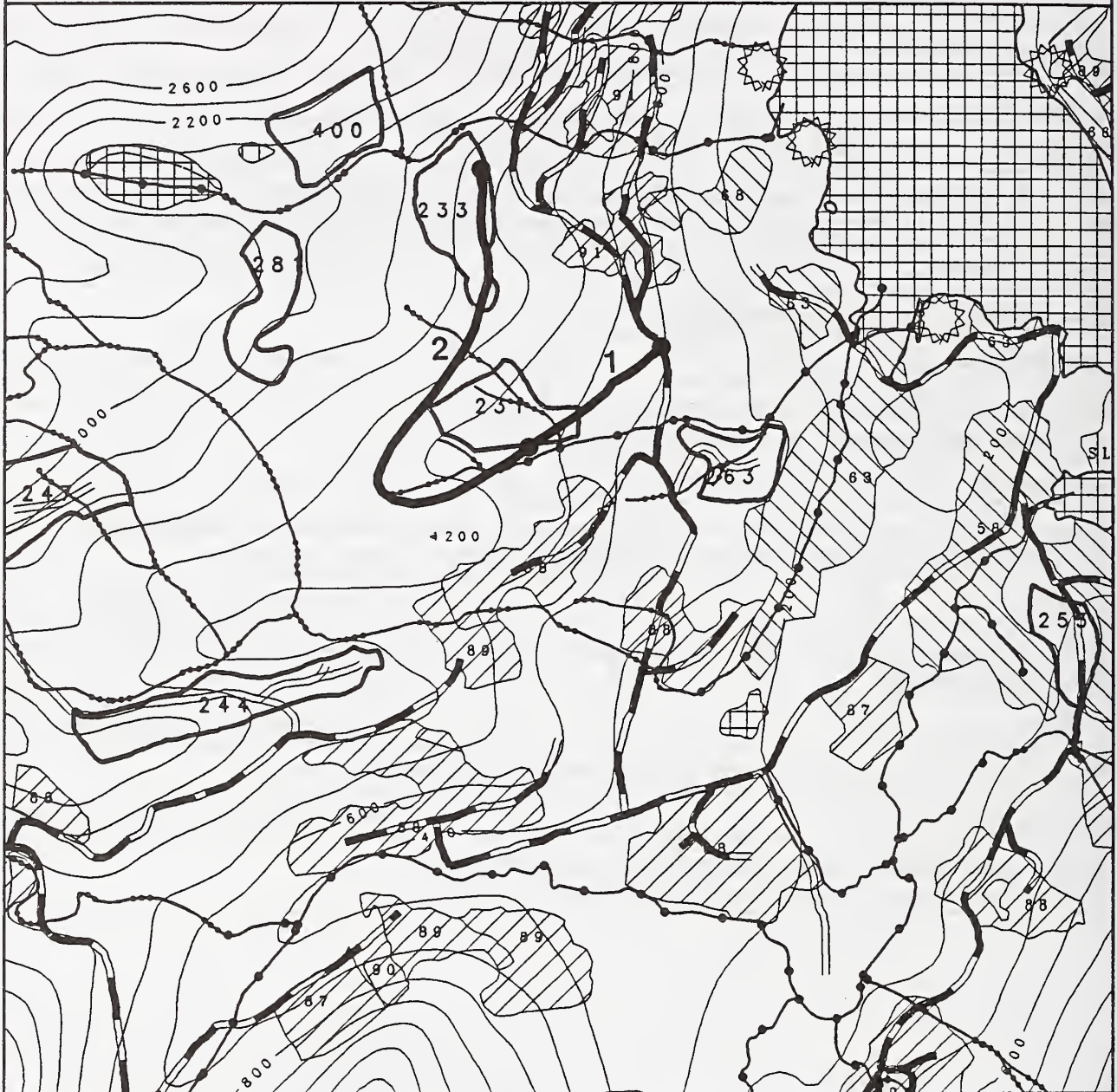


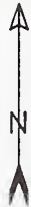



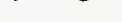






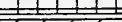


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10047

VCU: 620

QUAD: B2SW



- |   |   |   |
|---|---|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10047	VCU: 620	LENGTH: 10,789 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  1  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
<p>Segment 1: Serves Unit #620-231. Fairly flat ground, mostly common material. One 3' culvert and one 4' culvert in section within unit.</p> <p>Segment 2: Serves Unit #620-233. After leaving Unit #620-231, the ground is very broken; swampy with rock outcrops. The road winds slightly to avoid the rock. There is one patch of 18% grade for 200 ft. The wide switchback is in a good spot; still some swampy conditions with rock outcrops. Beyond the switchback road building conditions are average. Approximately 15% shot rock and one 3' culvert. the last section in Unit #620-233 is in fairly flat ground and crosses one swamp. One 4' culvert required for a dry creek.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Coho, chum, and pink salmon utilize this Class I stream. In-stream activities require a construction timing window of June 1 to September 1.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		

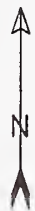





# POLK INLET PROJECT ROAD DESIGN CARD






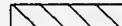
ROAD: 10048

VCU: 620

QUAD: B2SW

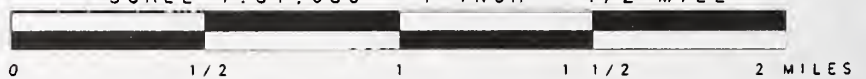


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680      1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

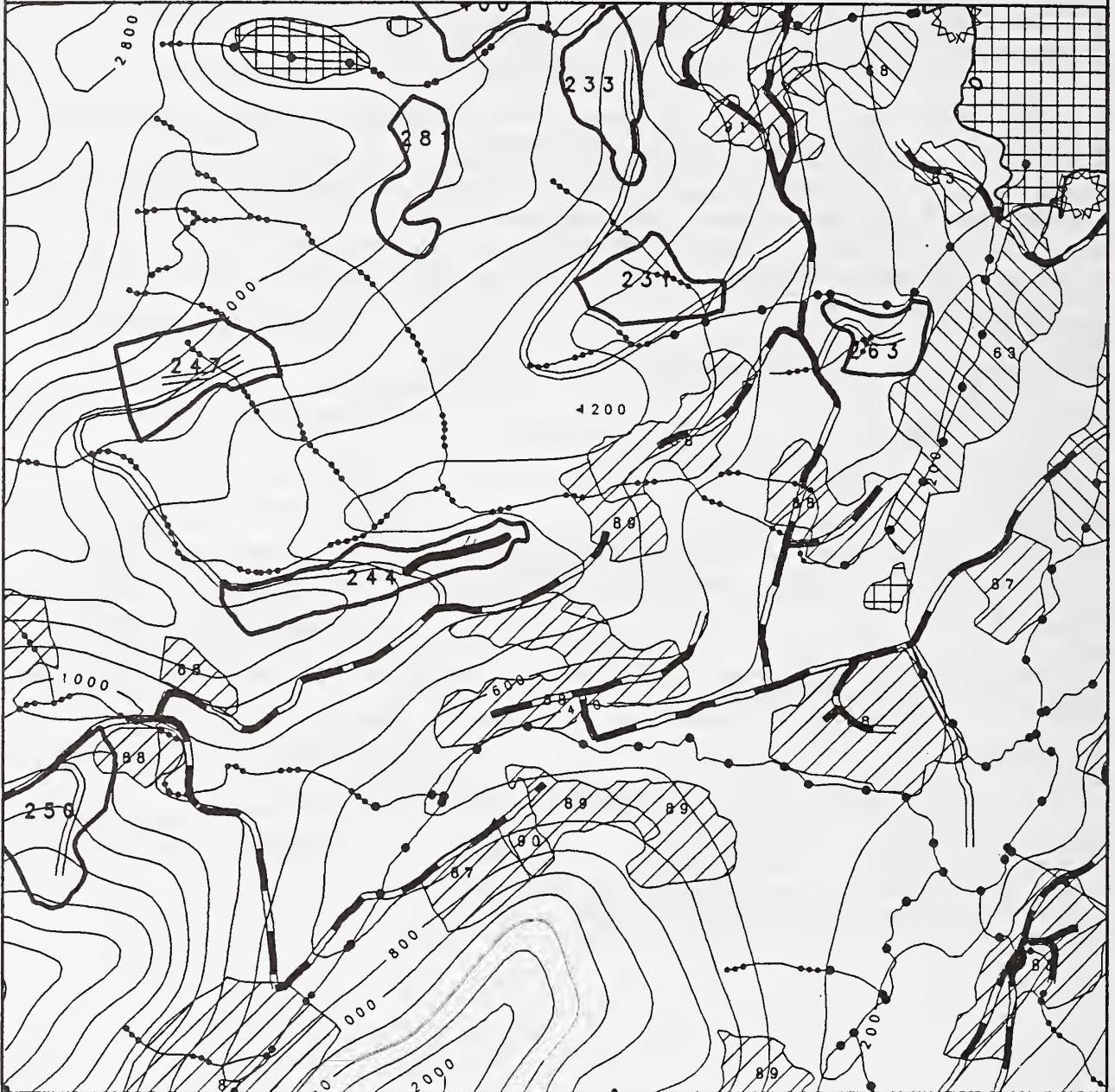
ROAD #: 10048	VCU: 620	LENGTH: 10,272 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
<p>Segment 1: Serves Unit #620-244. Average construction, no problems in the initial section. Fairly heavy adverse under rock bluffs inside the unit. Steep slopes above road, bench below.</p> <p>Segment 2: Serves Unit #620-247. Higher than average road cost. Side slopes 35-80%, some rock but mostly rippable. Some muskeg. Two landings established. Spur to west laid out to reduce yarding distance to NW corner (road #10051).</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		




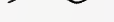

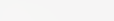

# POLK INLET PROJECT ROAD DESIGN CARD







ROAD: 10049

VCU: 620

QUAD: B2SW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10049	VCU: 620	LENGTH: 1,714 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #620-244. Rocky humps in between swamps.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

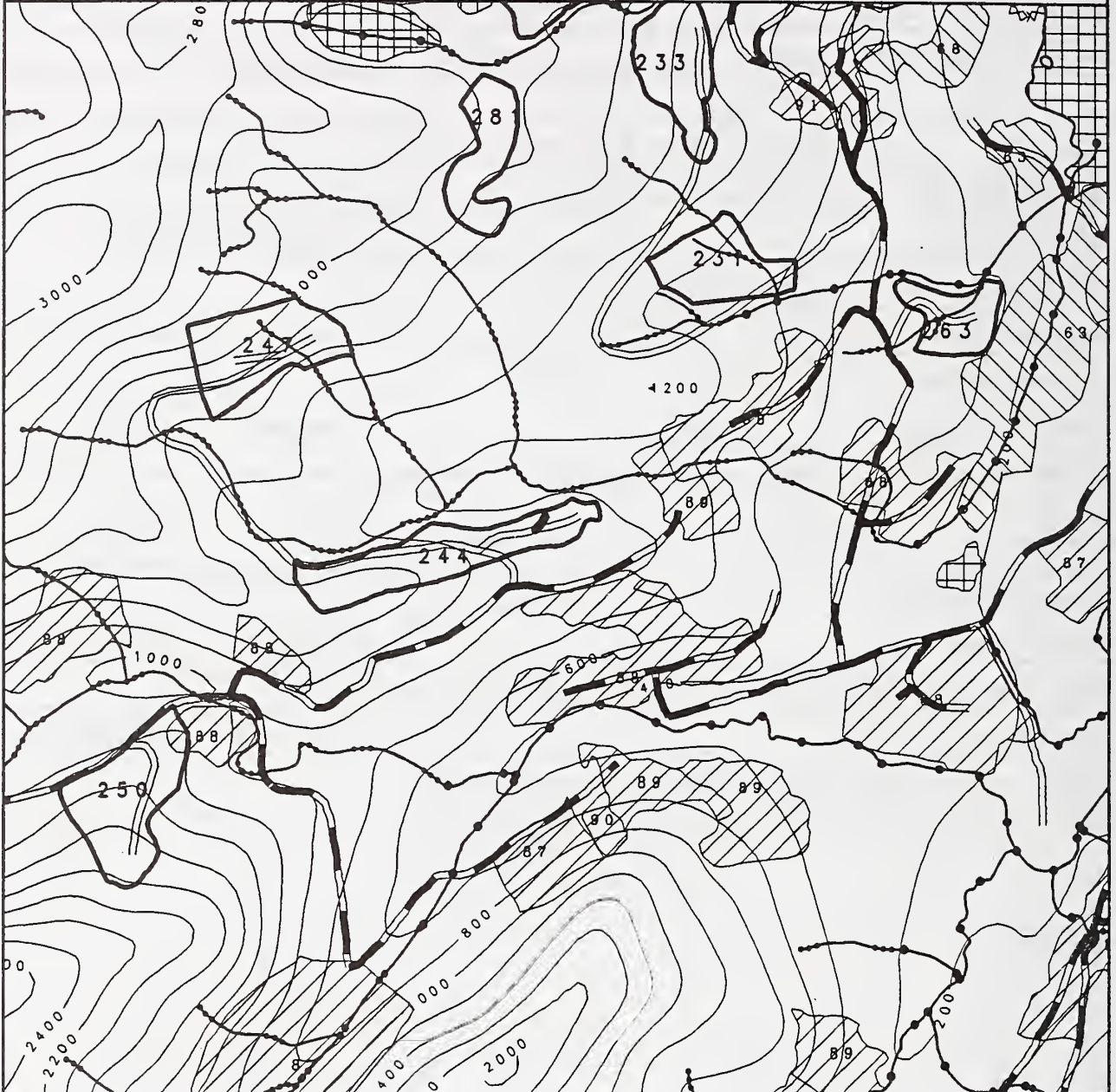





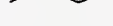

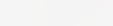
# POLK INLET PROJECT ROAD DESIGN CARD


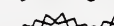




ROAD: 10050

VCU: 620

QUAD: B2SW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10050	VCU: 620	LENGTH: 252 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #620-244. Short spur to landing in unit.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

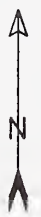
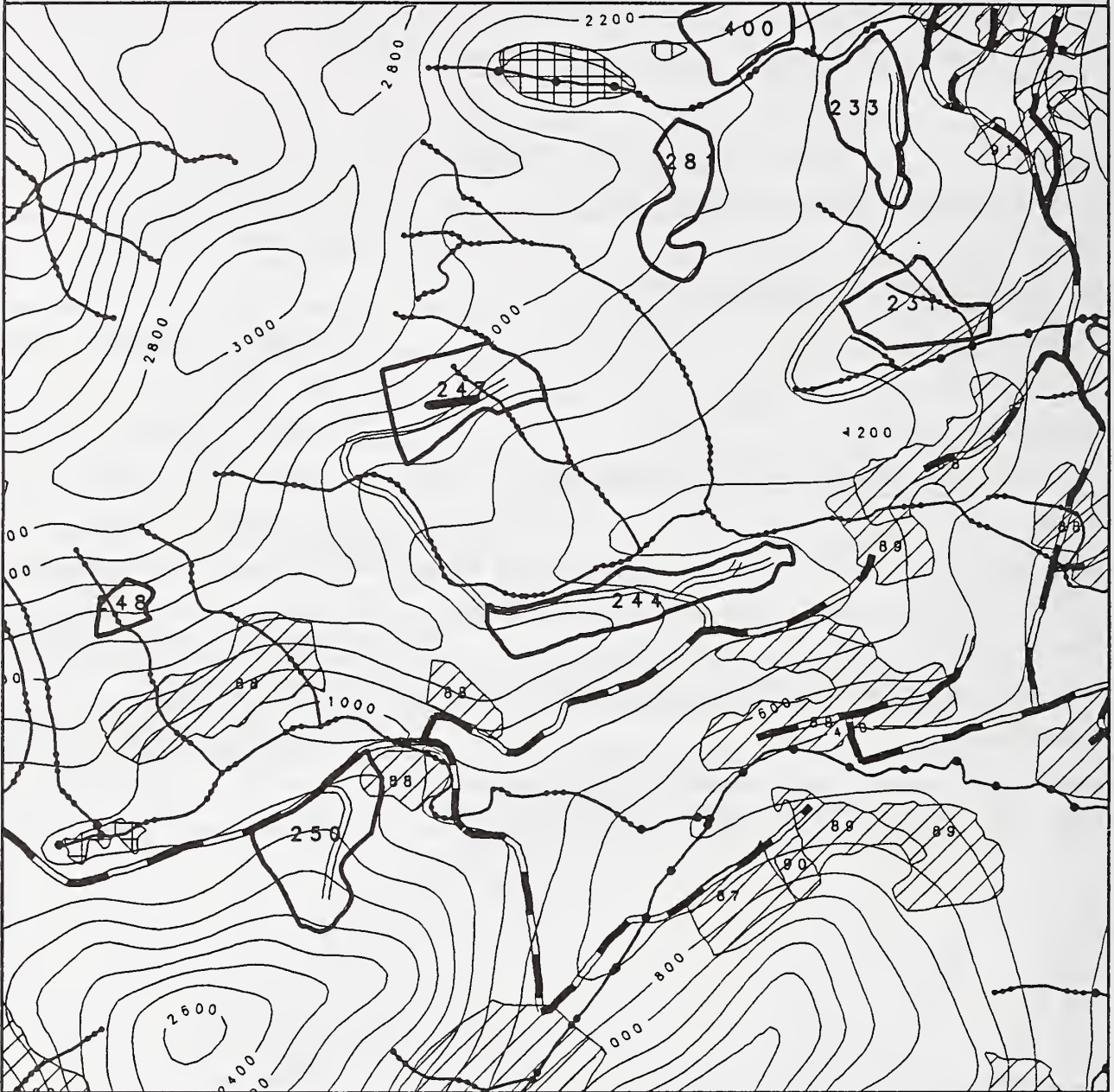


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10051

VCU: 620

QUAD: B2SW



- |  |                 |  |                            |
|--|-----------------|--|----------------------------|
|  | EXISTING ROADS  |  | POLK INLET HARVEST UNITS   |
|  | 1989-1994 ROADS |  | EAGLE TREE BUFFER          |
|  | POLK INLET      |  | LAKES, PONDS, OCEAN        |
|  | PROJECT ROADS   |  | SECOND GROWTH 0-10 YRS OLD |
|  | SUBJECT ROAD    |  | SECOND GROWTH 11 YRS PLUS  |
|  | CLASS 1 STREAM  |  | OLD BURNS AND SLIDES       |
|  | CLASS 2 STREAM  |  |                            |
|  | CLASS 3 STREAM  |  |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10051	VCU: 620	LENGTH: 751 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #620-247. Higher than average road cost. Side slopes 45-80%. Spur to west laid out to reduce yarding distance to NW corner of unit.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




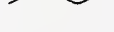



# POLK INLET PROJECT ROAD DESIGN CARD



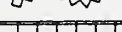



ROAD: 10052

VCU: 620

QUAD: B2SW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10052	VCU: 620	LENGTH: 2,109 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. barker/J. Mehrwein	
Serves Unit #620-250. Some rock in upper part of road. Higher than average cost. Sideslopes 7-80%.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

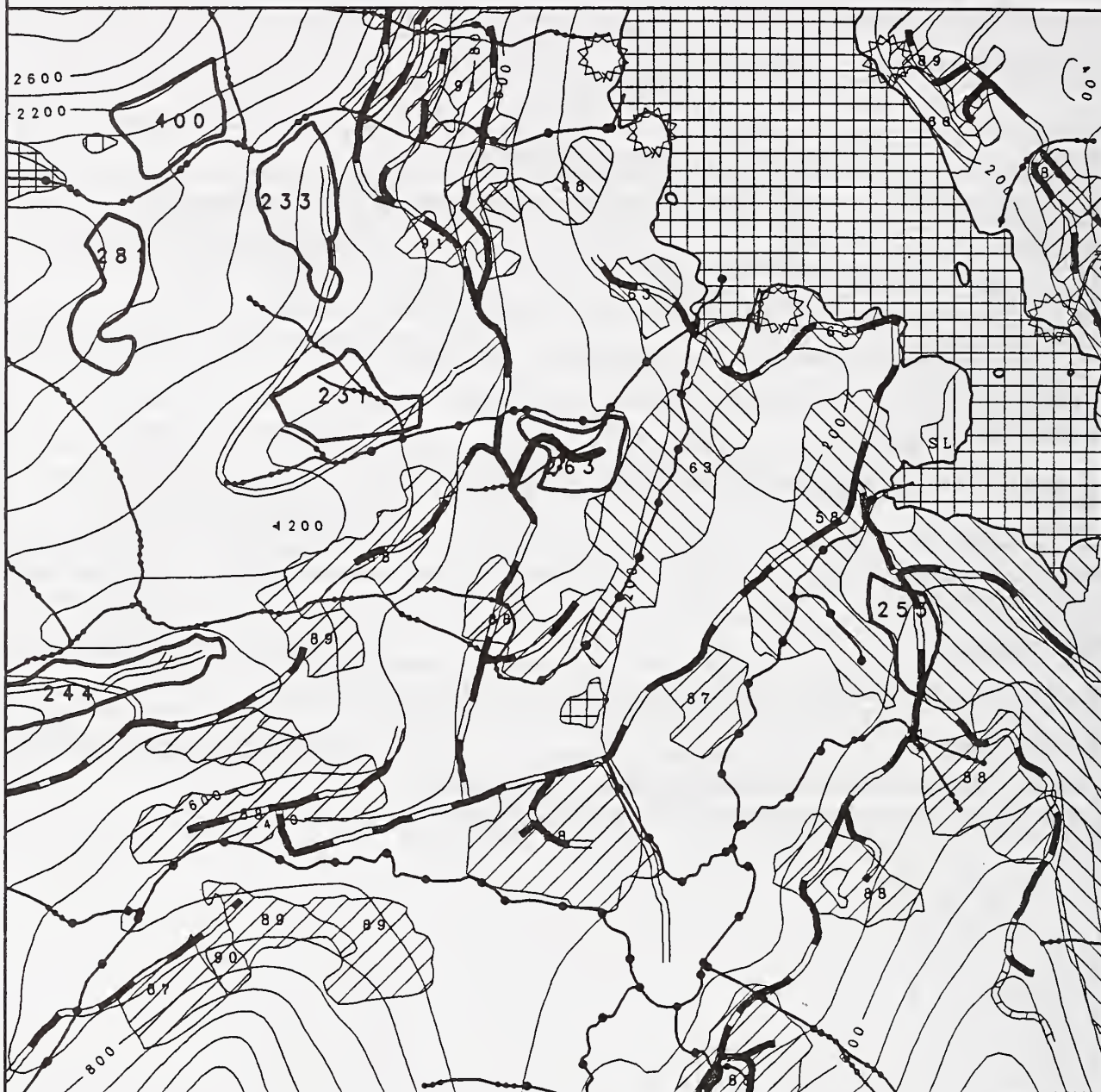






# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10053

VCU: 620

QUAD: B2SW



- |   |   |   |
|---|---|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10053	VCU: 620	LENGTH: 1,997 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #620-263. Easy road building. One switchback. No major crossings.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		



# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10054

VCU: 613

QUAD: B2SW



- |  |                |                             |                           |                            |
|--|----------------|-----------------------------|---------------------------|----------------------------|
|  |                | EXISTING ROADS              |                           | POLK INLET HARVEST UNITS   |
|  |                | 1989-1994 ROADS             |                           | EAGLE TREE BUFFER          |
|  |                | POLK INLET<br>PROJECT ROADS |                           | LAKES, PONDS, OCEAN        |
|  |                | SUBJECT ROAD                |                           | SECOND GROWTH 0-10 YRS OLD |
|  | CLASS 1 STREAM |                             | SECOND GROWTH 11 YRS PLUS |                            |
|  | CLASS 2 STREAM |                             | OLD BURNS AND SLIDES      |                            |
|  | CLASS 3 STREAM |                             |                           |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10054	VCU: 613	LENGTH: 2,606 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Unit #613-254. This is an alternate solution. The original route was blocked by cliffs. This road terminates at landing #2 as a 400' wide slide blocks any extension.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers. Conduct goshawk surveys prior to road construction.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10055	VCU: 621	LENGTH: 1,268 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-327. Easy road building, reasonable timber. Upper spur (Road #10056) to yard "finger" in NE corner. Main road grades, 1 to 10% favorable. Spur grade, 17% favorable. Full suspension over creek just past the two eastern landings. Upgrade old spur, build new grade, 20% lower than average cost. Side slopes 40-50%. No road concerns.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The road segment will be visible from Forest Road 20, which is not a Priority Travel Route/Use Area. Road construction will result in contrast in line and color within 621-327. The VQO is Maximum Modification, which will be met.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

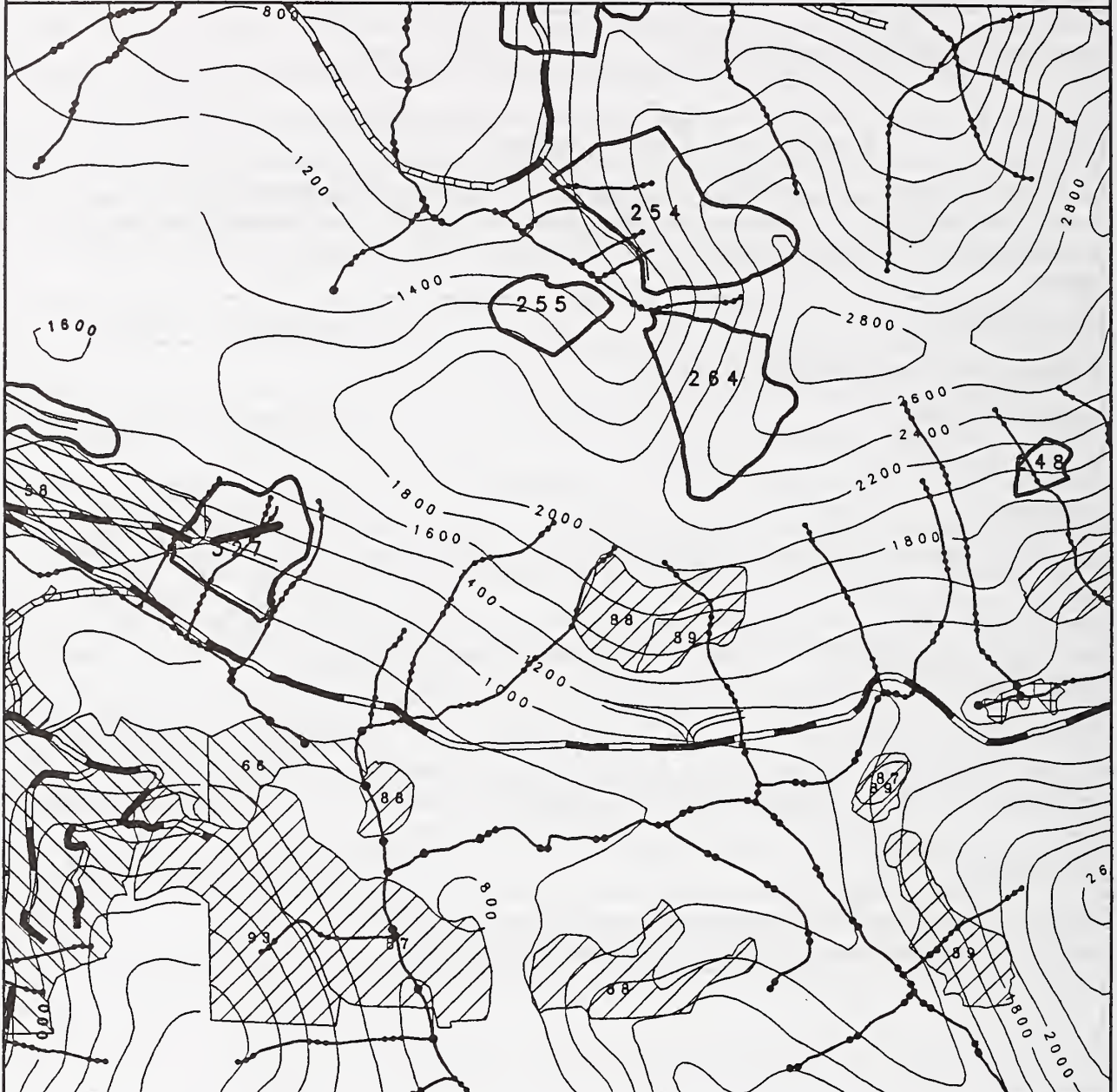


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10056

VCU: 621

QUAD: B2SW

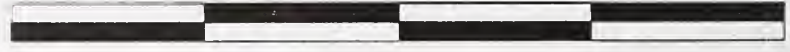


- N
- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680      1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10056	VCU: 621	LENGTH: 1,038 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Unit #621-327. Upper spur to yard "finger" in NE corner. Spur grade, 17% favorable.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The road segment will be visible from Forest Road 20, which is not a Priority Travel Route/Use Area. Road construction will result in contrast in line and color within 621-327. The VQO is Maximum Modification, which will be met.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		



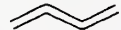



# POLK INLET PROJECT ROAD DESIGN CARD


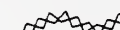




ROAD: 10060

VCU: 621

QUAD: B3SE

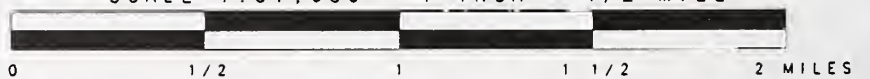


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680      1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10060	VCU: 621	LENGTH: 1,040 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #621-201. An old partially built road accesses the north side of the unit. Only need approximately 600' of new construction. Bridge is out across 12 Mile creek approximately 55' span. There is a beaver swamp in the middle of the unit. \$50,000 for road construction. Approximately \$60,000 to replace 12 Mile creek bridge. Fairly wet ground. Landing is on an isolated hump approximately 15-20' above the water table.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). During bridge installation, erodible material will not be deposited in live streams and sediment laden water pumped away from foundation excavation will be pumped to settling areas identified during final design (BMP 14.17).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of this road will not be visible from any Priority Travel Route/Use Area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is on edge of high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to the road.		


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD : 10061

VCU : 621

QUAD : B3SE



- |   |   |   |
|---|---|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10061	VCU: 621	LENGTH: 9,270 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
<p>Segment 1: Serves Unit #621-207. The road runs up at 15% to reach the unit and then flattens out to an average grade of 0%. A lot of the ground is swampy. Two landings were located on this segment, although we suggest the running skyline.</p> <p>Segment 2: Serves Unit #621-208. Very inexpensive road building. The ground is very flat and not very swampy. The road stays higher than the proposed paper plan location to take advantage of this ground.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of this road may be glimpsed from Forest Road 20, (Photo Point 10). Foreground vegetation and topography will screen most views of the road, largely mitigating its visual effects.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - No state/private encumbered lands occur adjacent to the road.</p>		





POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10062	VCU: 621	LENGTH: 1,404 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Unit #621-207. No concerns with this spur.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
A short segment of this road may be glimpsed from Forest Road 20 in the vicinity of Photo Point 10. Foreground vegetation and topography will largely screen the view, thus mitigating the visual effects.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

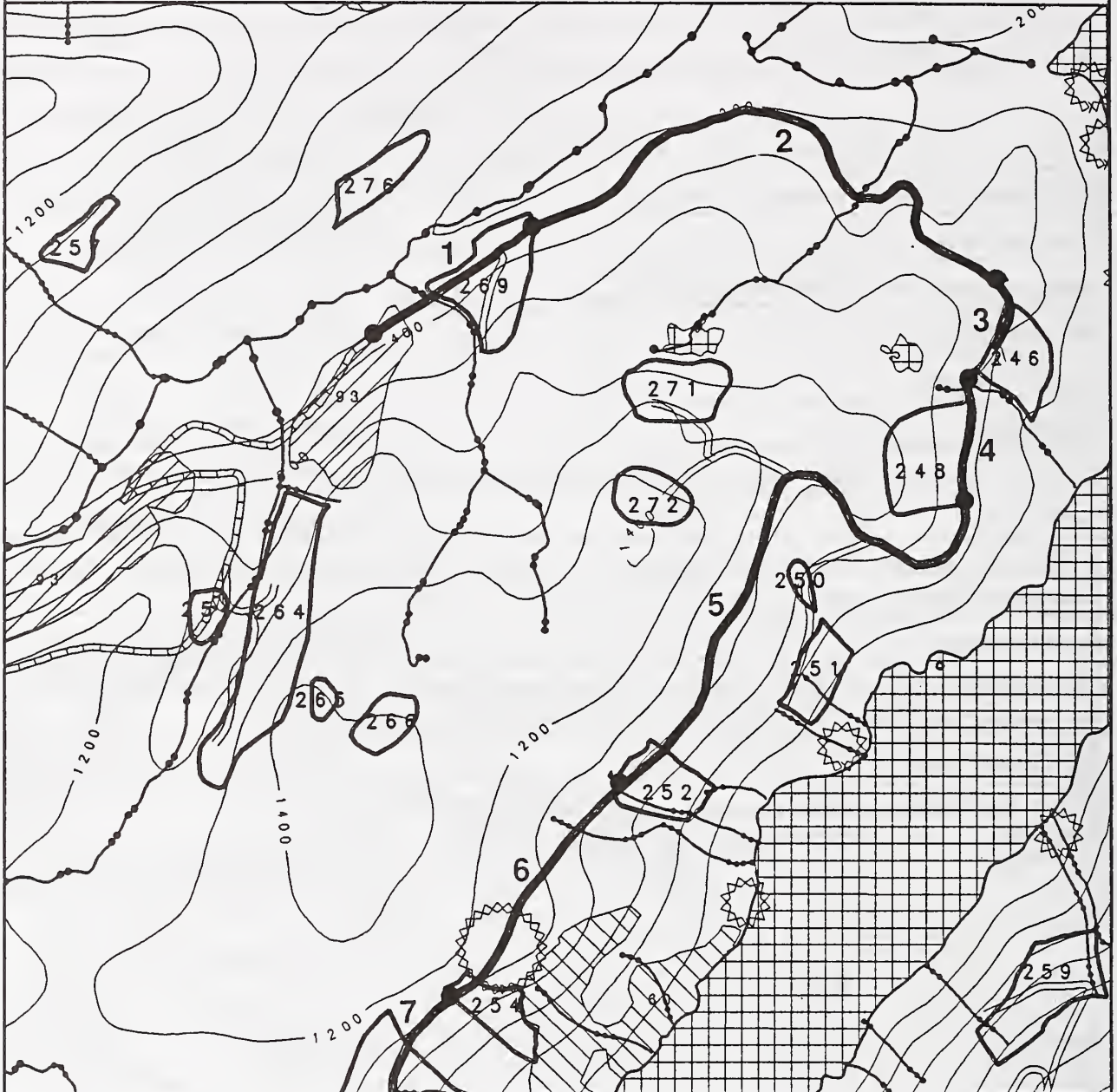






# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10065

VCU: 621/622

QUAD: B3NE



- |  |   |   |
|--|---|---|
| <br><p style="text-align: center;">N</p> <p style="text-align: center;">NORTH</p> | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|--|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

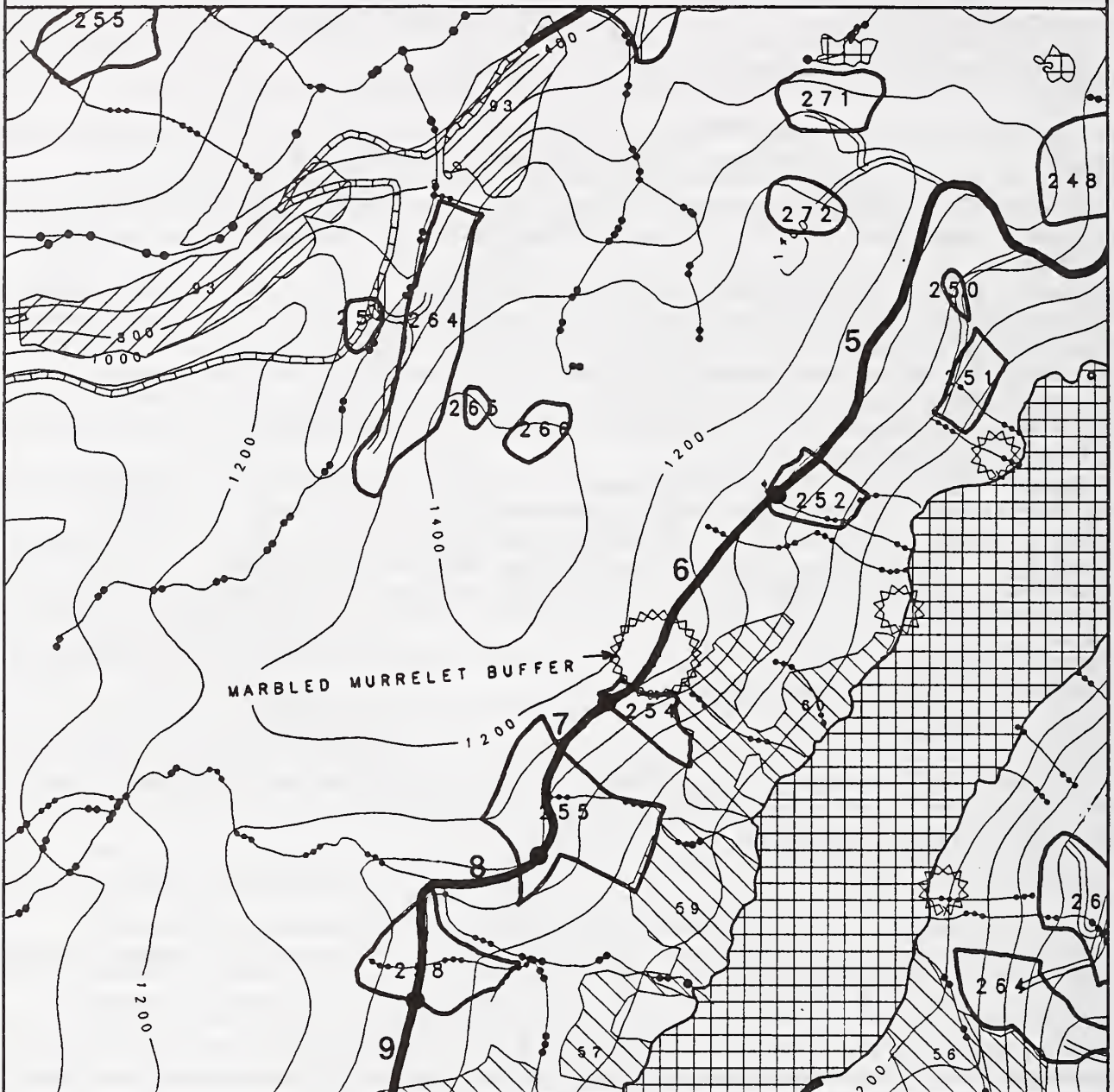
ROAD #: 10065	VCU: 621, 622	LENGTH: 41,546 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  3  </u>		
Roads	Comments by: J. Dalton, B. Ferneau, L. Yu/J. Mehrwein	
<p>Segment 1: Serves Unit #622-269. Road starts from existing FS traverse road at Sta. 257+15. Average road costs.</p> <p>Segment 2: Road segment is mainly on flat ground with very little rock and low sideslopes. Good construction materials.</p> <p>Segment 3: Serves Unit #621-246. Road is located through a pass which controls the road location in both directions.</p> <p>Segment 4: Serves Unit #621-248. Road runs @ 0% along a generally rocky sidehill. Some rock cut will be required.</p> <p>Segment 5: Serves Unit #621-252. Sustained 15% used to get around knob. Average construction costs in initial 1,500 ft. Then ground becomes flat and swampy in some parts. No major rock cuts. Below average construction costs.</p> <p>Segment 6: Serves Unit #621-254. Segment starts with average road construction. Near unit, rock cuts account for higher than average construction cost. The road had to stay high to remain above some cliffs, thus accounting for the 15% favorable grade in Segment 7.</p> <p>Segment 7: Serves Unit #621-255. No special concerns. The road is slightly higher than given in the paper plan due to the road being located high to stay above cliffs at the beginning of this segment.</p> <p>Segment 8: Serves Unit #621-258. This road is located higher than the paper plan to use the best crossing across the creek canyon. The main problem with this segment is the slide; 900 ft. north of the crossing.</p> <p>Segment 9: Serves Unit #621-268. No concerns with this segment. Three 6' or larger culverts required.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17). Class II floodplain requires placement of culverts on each side of stream to pass flood flows.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7). Segment to unit 621-246.		
Wildlife	Comments by: R. Fairbanks	
Road approach within ½ mile of two potential bald eagle nest sites. If nest sites are active, follow the interagency agreement with U.S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers. Road crosses a buffer established for a marbled murrelet nest site in Segment 6.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road will have significant visual effects, especially where it crosses harvest units which will be clear-cut. The road will introduce contrasts in line, color and texture along the midsection of the west side of Twelvemile Arm. Prescriptions on the unit cards address the most visible segments of this road. The road contributes to the cumulative effects of harvest along Twelvemile Arm.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - Approximately one mile of Segment 2 crosses State-owned land as currently routed.</p>		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10065

VCU: 621/622

QUAD: B3NE



- |                              |  |                      |  |
|------------------------------|--|----------------------|--|
| <br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>SUBJECT ROAD</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> | <br><br><br><br><br> | <p>POLK INLET HARVEST UNITS</p> <p>EAGLE TREE BUFFER</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|------------------------------|--|----------------------|--|

CENTRAL

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10065	VCU: 621, 622	LENGTH: 41,546 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  3  </u>		
Roads	Comments by: J. Dalton, B. Ferneau, L. Yu/J. Mehrwein	
<p>Segment 1: Serves Unit #622-269. Road starts from existing FS traverse road at Sta. 257+15. Average road costs.</p> <p>Segment 2: Road segment is mainly on flat ground with very little rock and low sideslopes. Good construction materials.</p> <p>Segment 3: Serves Unit #621-246. Road is located through a pass which controls the road location in both directions.</p> <p>Segment 4: Serves Unit #621-248. Road runs @ 0% along a generally rocky sidehill. Some rock cut will be required.</p> <p>Segment 5: Serves Unit #621-252. Sustained 15% used to get around knob. Average construction costs in initial 1,500 ft. Then ground becomes flat and swampy in some parts. No major rock cuts. Below average construction costs.</p> <p>Segment 6: Serves Unit #621-254. Segment starts with average road construction. Near unit, rock cuts account for higher than average construction cost. The road had to stay high to remain above some cliffs, thus accounting for the 15% favorable grade in Segment 7.</p> <p>Segment 7: Serves Unit #621-255. No special concerns. The road is slightly higher than given in the paper plan due to the road being located high to stay above cliffs at the beginning of this segment.</p> <p>Segment 8: Serves Unit #621-258. This road is located higher than the paper plan to use the best crossing across the creek canyon. The main problem with this segment is the slide; 900 ft. north of the crossing.</p> <p>Segment 9: Serves Unit #621-268. No concerns with this segment. Three 6' or larger culverts required.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17). Class II floodplain requires placement of culverts on each side of stream to pass flood flows.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7). Segment to unit 621-246.		
Wildlife	Comments by: R. Fairbanks	
Road approach within 1/2 mile of two potential bald eagle nest sites. If nest sites are active, follow the interagency agreement with U.S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers. Road crosses a buffer established for a marbled murrelet nest site in Segment 6.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road will have significant visual effects, especially where it crosses harvest units which will be clear-cut. The road will introduce contrasts in line, color and texture along the midsection of the west side of Twelvemile Arm. Prescriptions on the unit cards address the most visible segments of this road. The road contributes to the cumulative effects of harvest along Twelvemile Arm.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - Approximately one mile of Segment 2 crosses State-owned land as currently routed.</p>		

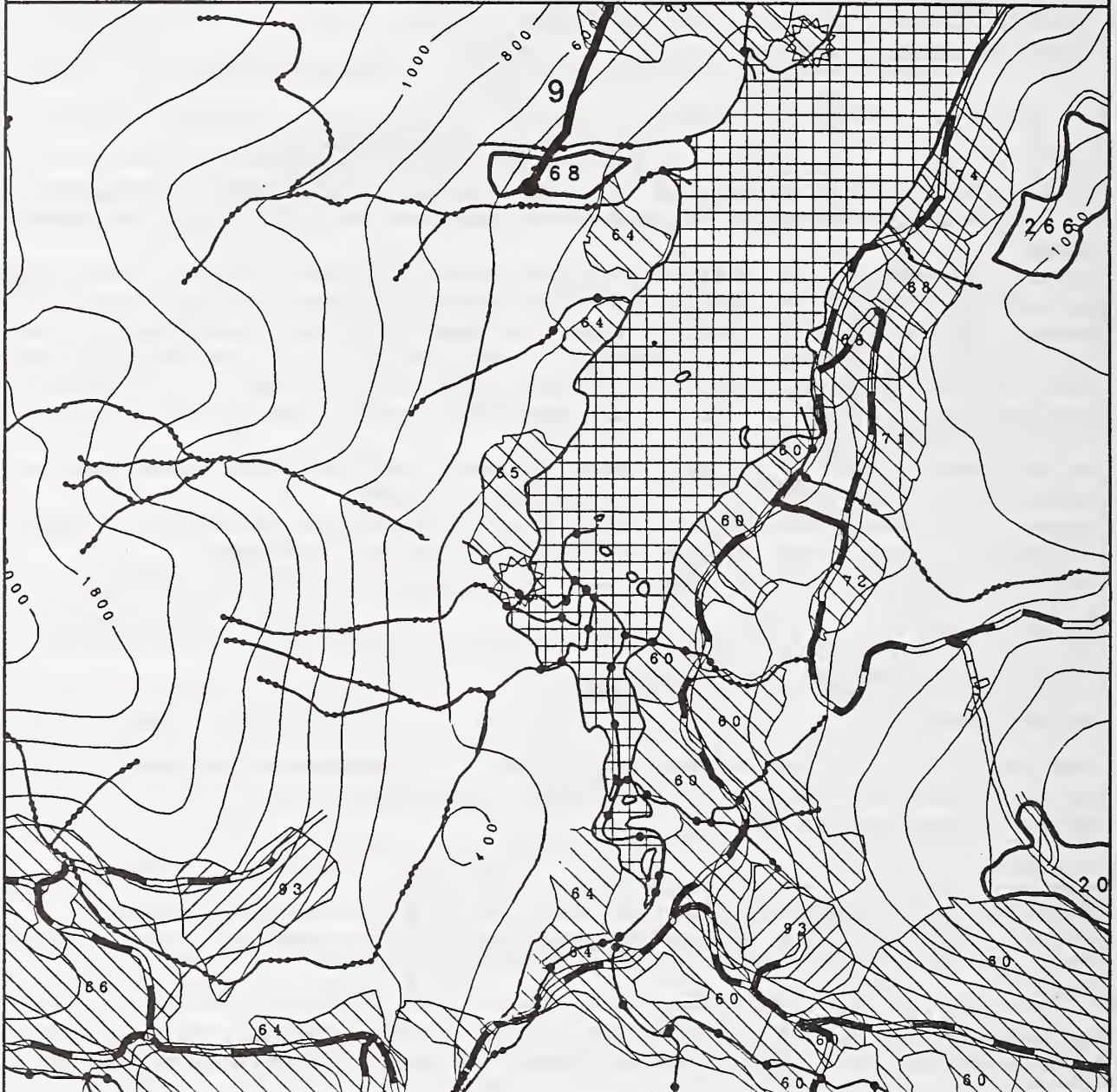


# POLK INLET PROJECT ROAD DESIGN CARD

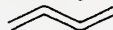


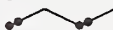
ROAD: 10065


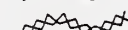




VCU: 621/622

QUAD: B3SE



SOUTH

-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10065	VCU: 621, 622	LENGTH: 41,546 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  3  </u>		
Roads	Comments by: J. Dalton, B. Ferneau, L. Yu/J. Mehrwein	
<p>Segment 1: Serves Unit #622-269. Road starts from existing FS traverse road at Sta. 257+15. Average road costs.</p> <p>Segment 2: Road segment is mainly on flat ground with very little rock and low sideslopes. Good construction materials.</p> <p>Segment 3: Serves Unit #621-246. Road is located through a pass which controls the road location in both directions.</p> <p>Segment 4: Serves Unit #621-248. Road runs @ 0% along a generally rocky sidehill. Some rock cut will be required.</p> <p>Segment 5: Serves Unit #621-252. Sustained 15% used to get around knob. Average construction costs in initial 1,500 ft. Then ground becomes flat and swampy in some parts. No major rock cuts. Below average construction costs.</p> <p>Segment 6: Serves Unit #621-254. Segment starts with average road construction. Near unit, rock cuts account for higher than average construction cost. The road had to stay high to remain above some cliffs, thus accounting for the 15% favorable grade in Segment 7.</p> <p>Segment 7: Serves Unit #621-255. No special concerns. The road is slightly higher than given in the paper plan due to the road being located high to stay above cliffs at the beginning of this segment.</p> <p>Segment 8: Serves Unit #621-258. This road is located higher than the paper plan to use the best crossing across the creek canyon. The main problem with this segment is the slide; 900 ft. north of the crossing.</p> <p>Segment 9: Serves Unit #621-268. No concerns with this segment. Three 6' or larger culverts required.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17). Class II floodplain requires placement of culverts on each side of stream to pass flood flows.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7). Segment to unit 621-246.		
Wildlife	Comments by: R. Fairbanks	
Road approach within ½ mile of two potential bald eagle nest sites. If nest sites are active, follow the interagency agreement with U.S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers. Road crosses a buffer established for a marbled murrelet nest site in Segment 6.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road will have significant visual effects, especially where it crosses harvest units which will be clear-cut. The road will introduce contrasts in line, color and texture along the midsection of the west side of Twelvemile Arm. Prescriptions on the unit cards address the most visible segments of this road. The road contributes to the cumulative effects of harvest along Twelvemile Arm.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road is outside of high probability areas for cultural resources.</p> <p>Lands - Approximately one mile of Segment 2 crosses State-owned land as currently routed.</p>		

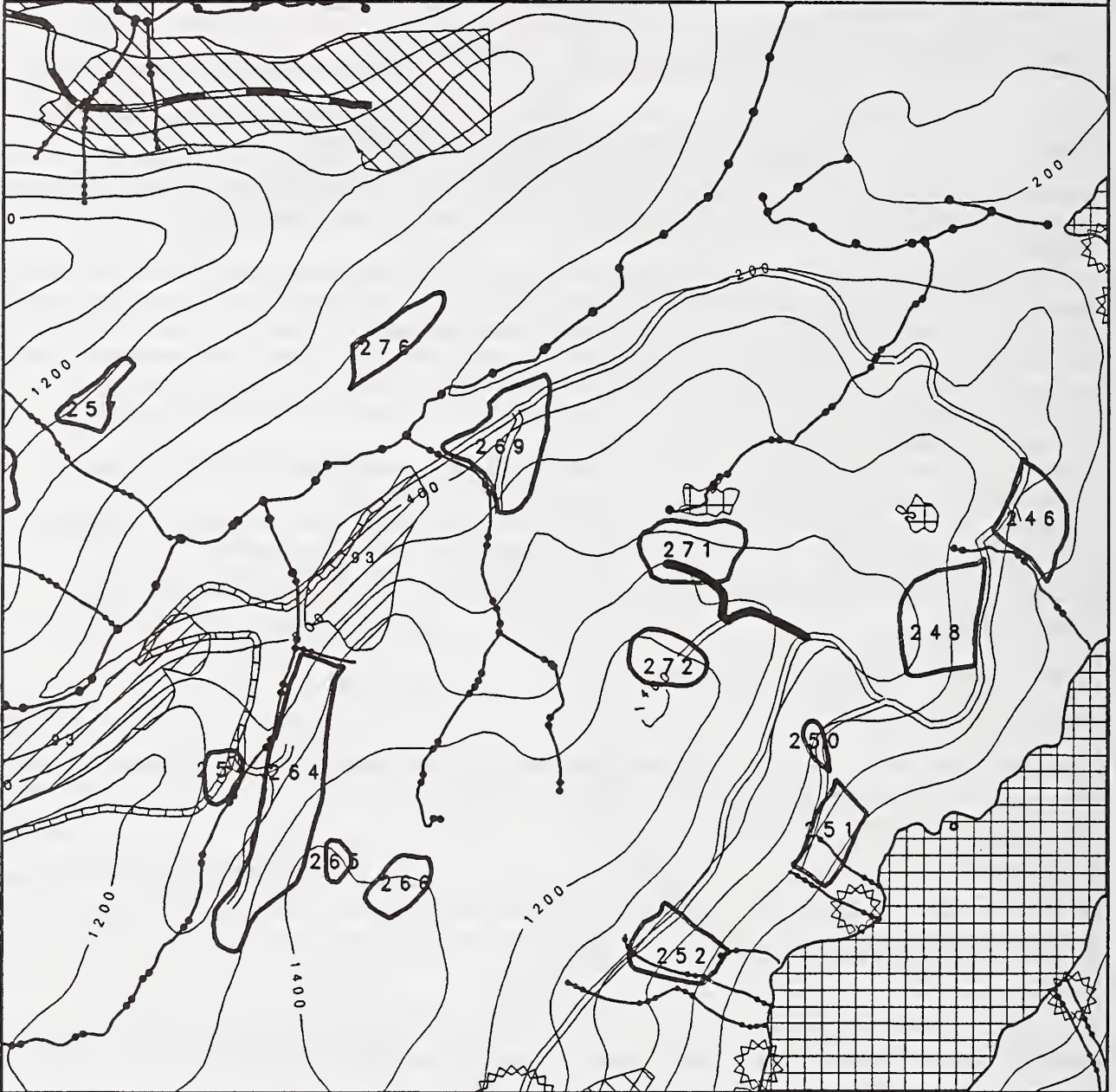






# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10066

VCU: 621/622

QUAD: B3NE



- |   |   |   |
|---|---|---|
|  | <ul style="list-style-type: none"> <li> EXISTING ROADS</li> <li> 1989-1994 ROADS</li> <li> POLK INLET PROJECT ROADS</li> <li> SUBJECT ROAD</li> <li> CLASS 1 STREAM</li> <li> CLASS 2 STREAM</li> <li> CLASS 3 STREAM</li> </ul> | <ul style="list-style-type: none"> <li> POLK INLET HARVEST UNITS</li> <li> EAGLE TREE BUFFER</li> <li> LAKES, PONDS, OCEAN</li> <li> SECOND GROWTH 0-10 YRS OLD</li> <li> SECOND GROWTH 11 YRS PLUS</li> <li> OLD BURNS AND SLIDES</li> </ul> |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680     1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

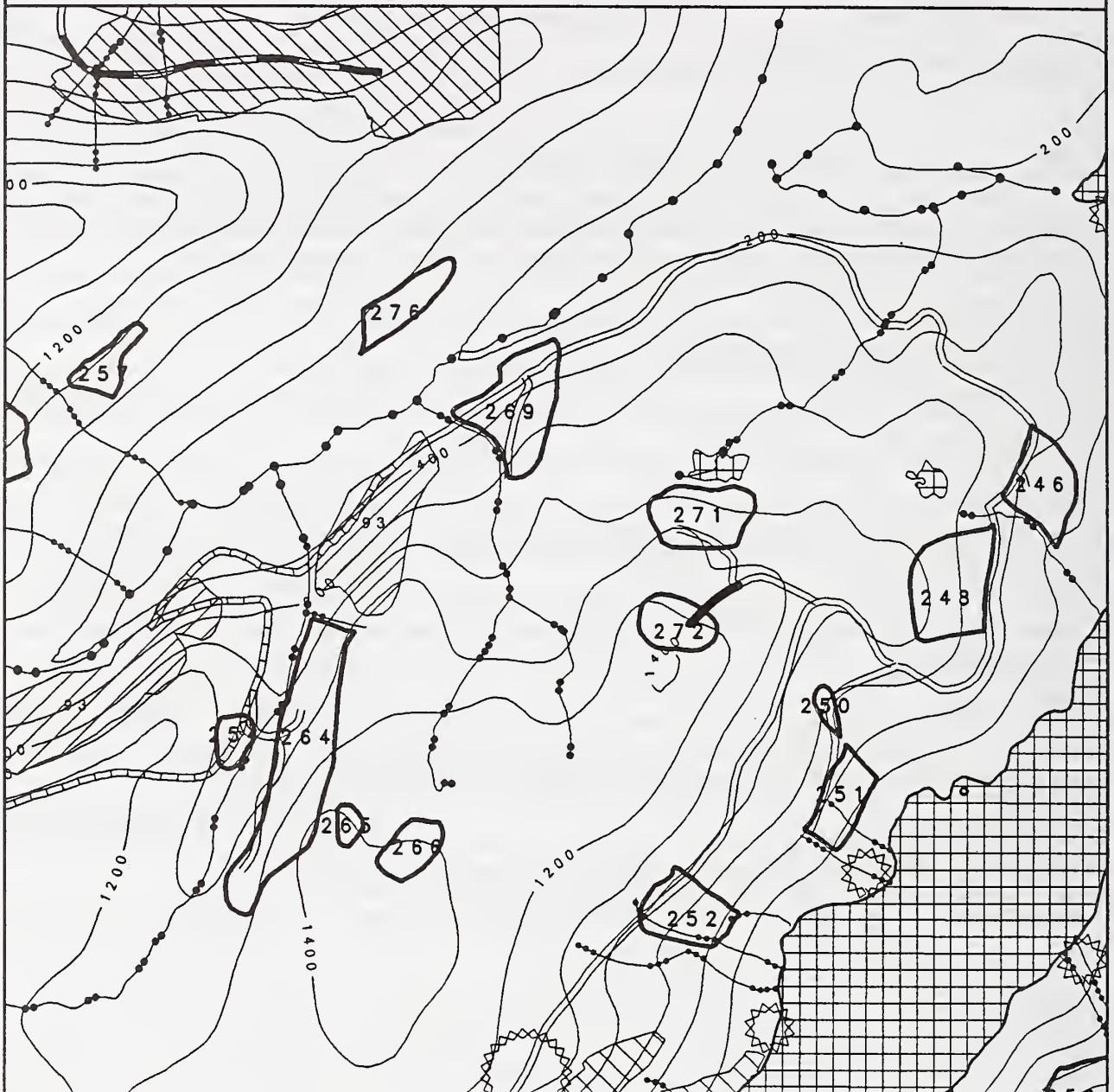
ROAD #: 10066	VCU: 621, 622	LENGTH: 3,355 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #622-271. Some rock cut will be required on this segment. There is no sustained adverse grade, but there is a short 100' pitch of 8% adverse. The road was located higher to be able to yard on the west side of the ridge. Two landings were located one on each side of the ridge; however, one landing is probably sufficient.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Most of this road segment will not be visible from Twelvemile Arm or any Priority Travel Routes/Use Areas. It may be visible from some viewpoints in Twelvemile Arm as a notch in the tree line vegetation.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		



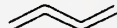


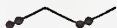

# POLK INLET PROJECT ROAD DESIGN CARD





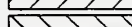

ROAD: 10067

VCU: 622

QUAD: B3NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10067	VCU: 622	LENGTH: 500 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #622-272. This segment is much shorter than the proposed segment because the location of segment 15 into unit 622-271 was changed. The construction costs are low because there is no rock and the ground is flat. The ground is swampy. The unit is bowl-shaped; and all the logs will come to the one landing at the bottom of the unit.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

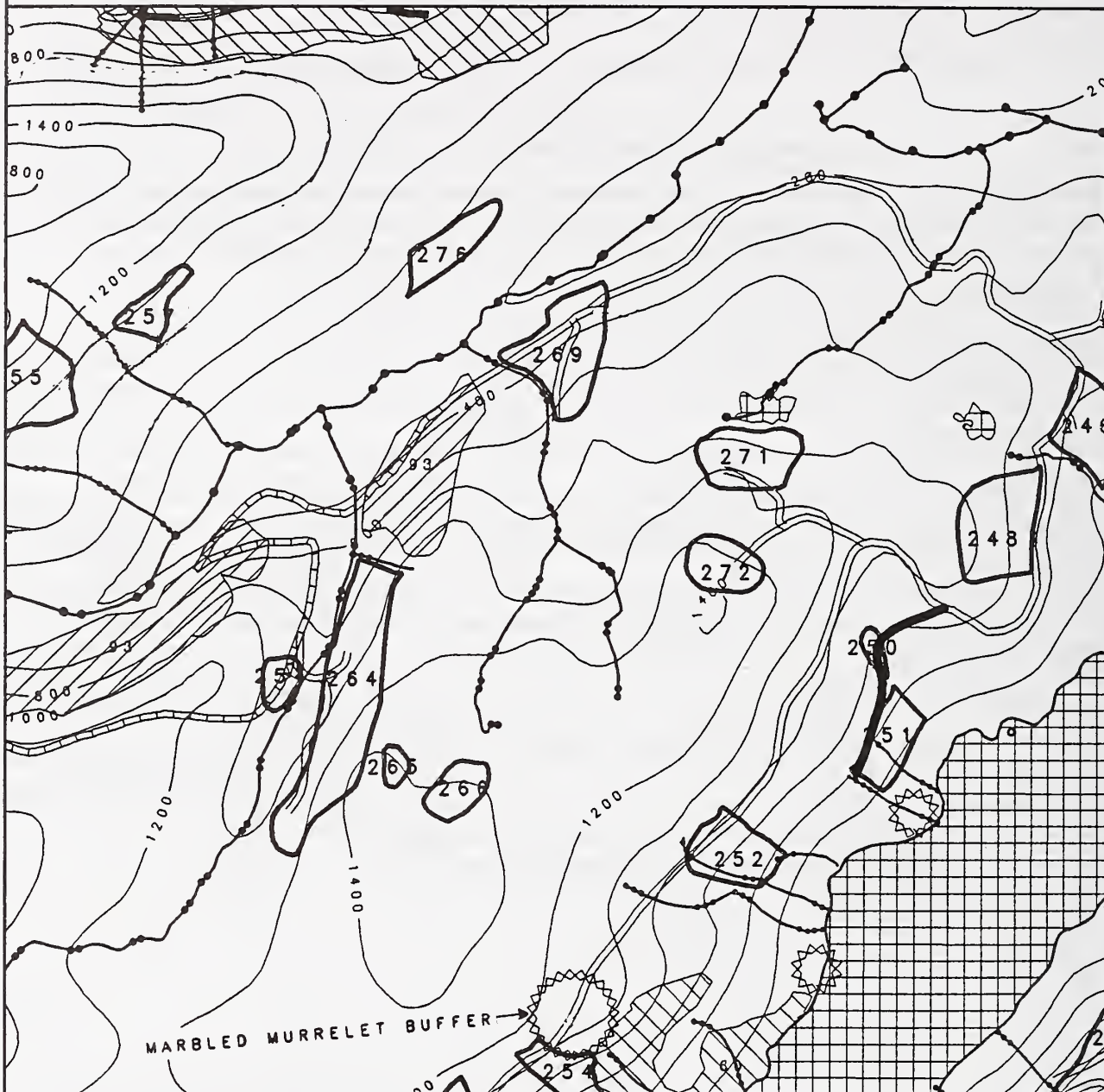


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10068

VCU: 621

QUAD: B3NE



- |  |  |                          |  |                            |
|--|--|--------------------------|--|----------------------------|
|  |  | EXISTING ROADS           |  | POLK INLET HARVEST UNITS   |
|  |  | 1989-1994 ROADS          |  | EAGLE TREE BUFFER          |
|  |  | POLK INLET PROJECT ROADS |  | LAKES, PONDS, OCEAN        |
|  |  | SUBJECT ROAD             |  | SECOND GROWTH 0-10 YRS OLD |
|  |  | CLASS 1 STREAM           |  | SECOND GROWTH 11 YRS PLUS  |
|  |  | CLASS 2 STREAM           |  | OLD BURNS AND SLIDES       |
|  |  | CLASS 3 STREAM           |  |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

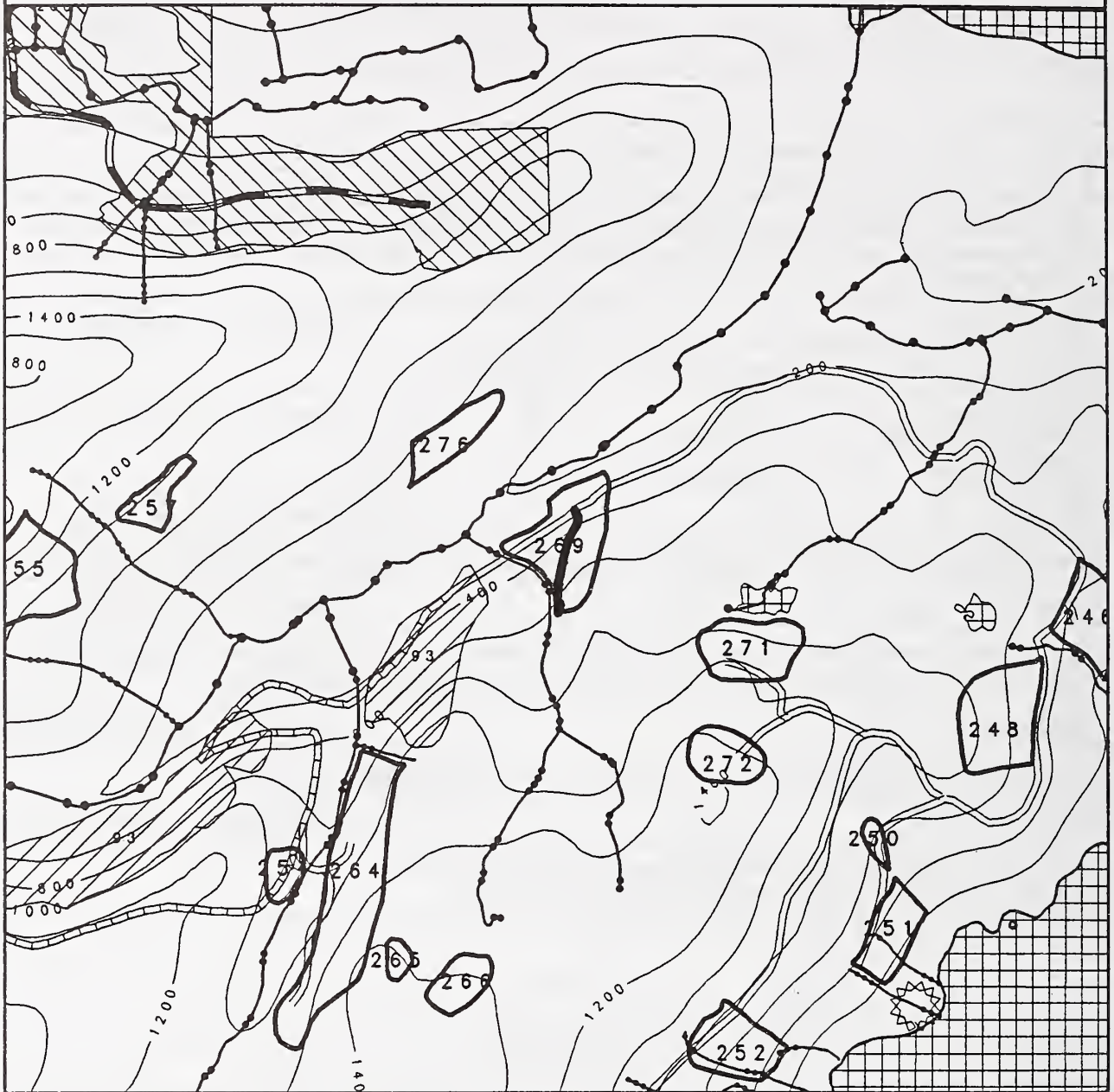
ROAD #: 10068	VCU: 621	LENGTH: 3,337 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Units #621-250 and -251. This road has to be high to access unit 621-250. This is the reason for the adverse which was required to bring the road down into unit 621-251. The road laid out is 3,000' long, but we noticed that the south felling boundary was cut short; so the road can end at 1,700'. We advise that the road be cut short to make this a one landing unit.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road approaches within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The most visible portion of this road will be in unit 251. See the unit card for a prescription.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10069

VCU: 622

QUAD: B3NE



- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

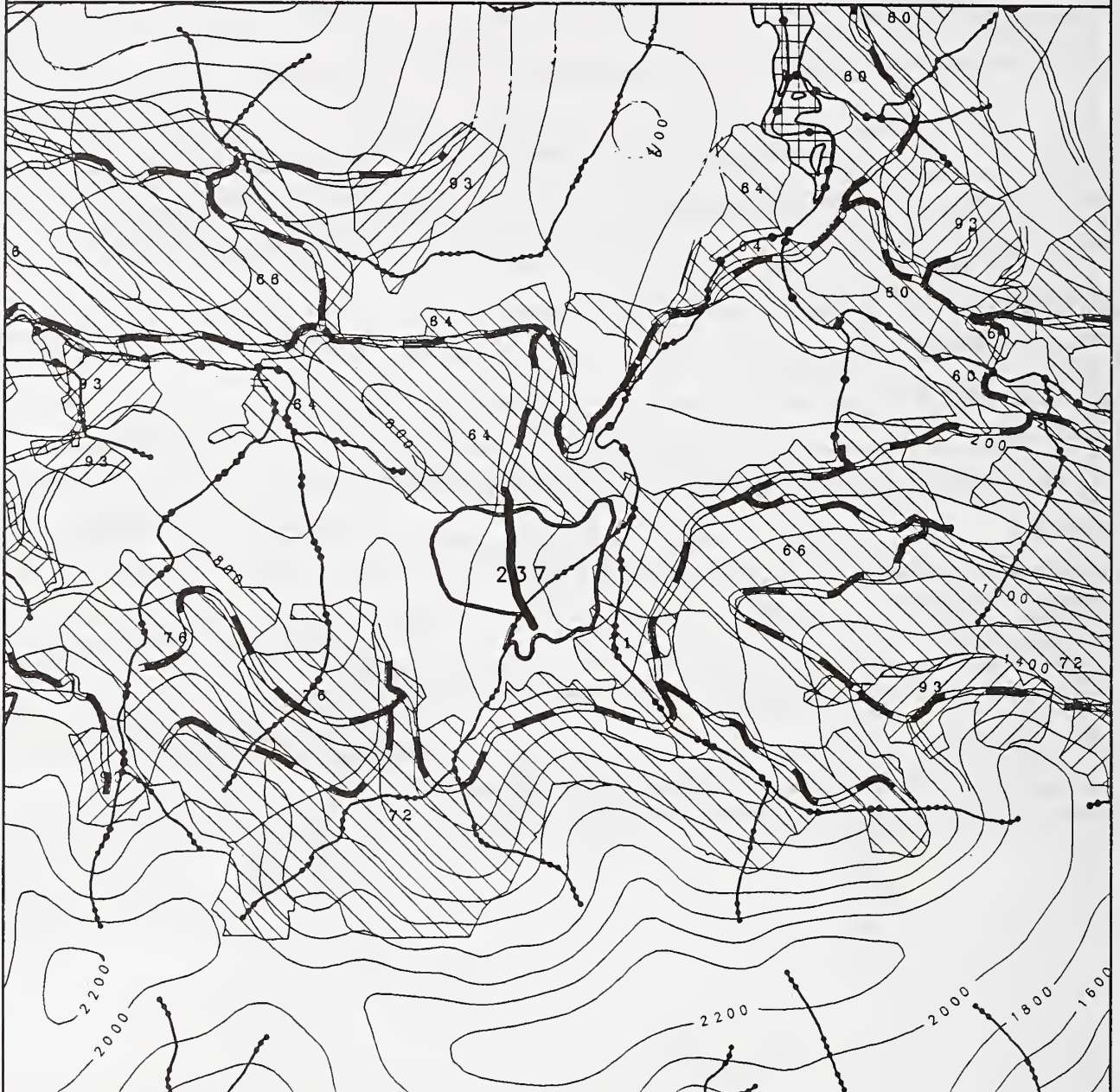
ROAD #: 10069	VCU: 622	LENGTH: 1,707 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Unit #622-269. No concerns with this spur.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




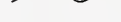

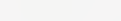

# POLK INLET PROJECT ROAD DESIGN CARD







ROAD: 10070

VCU: 621

QUAD: B3SE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10070	VCU: 621	LENGTH: 1,812 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #621-237. Low volumes, may make a better unit if the 2nd setting is deleted, ending the road at the first landing. Overland construction in swampy ground, gentle sidehill.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

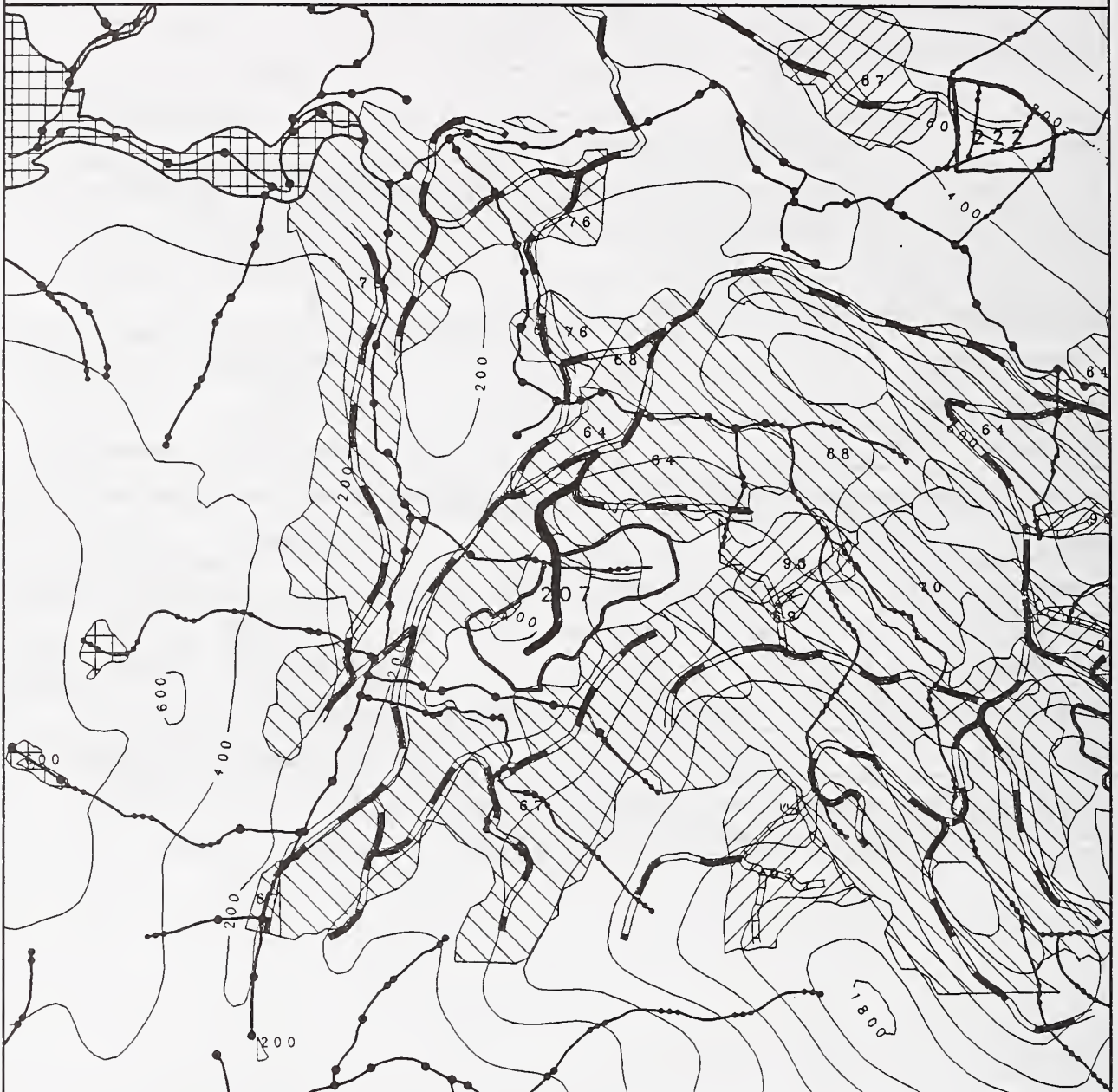




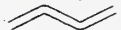




# POLK INLET PROJECT ROAD DESIGN CARD





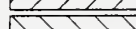

ROAD: 10071

VCU: 624

QUAD: B3SW

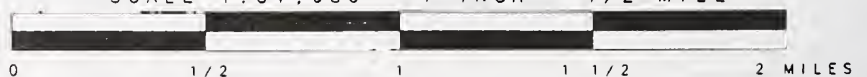


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10071	VCU: 624	LENGTH: 2,923 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #624-207. Road access will destroy some of the silvicultural work. Possible quarry site along road.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - Road begins on State-selected land.		

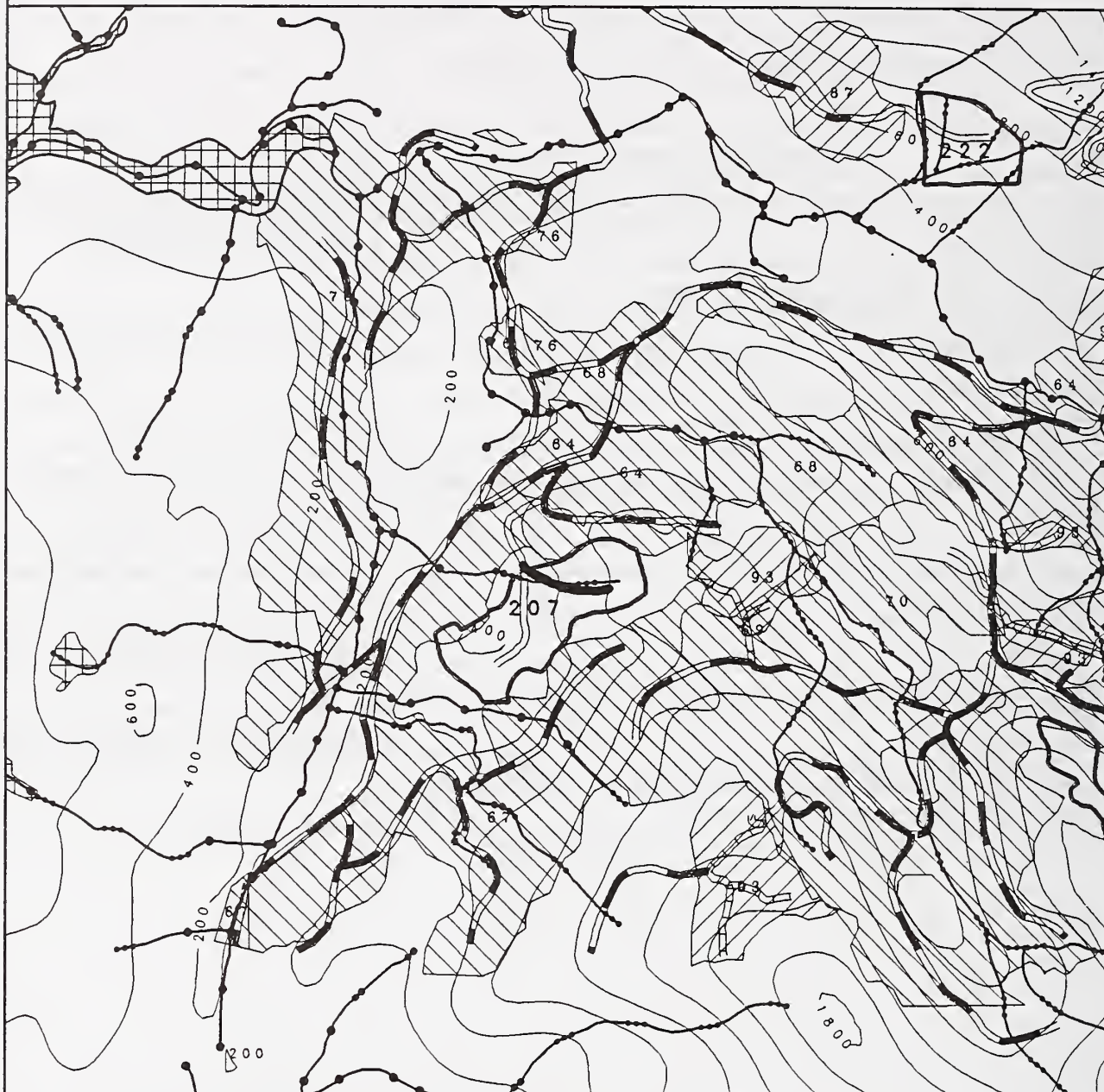


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10072

VCU: 624

QUAD: B3SW



- |  |  |   |  |
|--|--|---|--|
|  | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>SUBJECT ROAD</p> | <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> | <p>POLK INLET HARVEST UNITS</p> <p>EAGLE TREE BUFFER</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|--|--|---|--|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680      1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10072	VCU: 624	LENGTH: 1,813 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: B. Ferneau/J. Mehrwein	
Serves Unit #624-207. Spur off of 10071.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		




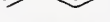



# POLK INLET PROJECT ROAD DESIGN CARD







ROAD: 10073

VCU: 624

QUAD: B3SW

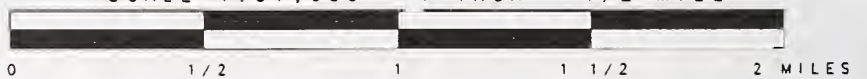


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10073	VCU: 624	LENGTH: 2,867 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  1  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: R. Doering/J. Mehrwein	
Serves Unit #624-203. Average road costs & construction.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Coho and steelhead use the upper parts of Trocadero Creek. In-stream activities require a construction timing window of June 15 to September 1. Class I floodplain requires placement of culverts on each side of stream to pass flood flows.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The road will be visible as an opening in the vegetation where it intersects Hydaburg Road. If the road will not be used in the future, it can be reclaimed by blocking access and encouraging revegetation. This would shorten the duration of this small visual impact. The road within 624-203 will not be visible from a Priority Travel Route/Use Area.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is adjacent to high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to the road.		

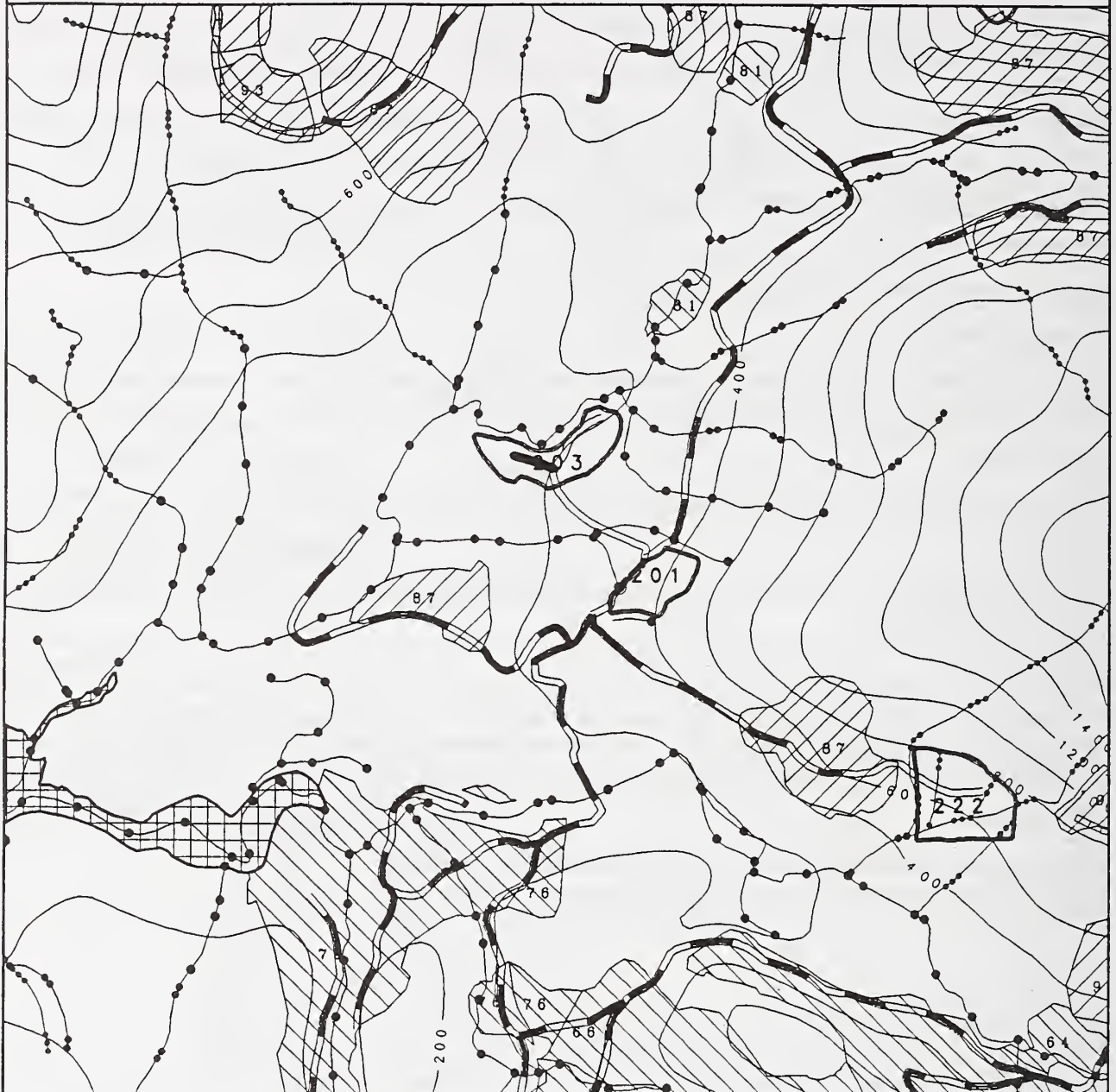


# POLK INLET PROJECT ROAD DESIGN CARD

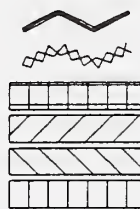
ROAD: 10074

VCU: 624

QUAD: B3SW



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD  
  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

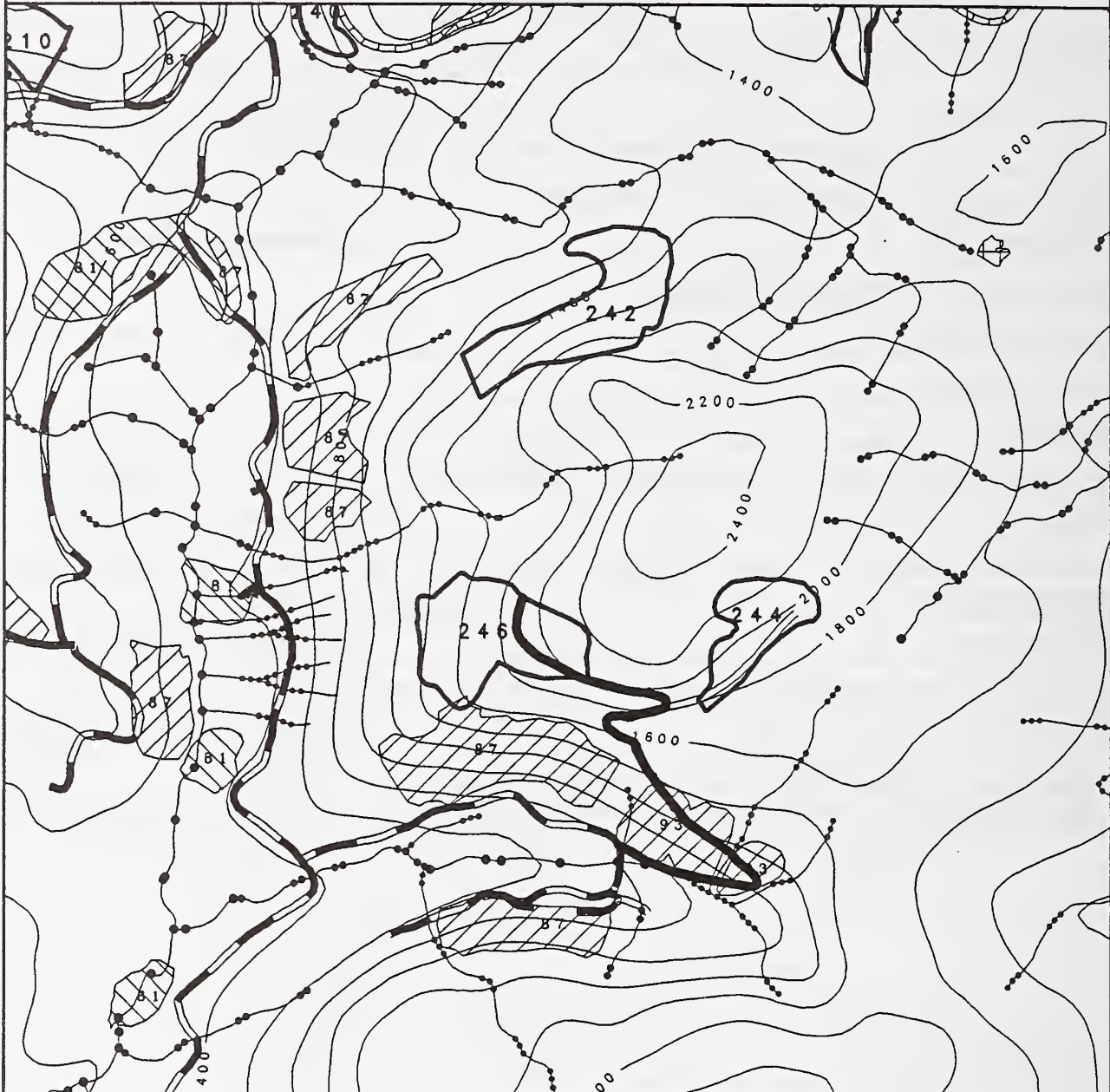
ROAD #: 10074	VCU: 624	LENGTH: 647 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: R. Doering/J. Mehrwein	
Serves Unit #624-203. Average road costs & construction.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is adjacent to high probability areas for cultural resources. Lands - No state/private or encumbered lands occur adjacent to the road.		








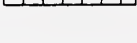
# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10075

VCU: 624

QUAD: B3NE



- |   |  |   |
|---|--|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

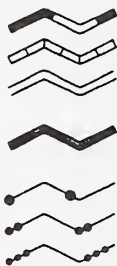
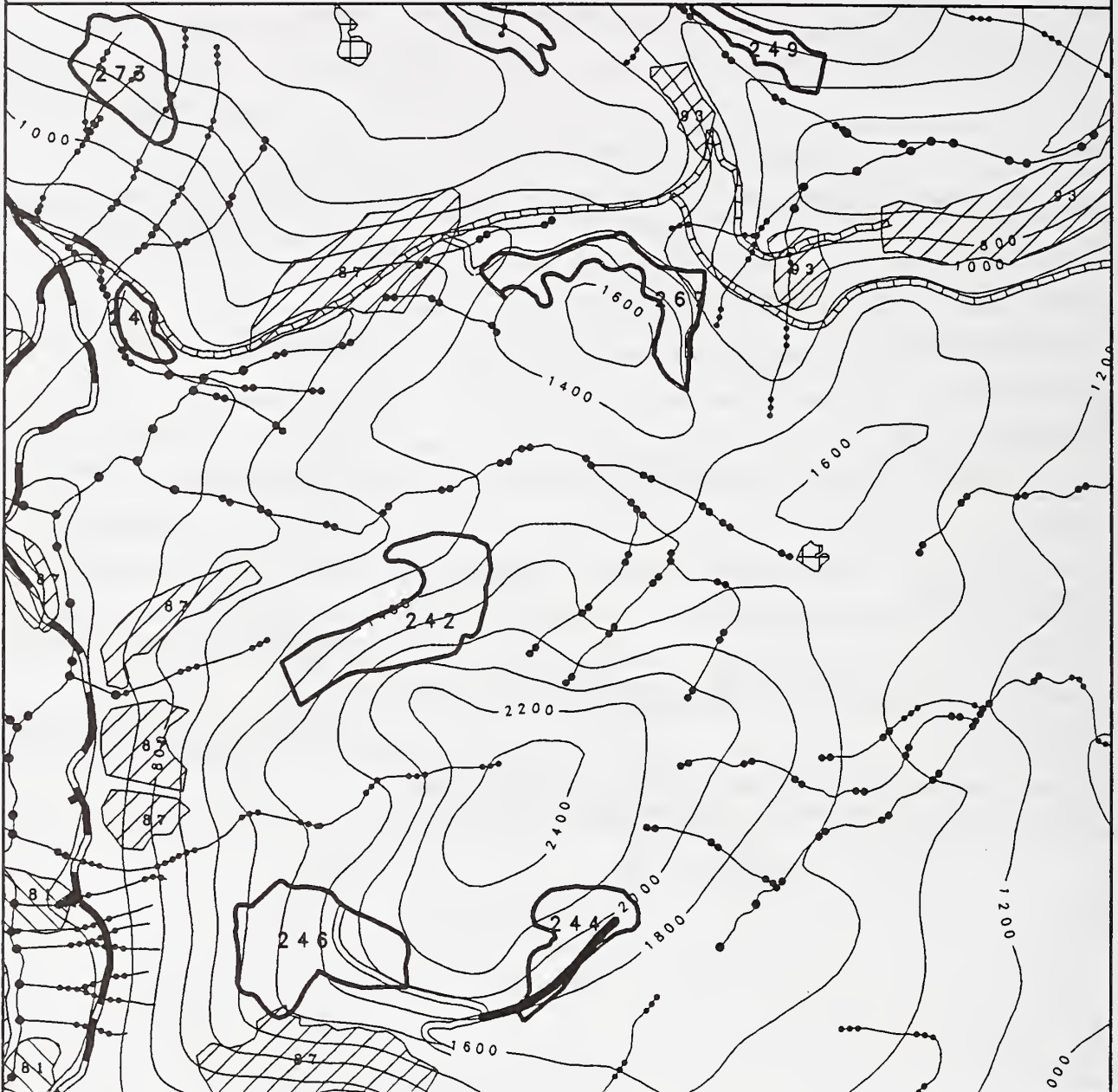
ROAD #: 10075	VCU: 624	LENGTH: 8,071 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #624-246. Expensive road work. Very expensive development for a limited volume of mountain top wood.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

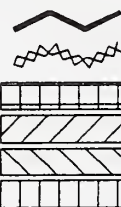
ROAD: 10076

VCU: 621/624

QUAD: B3NE



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10076	VCU: 621, 624	LENGTH: 2,629 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments By: B. Ferneau/J. Mehrwein	
Serves Unit #624-244. Spur off of Road #10075.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

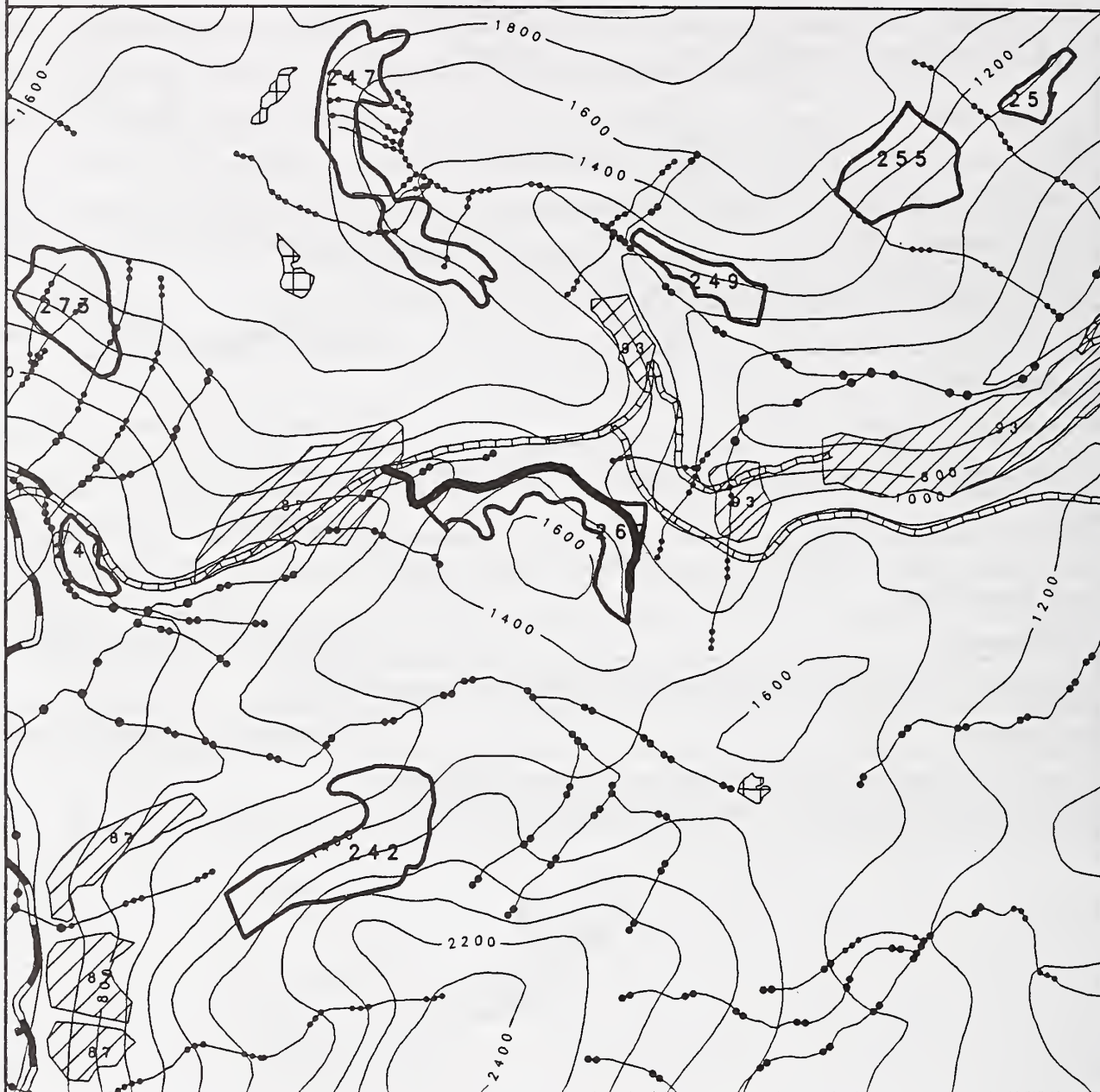


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10081

VCU: 622/624

QUAD: B3NE



- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

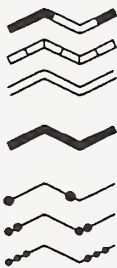
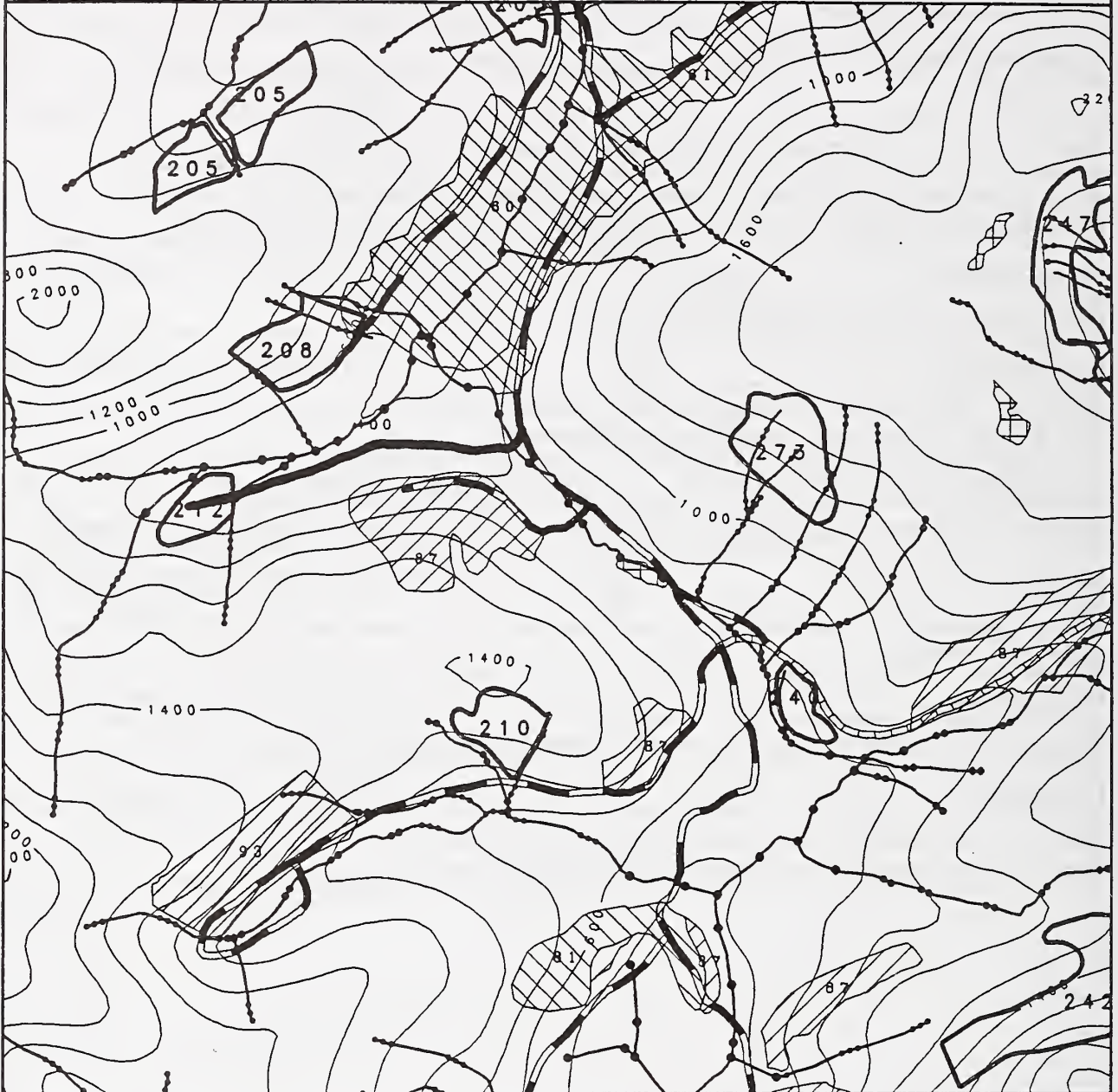
ROAD #: 10081	VCU: 622, 624	LENGTH: 5,857 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #622-267. Road building is average. 5 landings needed because this is a long narrow unit. 7% adverse used to get road through pass. Road had to be lower prior to pass to avoid a slide and rock bluffs.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

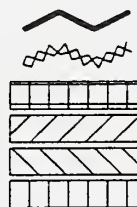
ROAD: 10083

VCU: 622

QUAD: B3NW



EXISTING ROADS  
 1989-1994 ROADS  
 POLK INLET  
 PROJECT ROADS  
 SUBJECT ROAD  
  
 CLASS 1 STREAM  
 CLASS 2 STREAM  
 CLASS 3 STREAM



POLK INLET HARVEST UNITS  
 EAGLE TREE BUFFER  
 LAKES, PONDS, OCEAN  
 SECOND GROWTH 0-10 YRS OLD  
 SECOND GROWTH 11 YRS PLUS  
 OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

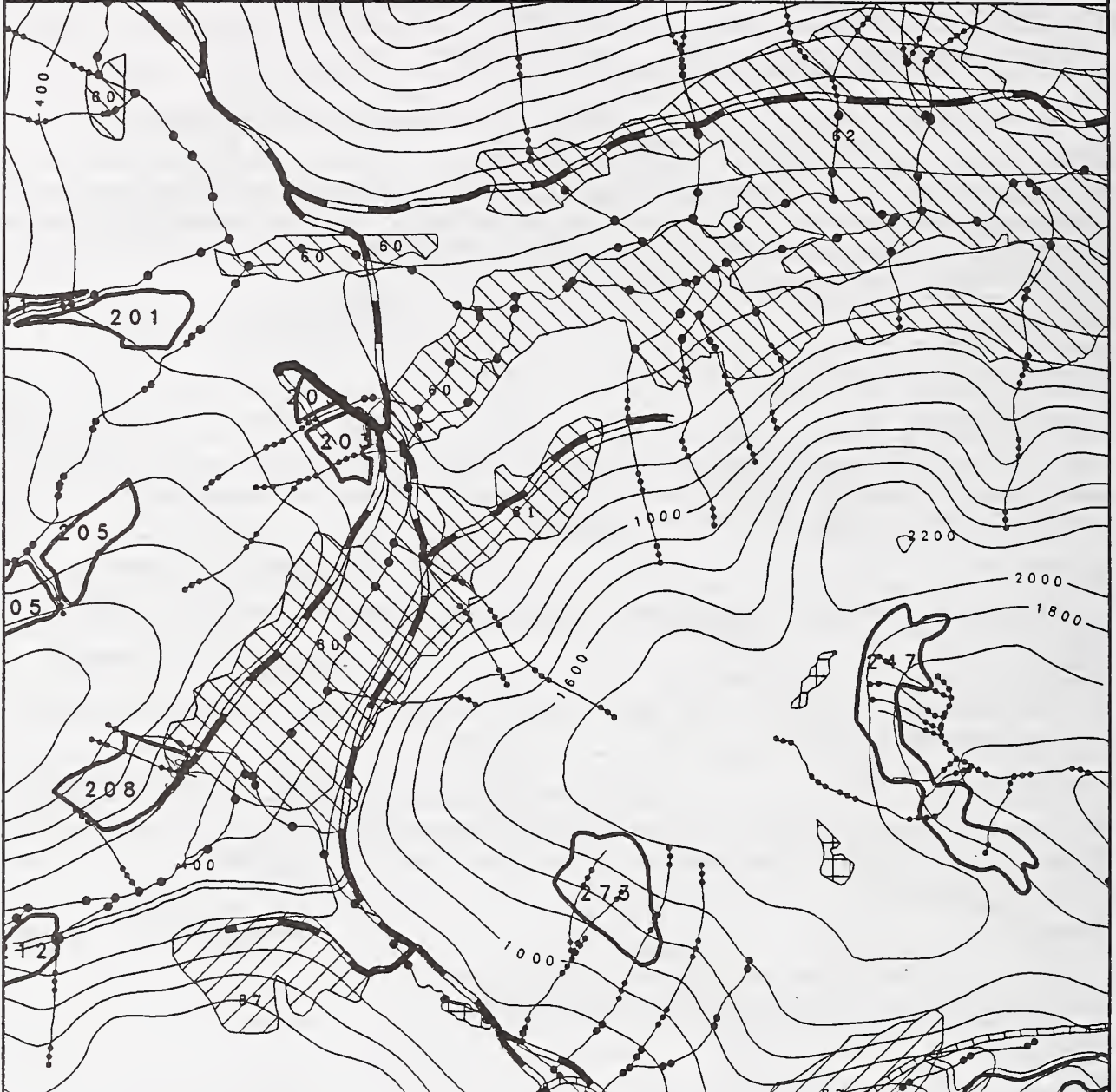
ROAD #: 10083	VCU: 622	LENGTH: 5,575 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  2  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #622-212. One pitch of 10% adverse was used for 200' from the Hydaburg road to the first creek crossing, which requires a large culvert (8-10'). A 5% adverse was required because the road was brought down low to avoid steep sideslopes and deeper canyons. Close to the unit there is a 15% favorable required to get from the landing to the best creek crossing. This creek requires a 6-8' culvert.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Coho, chum, and pinks use these tributaries to the Harris River. In-stream activities require a construction timing window of June 1 to September 1 for both Class I stream crossings. Class I floodplain requires placement of culverts on each side of stream to pass flood flows. Segment to unit 622-212.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
This road will be seen as an opening in the vegetation where it intersects Hydaburg Road. If the road will not be used in the future, it can be reclaimed by blocking access and encouraging revegetation. This would shorten the duration of a small visual impact.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10084

VCU: 622

QUAD: B3NW



- |                              |   |                      |   |
|------------------------------|---|----------------------|---|
| <br><br><br><br><br><br><br> | <p>EXISTING ROADS<br/>1989-1994 ROADS<br/>POLK INLET<br/>PROJECT ROADS<br/>SUBJECT ROAD</p> <p>CLASS 1 STREAM<br/>CLASS 2 STREAM<br/>CLASS 3 STREAM</p> | <br><br><br><br><br> | <p>POLK INLET HARVEST UNITS<br/>EAGLE TREE BUFFER<br/>LAKES, PONDS, OCEAN<br/>SECOND GROWTH 0-10 YRS OLD<br/>SECOND GROWTH 11 YRS PLUS<br/>OLD BURNS AND SLIDES</p> |
|------------------------------|---|----------------------|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10084	VCU: 622	LENGTH: 2,025 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments By: B. Ferneau/J. Mehrwein	
Serves Unit #622-203.		
Timber/Silviculture	Comments By: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments By: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments By: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments By: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments By: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments By: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

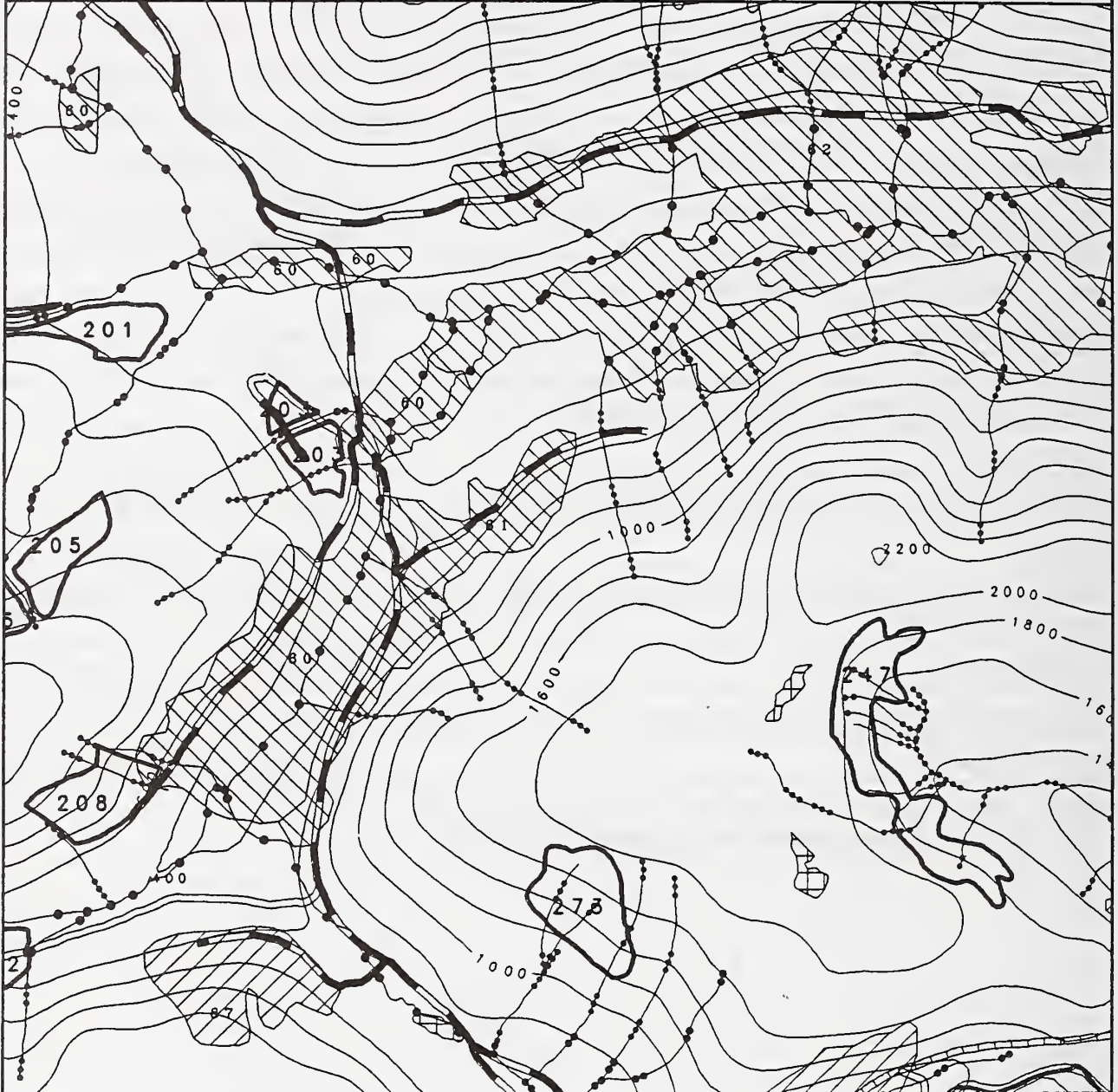



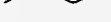

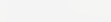
# POLK INLET PROJECT ROAD DESIGN CARD



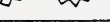



ROAD: 10085

VCU: 622

QUAD: B3NW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

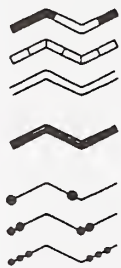
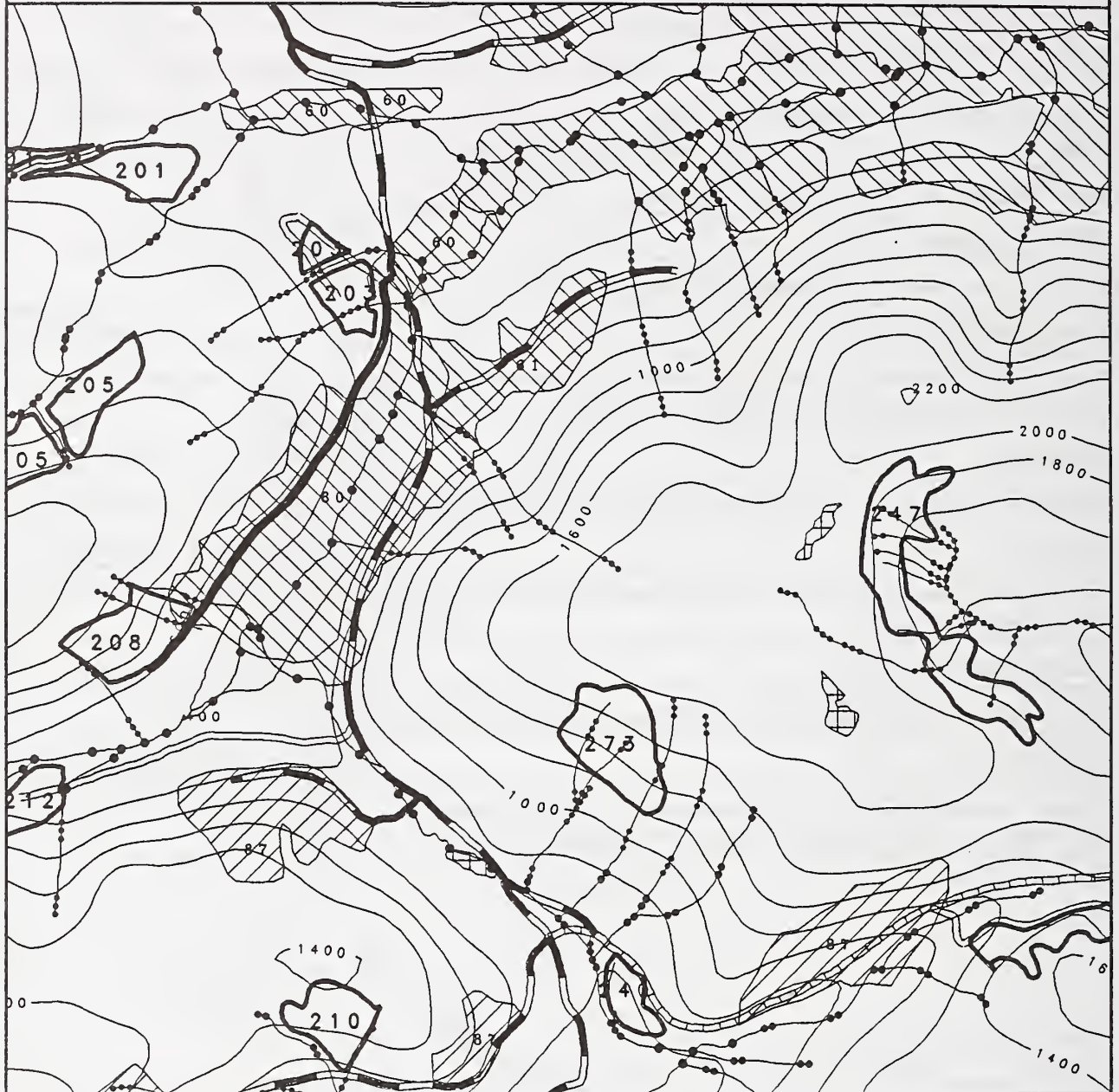
ROAD #: 10085	VCU: 622	LENGTH: 1,479 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #622-203. 1,400' common construction.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

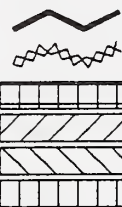
ROAD: 10086

VCU: 622

QUAD: B3NW



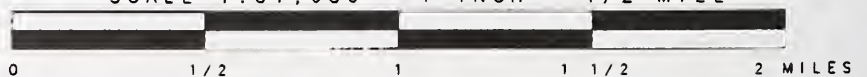
EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

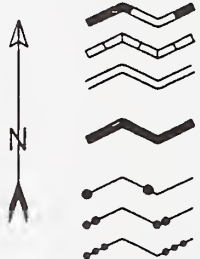
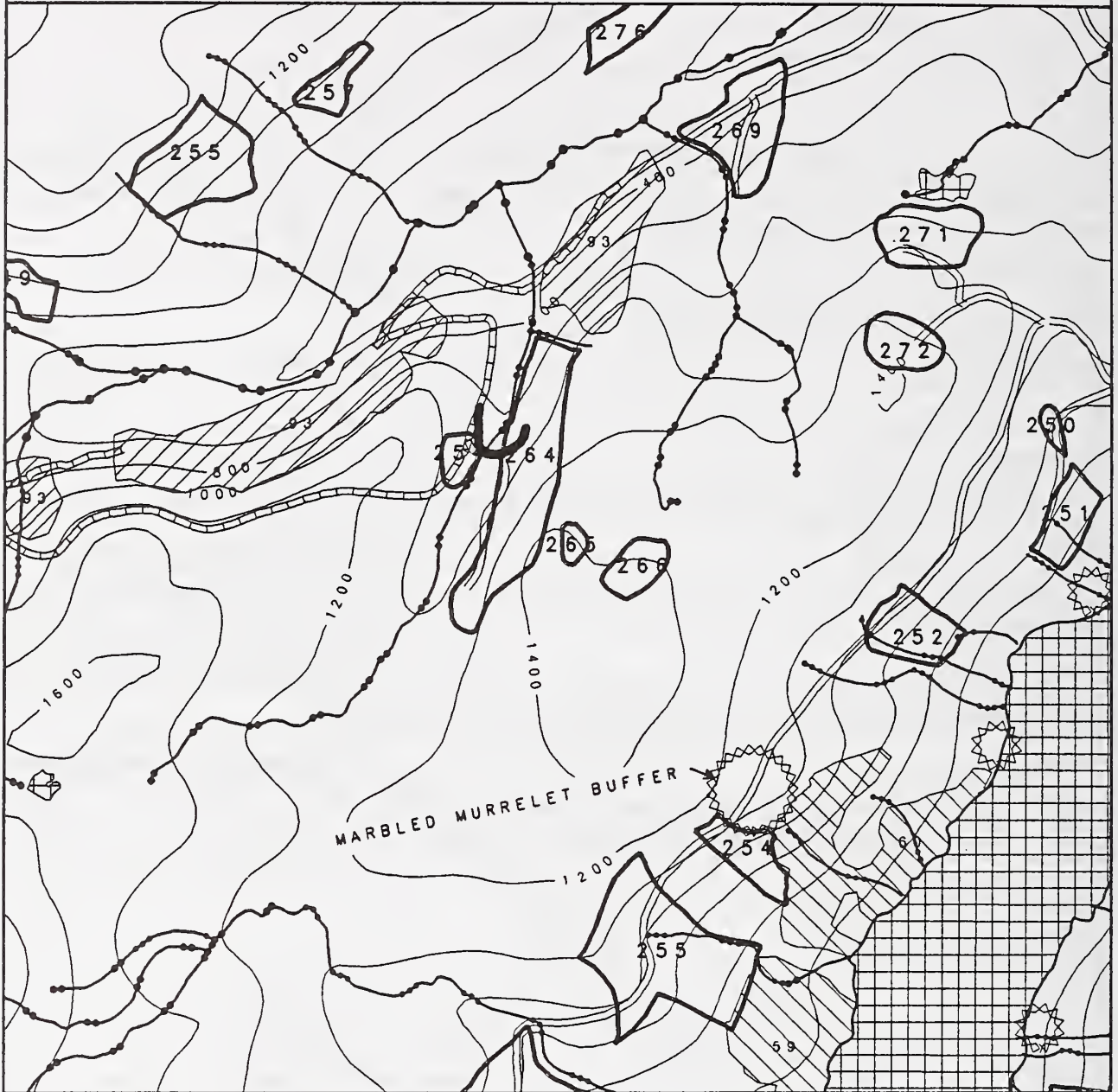
ROAD #: 10086	VCU: 622	LENGTH: 7,334 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #622-208. No concerns with road. The road crosses below the large v-notches. Most of road length represents built road needing some reconstruction.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10087

VCU: 622

QUAD: B3NE



- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET
- PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680      1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10087	VCU: 622	LENGTH: 2,466 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Unit #622-264. No concerns. \$50,000 for 1 bridge. Some wet ground, good yarding, some road sections on 15% grade but lots of room to deck logs (20-30% side).		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17). Class II floodplain requires placement of culverts on each side of stream to pass flood flows.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). During bridge installation, erodible material will not be deposited in live streams and sediment laden water pumped away from foundation excavation will be pumped to settling areas identified during final design (BMP 14.17).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

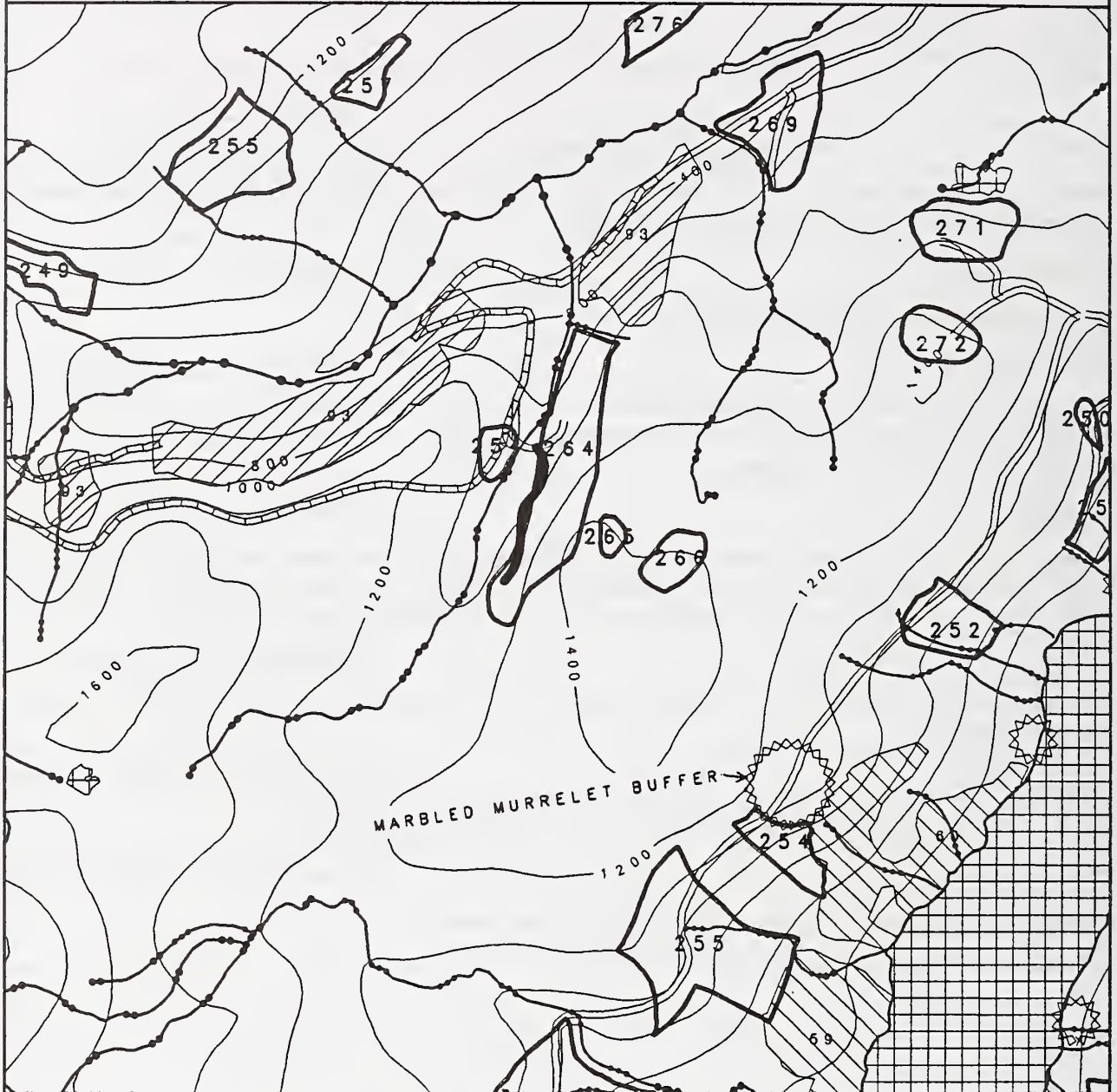


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10088

VCU: 622

QUAD: B3NE



- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET
- PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

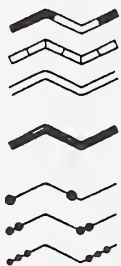
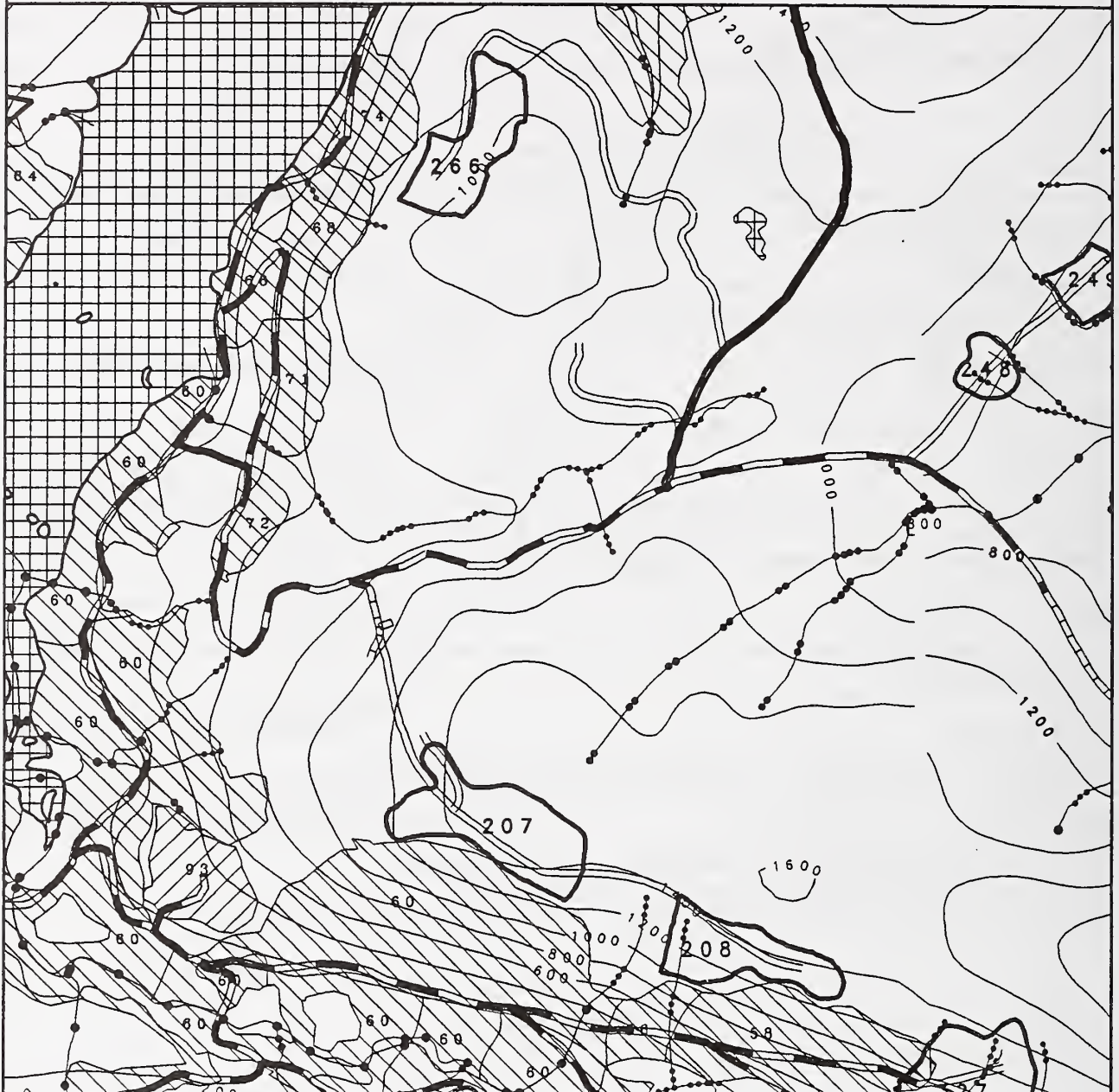
ROAD #: 10088	VCU: 622	LENGTH: 1,152 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Prohibit	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Unit #622-264. No concerns. Some wet ground, good yarding, some road sections on 15% grade but lots of room to deck logs (20-30% side).		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). During bridge installation, erodible material will not be deposited in live streams and sediment laden water pumped away from foundation excavation will be pumped to settling areas identified during final design (BMP 14.17).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10089

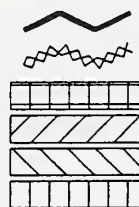
VCU: 621

QUAD: B3SE



EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD

CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE

South



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10089	VCU: 621	LENGTH: 17,788 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept to Rd 10090; Discourage beyond	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-259 and others. Much muskeg but shallow to bedrock. Not much rock. Average slopes 5-10% favorable. Easy road building. Less muskeg closer to unit. Adverse road for 1 1/2 miles @ 6%.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of this road will be greatest where it crosses 621-259. The portion of the road toward the ridge line will not be visible from Twelvemile Arm or any Priority Travel Route/Use Area. Creating a "dirty" clear cut will mitigate much of the line and color contrast introduced by the road because the terrain is fairly flat along the road alignment. Consequently, less of the road profile will be visible than if it were on a steeper slope.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10089	VCU: 621	LENGTH: 17,788 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept to Rd 10090; Discourage beyond	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-259 and others. Much muskeg but shallow to bedrock. Not much rock. Average slopes 5-10% favorable. Easy road building. Less muskeg closer to unit. Adverse road for 1 1/2 miles @ 6%.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of this road will be greatest where it crosses 621-259. The portion of the road toward the ridge line will not be visible from Twelvemile Arm or any Priority Travel Route/Use Area. Creating a "dirty" clear cut will mitigate much of the line and color contrast introduced by the road because the terrain is fairly flat along the road alignment. Consequently, less of the road profile will be visible than if it were on a steeper slope.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

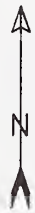





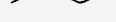



# POLK INLET PROJECT ROAD DESIGN CARD







ROAD: 10090

VCU: 621

QUAD: B3NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10090	VCU: 621	LENGTH: 9,906 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  1  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-266. Through muskeg. Not much rock, average road costs. Steep, rocky "nose" at 74+80 provides some quarry rock. North eastern arm of unit has been cut off due to yarding problems since isolated strip of timber is separated from the road by muskeg.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The road will be most evident as it descends the slope to reach unit 621-266. The clearing for the road right-of-way will be visible as a line in the forest cover. Due to the topography, the road will not be very visible from Twelvemile Arm. The visual effect of this road will be small.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

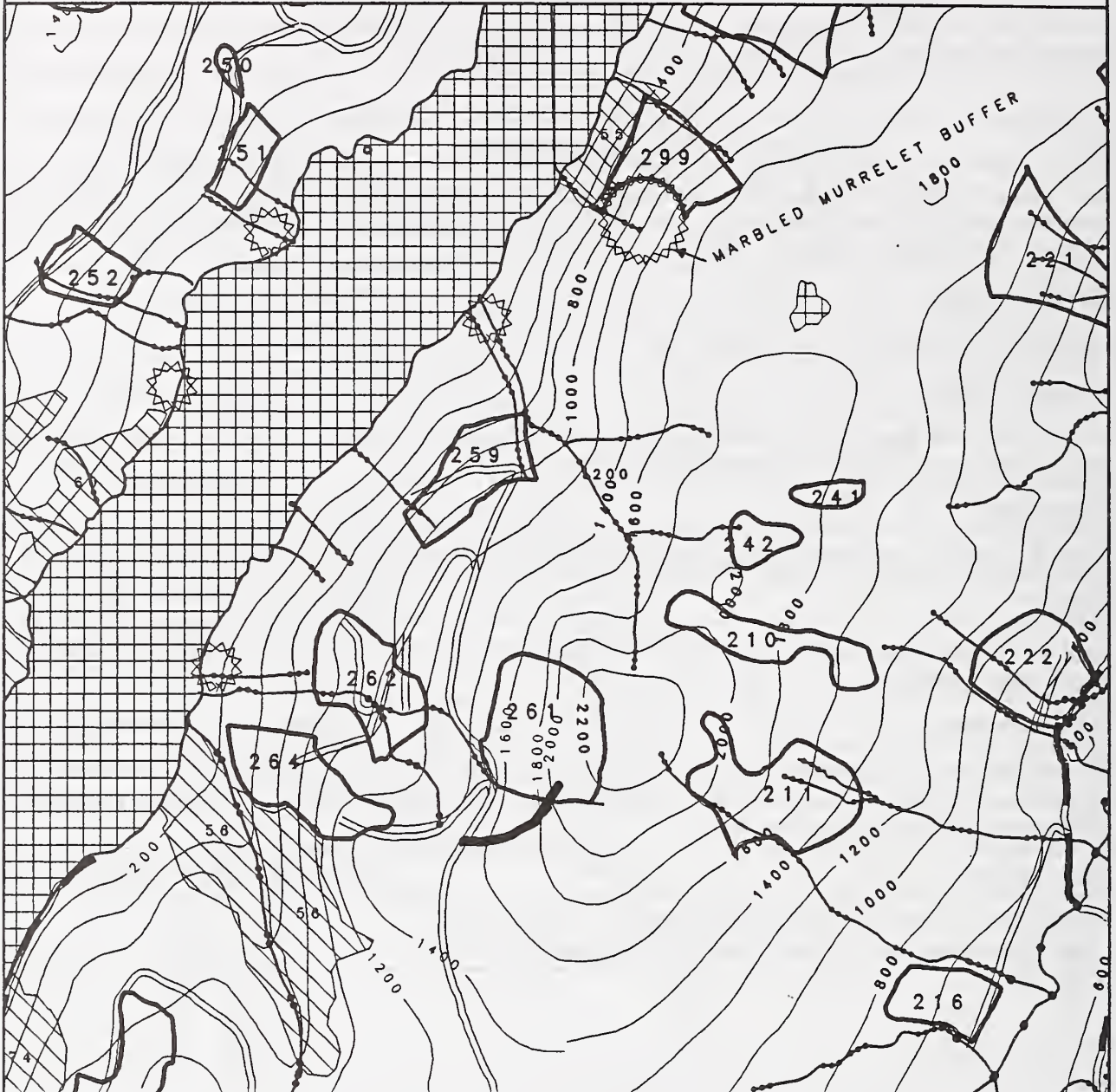









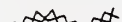

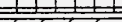

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10091

VCU: 621

QUAD: B3NE



- |   |   |   |
|---|---|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

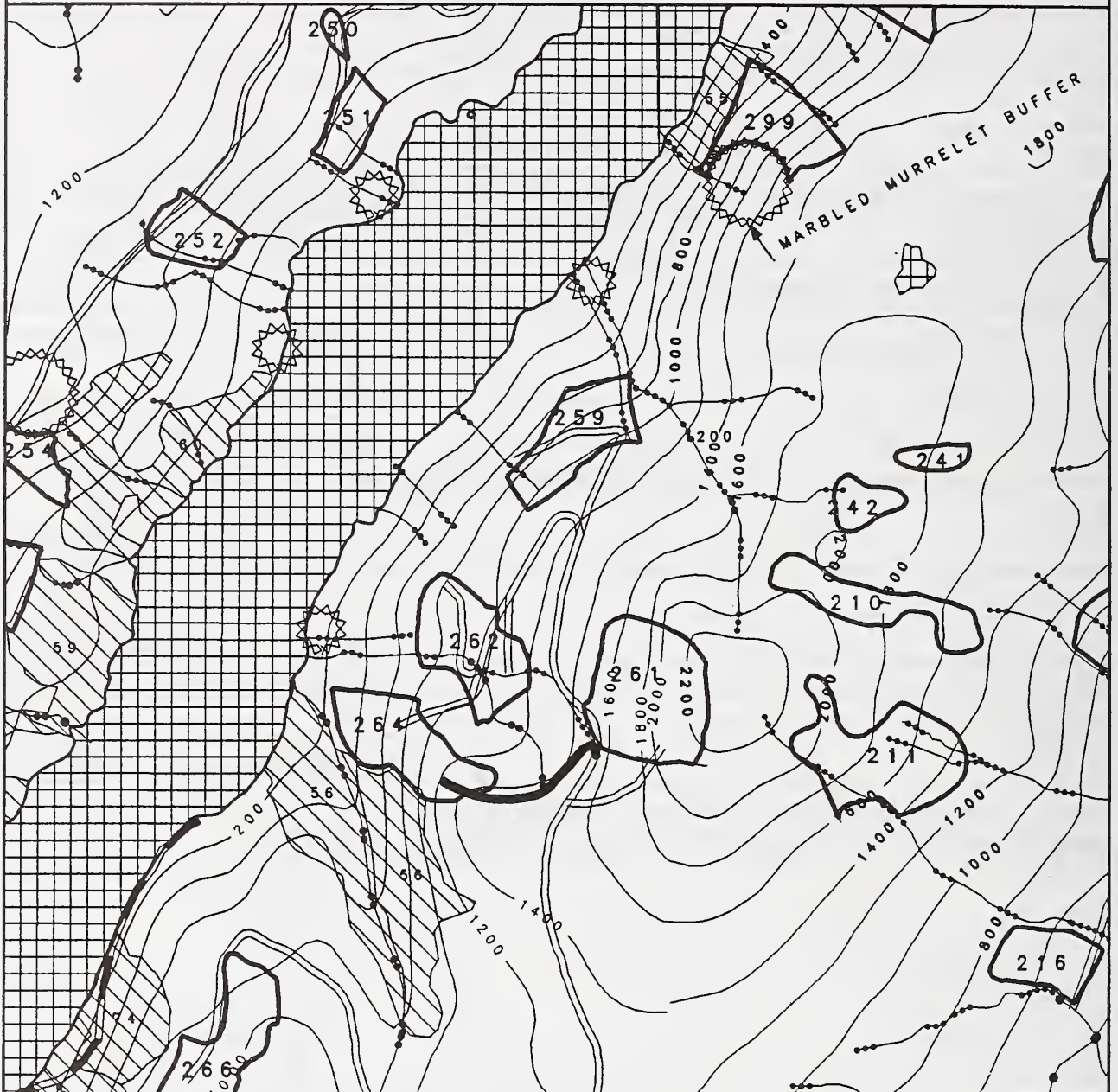
ROAD #: 10091	VCU: 621	LENGTH: 1,880 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-261. High road cost for 1,700', average for 2,000'. Some rock cuts, soft rock, rippable.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effect of this road will be small as the road does not penetrate deeply into the highly visible 621-261. See the unit card for prescriptions to address visual effects.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10092

VCU: 621

QUAD: B3NE



- |   |   |   |
|---|---|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|---|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10092	VCU: 621	LENGTH: 4,047 ft(GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-264. Easy road building through average quality timber (1500-2686) and poor quality (0+00 to 15+00). 2 landings, ok anchors, good deflection. Average slopes 5-10% favorable. Easy road building, muskeg is shallow to bedrock. Some rock near landing #1.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The greatest visual effects of contrast in line and color will occur where the road crosses 621-264. The unit is highly visible from Twelvemile Arm. Although the visual effects of the road are relatively small, the cumulative effects of the cluster of units and roads is substantial. The VQO of modification may be exceeded by the cumulative effects. See the unit card for more discussion.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

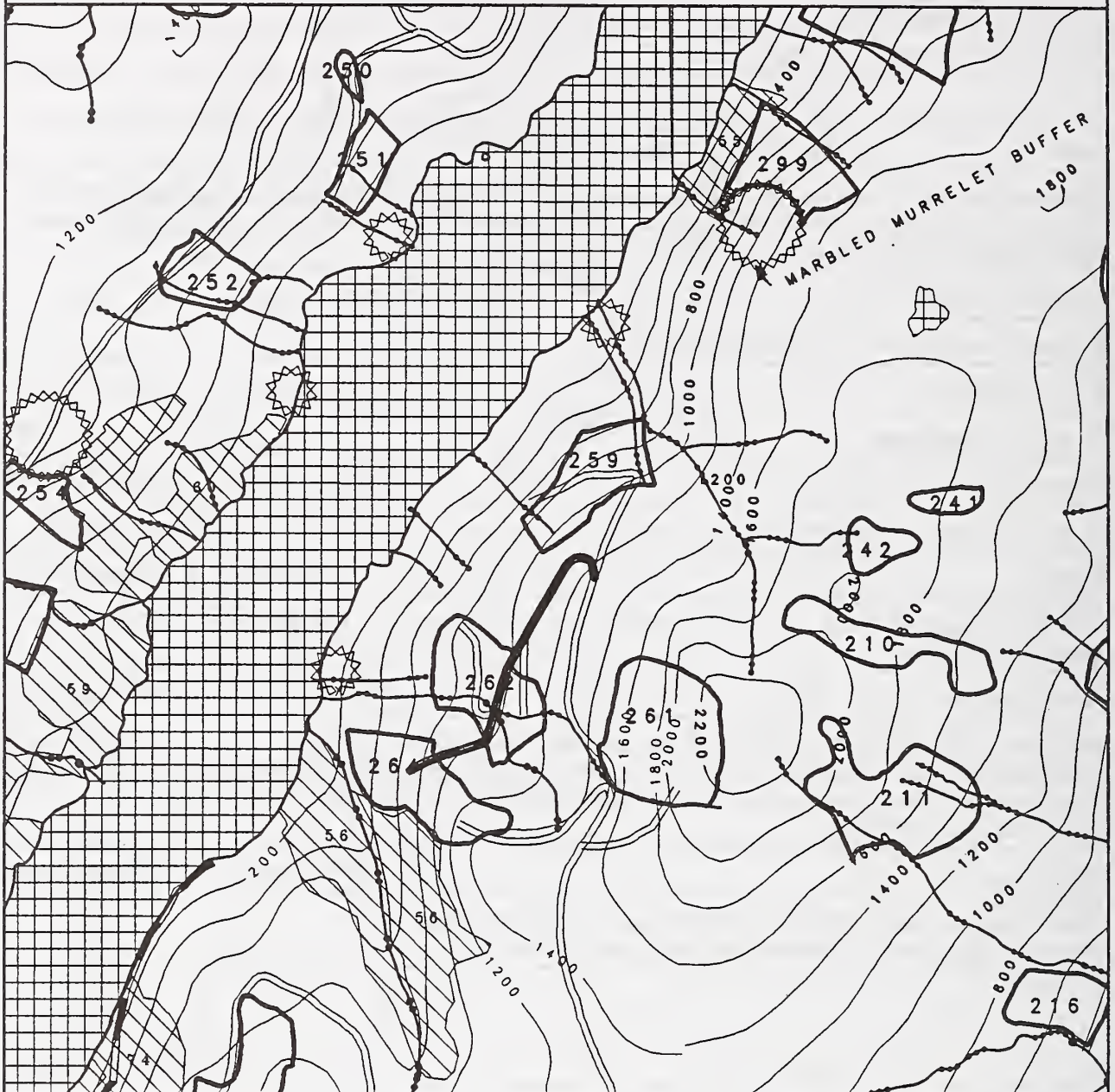


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10093

VCU: 621

QUAD: B3NE

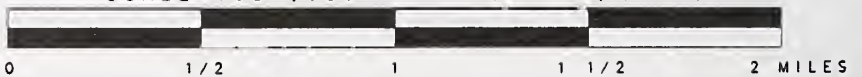


- EXISTING ROADS
- 1989-1994 ROADS
- POLK INLET PROJECT ROADS
- SUBJECT ROAD
- CLASS 1 STREAM
- CLASS 2 STREAM
- CLASS 3 STREAM

- POLK INLET HARVEST UNITS
- EAGLE TREE BUFFER
- LAKES, PONDS, OCEAN
- SECOND GROWTH 0-10 YRS OLD
- SECOND GROWTH 11 YRS PLUS
- OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10093	VCU: 621	LENGTH: 3,946 ft(GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  2  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Units #621-262 and -264. Nearly all road is 8% adverse inside Unit #621-262. Average cost, little rock along line, some muskeg. No major problems. Needs lots of small culverts.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road approaches within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The greatest visual effects of the road will be small due to topographic screening. Leaving unmerchantable timber standing will help mitigate the contrasts in line and color due to the road. Reduction of visual effects is important in this area because the cumulative effects may exceed the VQO of modification.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

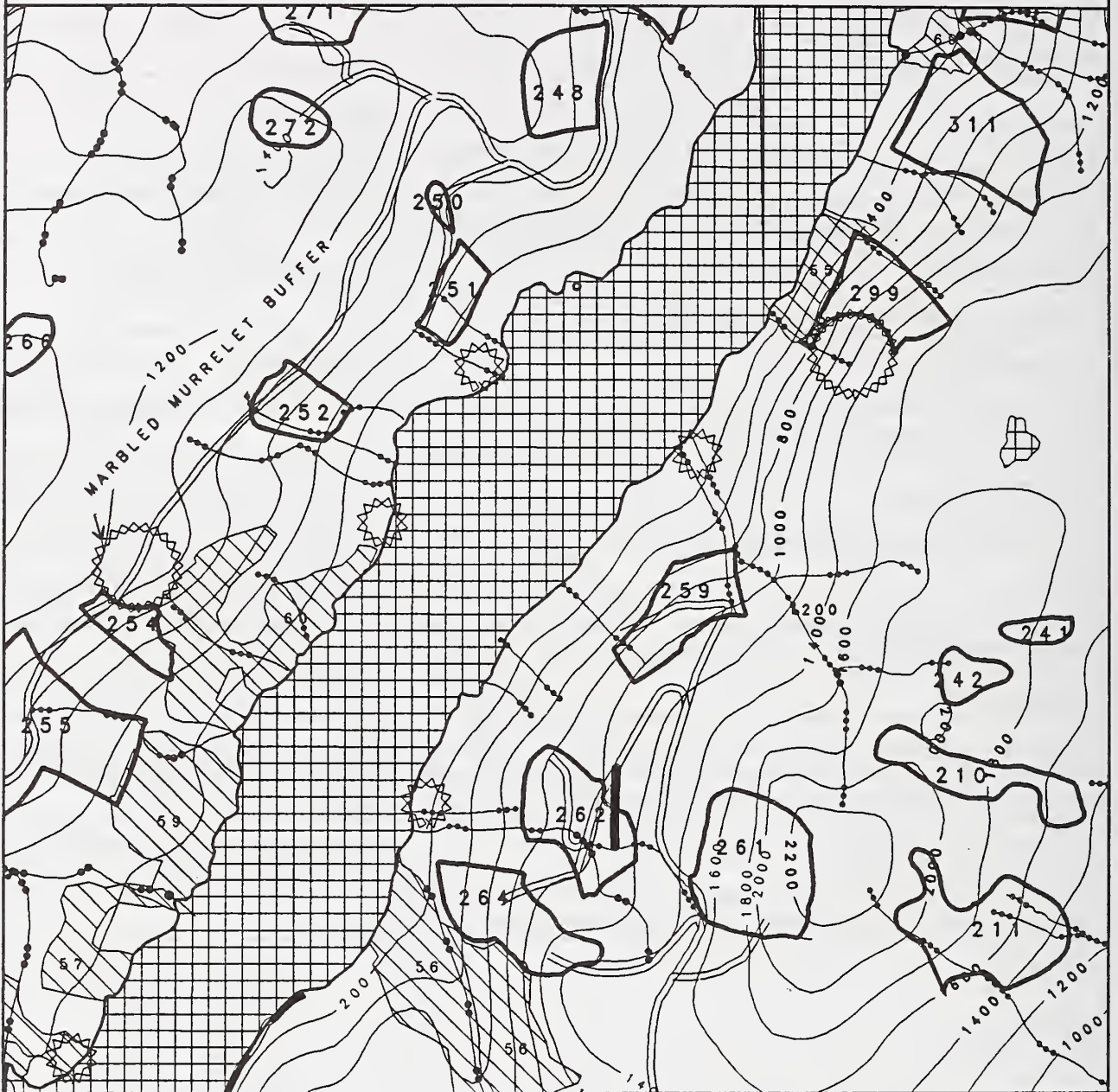



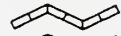
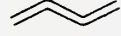



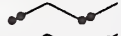
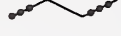
# POLK INLET PROJECT ROAD DESIGN CARD

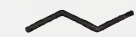
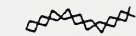
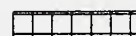



ROAD: 10094

VCU: 621

QUAD: B3NE

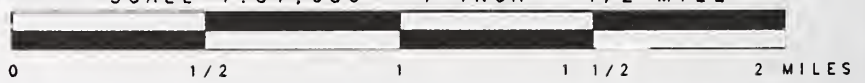


-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET
-  PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

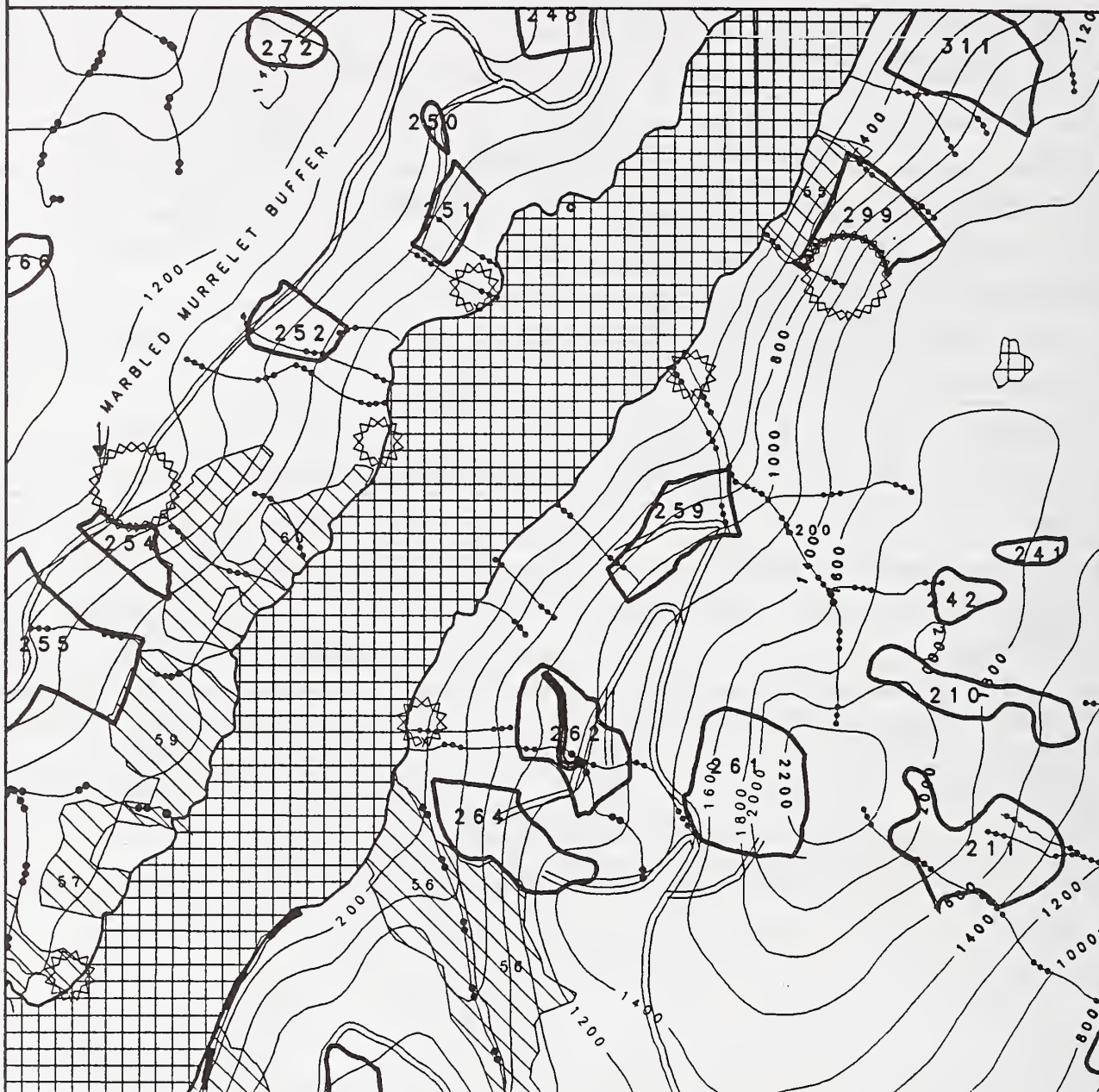
ROAD #: 10094	VCU: 621	LENGTH: 1,237 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-262. Average cost, little rock along line, some muskeg.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of the road will be small due to topographic screening. Leaving unmerchantable timber standing will help mitigate the contrasts in line and color due to the road. Reduction of visual effects is important in this area because the cumulative effects may exceed the VQO of modification.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10095

VCU: 621

QUAD: B3NE



- |  |                          |  |                            |
|--|--------------------------|--|----------------------------|
|  | EXISTING ROADS           |  | POLK INLET HARVEST UNITS   |
|  | 1989-1994 ROADS          |  | EAGLE TREE BUFFER          |
|  | POLK INLET PROJECT ROADS |  | LAKES, PONDS, OCEAN        |
|  | SUBJECT ROAD             |  | SECOND GROWTH 0-10 YRS OLD |
|  | CLASS 1 STREAM           |  | SECOND GROWTH 11 YRS PLUS  |
|  | CLASS 2 STREAM           |  | OLD BURNS AND SLIDES       |
|  | CLASS 3 STREAM           |  |                            |

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10095	VCU: 621	LENGTH: 1,791 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  2  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
Serves Unit #621-262. Nearly all road is 8% adverse inside the block. Average cost, little rock along line, some muskeg.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17).		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road approaches within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road avoids beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of the road will be small due to topographic screening. Leaving unmerchantable timber standing will help mitigate the contrasts in line and color due to the road. Reduction of visual effects is important in this area because the cumulative effects may exceed the VQO of modification.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

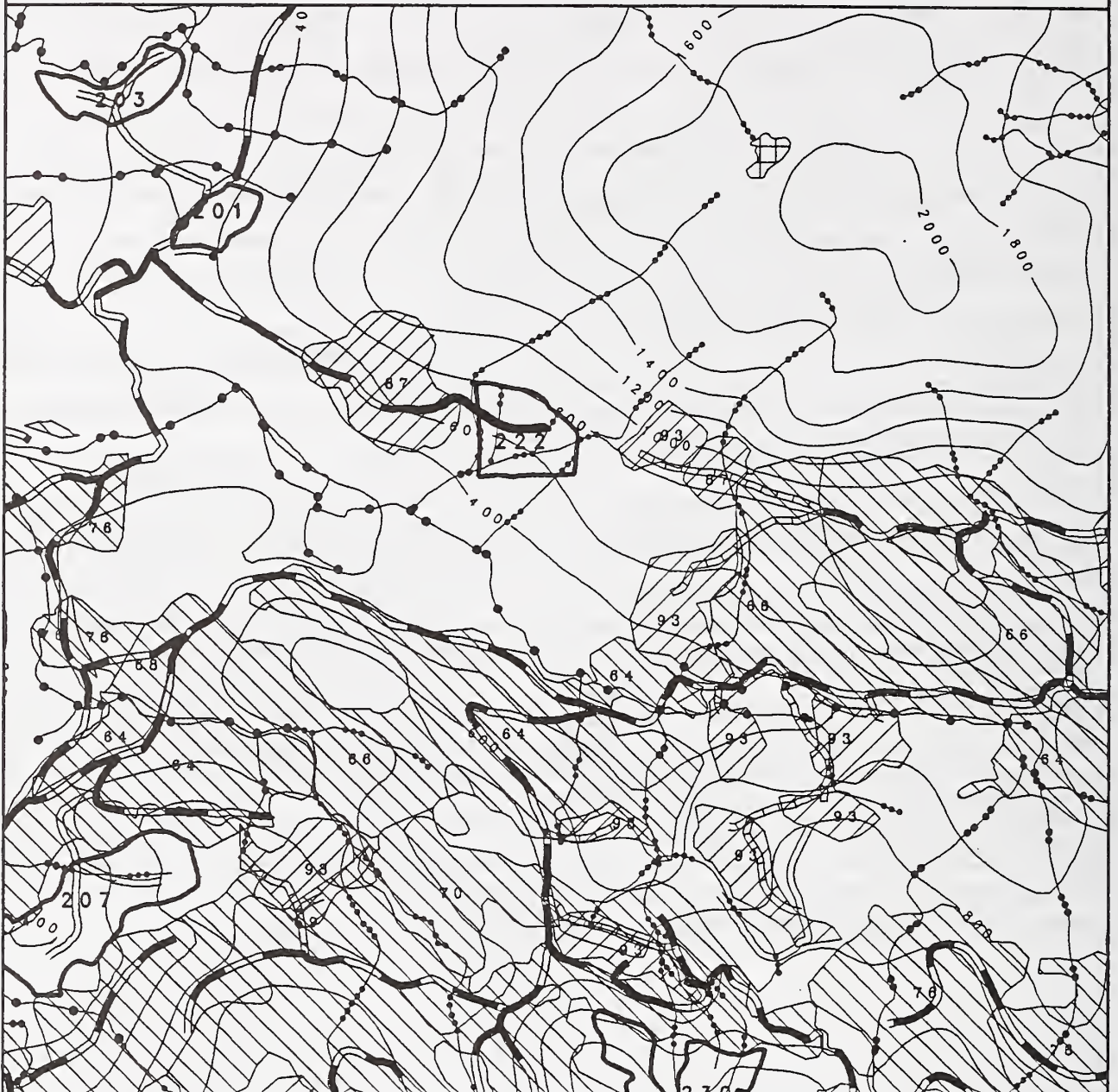




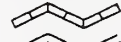
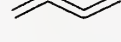

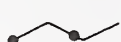
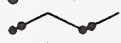





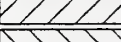

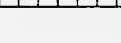
# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10096

VCU: 624

QUAD: B3SE



- |   |  |   |
|---|--|---|
|  |  EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET<br> PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|---|--|---|

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



0                      1/2                      1                      1 1/2                      2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10096	VCU: 624	LENGTH: 2,387 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Accept	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: B. Ferneau/J. Mehrwein	
Serves Unit #624-222. No concerns. No deflection problems. Good landings.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within ½ mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
Visual effects of this road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		

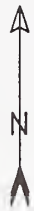
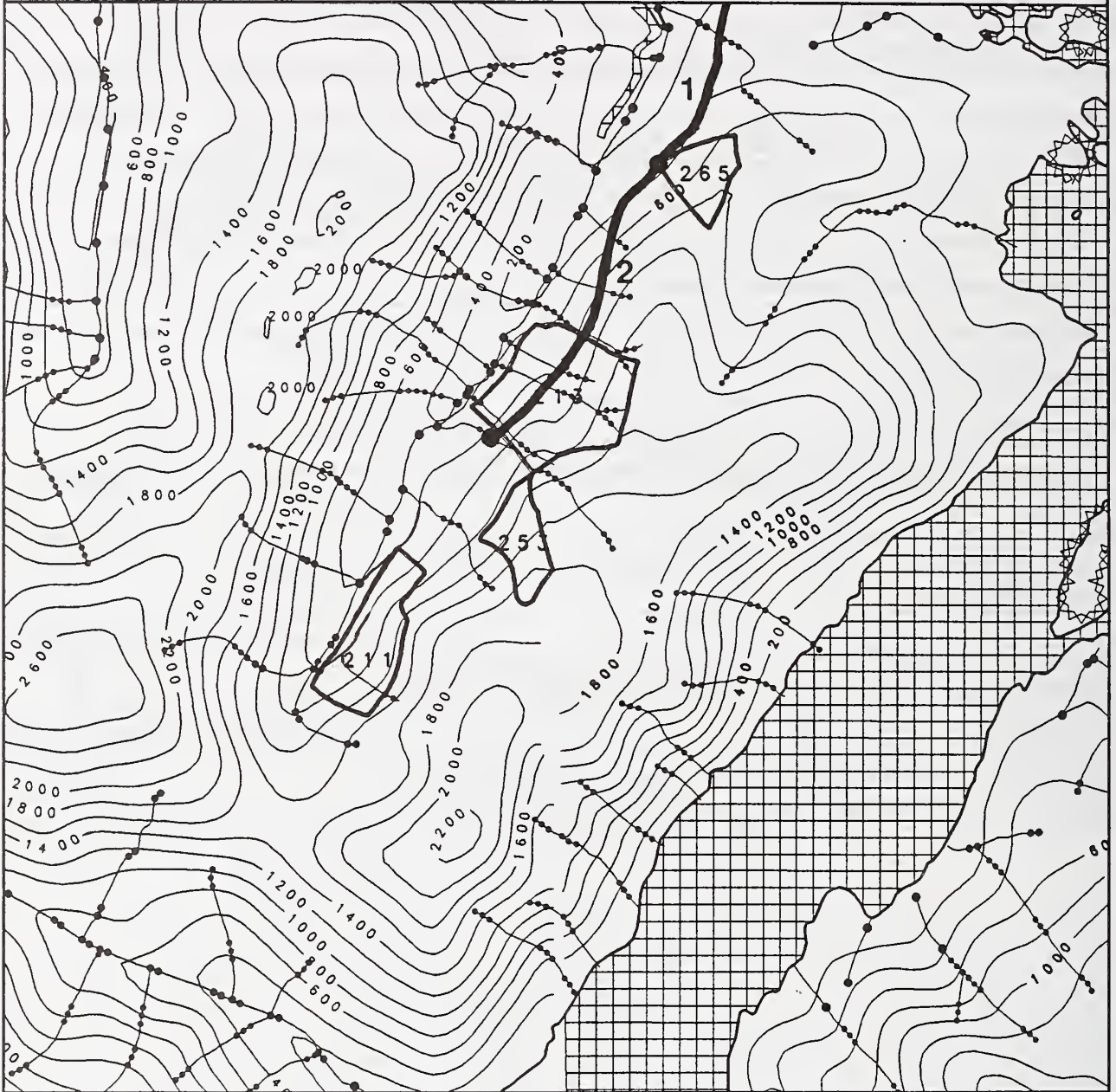







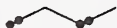

# POLK INLET PROJECT ROAD DESIGN CARD







ROAD: 10098

VCU: 674

QUAD: A2NE



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

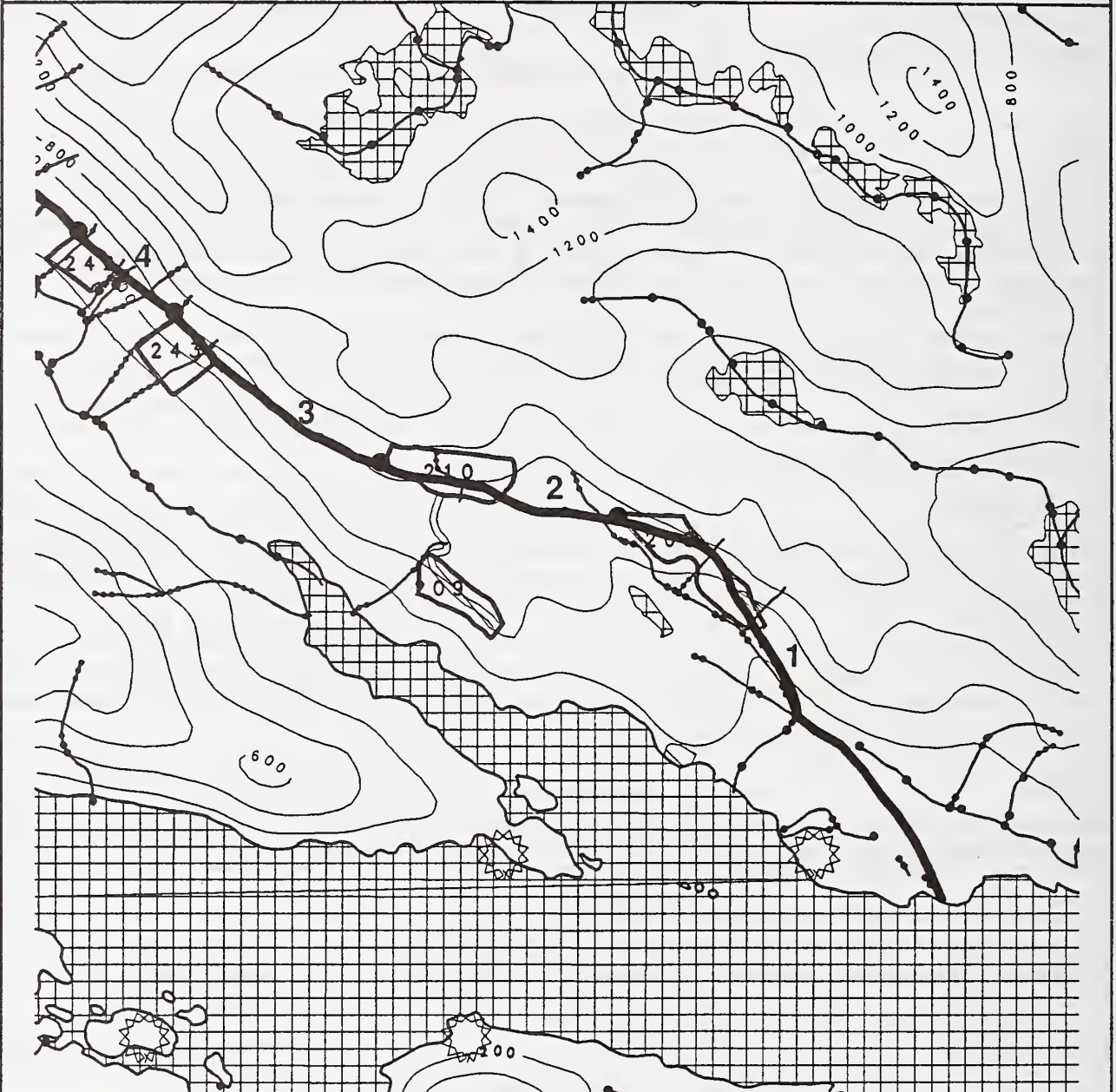
ROAD #: 10098	VCU: 674	LENGTH: 8,242 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: D. Barker/J. Mehrwein	
<p>Segment 1: Serves Unit #624-265. The original designated LTF is in an unsuitable shallow bay bounded by private property. There are two possible alternatives, one west, one west. The solution has begun @ the 400' level and leave the options open, the P.O.E. is tied to a legal corner 2,000' @ 160 degrees = 400' level in a saddle which is a control point. Slightly higher than average road construction cost. No major crossing. Some rock work from 1000-1770. Landing located.</p> <p>Segment 2: Serves Unit #674-213. Higher than average cost: 4 v-notches; 420' of full bench road. Seven small slumps. Side slopes 55%-114%, mostly 55-65%. Majority of the way is through rippable rock.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
This stream crosses the in-stream water supply for the homes at Cannery Cove. The stream and intake were not noted during field work. The intake should be located and care taken to not disturb it. Otherwise, no specific concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8).Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).Debris in small slumps may need to be excavated and waste end-hauled.		
Wildlife	Comments by: R. Fairbanks	
Road approaches within 1/2 mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road enters the beach fringe buffer at the LTF site.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of the road will mostly be screened by topography. From some viewpoints in Cholmondeley Sound, the clearing for the road right-of-way will be visible as a line in the forest cover. The road will not be visible as it crosses 674-213.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road enters high probability area for cultural resources at the LTF site.</p> <p>Lands - Road is close to private lands at the mouth of Cannery Creek.</p>		






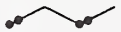




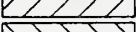

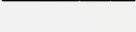
# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10099

VCU: 675

QUAD: B1SW



- |  |   |
|--|---|
| <br> EXISTING ROADS<br> 1989-1994 ROADS<br> POLK INLET PROJECT ROADS<br> SUBJECT ROAD<br><br> CLASS 1 STREAM<br> CLASS 2 STREAM<br> CLASS 3 STREAM |  POLK INLET HARVEST UNITS<br> EAGLE TREE BUFFER<br> LAKES, PONDS, OCEAN<br> SECOND GROWTH 0-10 YRS OLD<br> SECOND GROWTH 11 YRS PLUS<br> OLD BURNS AND SLIDES |
|--|---|

EAST

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10099	VCU: 675	LENGTH: 24,381 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  4  </u>		
Roads	Comments by: R. Doering/J. Dalton/J. Mehrwein	
<p>Segment 1: Serves Unit #675-208. Average construction costs.</p> <p>Segment 2: Serves Unit #675-210. No concerns with the road. A good quarry location seen above the road.</p> <p>Segment 3: Serves Unit #675-243. This road goes through steep sidehill and rock. More than average rock cut required. One landing was located for unit 675-243 on a fairly flat bench. The road is the upper falling boundary. Fairly expensive road building through this unit.</p> <p>Segment 4: Serves Unit #675-242. Fairly expensive road building, but deflection is very good for the R/S system. The road is the upper falling boundary. Average side slope of 50%.</p> <p>Segment 5: Serves Unit #675-239. Some steep ground and shot rock on the road location. The ground starts out steep but begins to flatten out in this segment.</p> <p>Segment 6: Serves Unit #675-237. Nice road building on flat ground. One landing required for HL. No concerns with logging. The ground is flat, very good road building. The road crosses a flood spillway that is 110' wide. The flood spillway consists of small boulders.</p> <p>Segment 7: Serves Unit #675-235. The road crosses a class II stream on the SE side of unit 675-235. An 8' culvert would be sufficient for this stream, but a wood culvert would be preferred to preserve the natural creek bed. 2 landings for this unit. The road is the lower falling boundary.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
<p>Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17). Class II floodplain requires placement of culverts on each side of stream to pass flood flows. Segment to unit 675-235. Segment 6 will require the placement of additional culverts to pass flood waters in the noted spillway. This road crosses the in-stream water supply for the homes along Sunny Cove. The stream and intake were not noted during field work. The intake should be located and care taken to not disturb it.</p>		
Soils/Geology	Comments by: T. Stewart	
<p>All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Care should be taken to avoid sediment production from the numerous small Class III drainages during road construction and culvert placement (BMP 14.17).</p>		
Wildlife	Comments by: R. Fairbanks	
<p>Road approaches within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road enters the beach fringe buffer at the LTF site.</p>		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The road will be screened from Sunny Cove, a Priority Use Area, by topography.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road enters high probability area for cultural resources at the LTF site.</p> <p>Lands - Road is close to private lands at Sunny Cove.</p>		

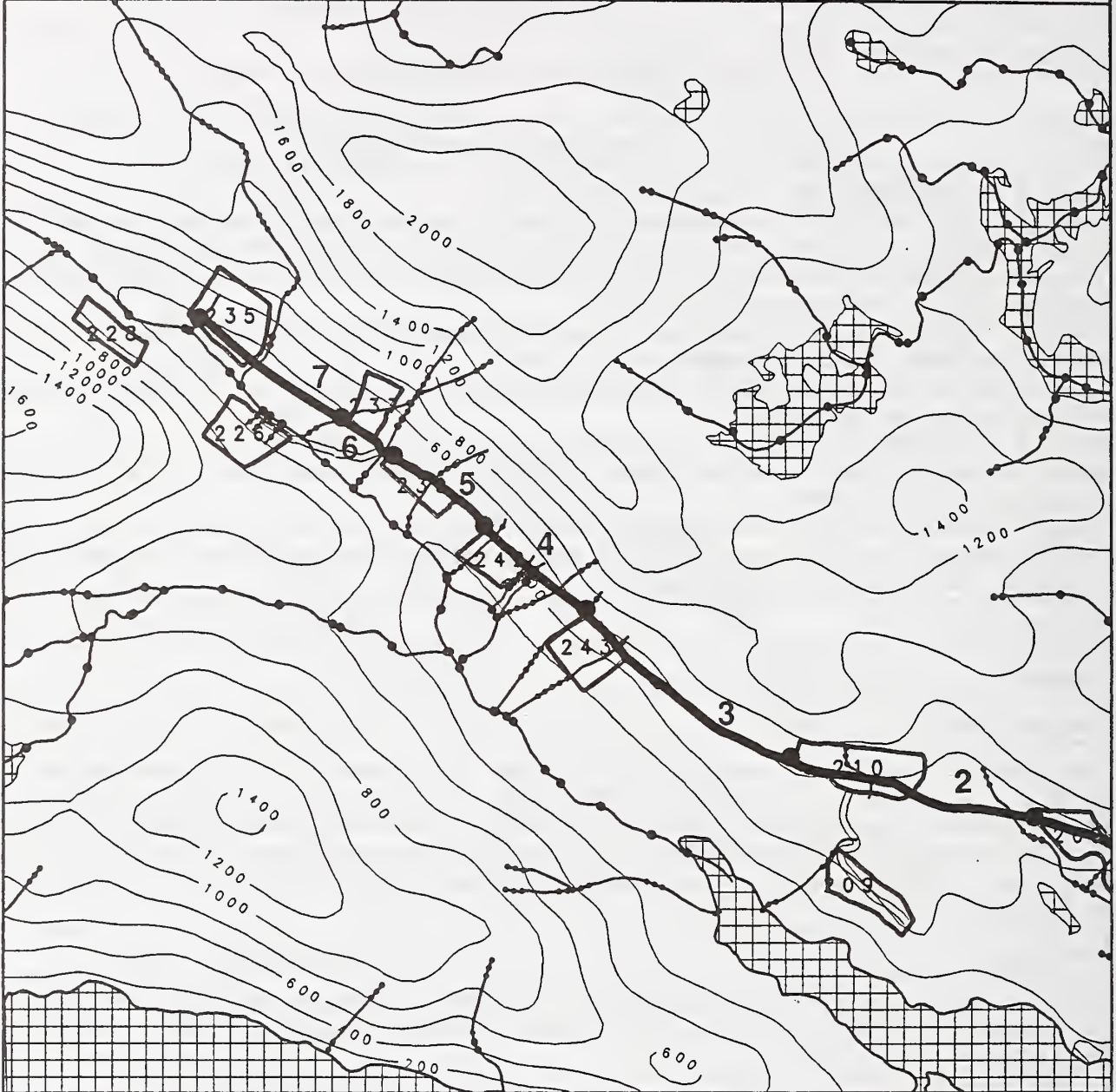






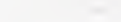






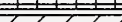


# POLK INLET PROJECT ROAD DESIGN CARD

ROAD: 10099

VCU: 675

QUAD: B1SW



- |  |  |  |  |
|--|--|--|--|
| <br><br><br><br><br><br><br> | <p>EXISTING ROADS</p> <p>1989-1994 ROADS</p> <p>POLK INLET PROJECT ROADS</p> <p>SUBJECT ROAD</p> <p>CLASS 1 STREAM</p> <p>CLASS 2 STREAM</p> <p>CLASS 3 STREAM</p> | <br><br><br><br><br> | <p>POLK INLET HARVEST UNITS</p> <p>EAGLE TREE BUFFER</p> <p>LAKES, PONDS, OCEAN</p> <p>SECOND GROWTH 0-10 YRS OLD</p> <p>SECOND GROWTH 11 YRS PLUS</p> <p>OLD BURNS AND SLIDES</p> |
|--|--|--|--|

WEST

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680    1 INCH = 1/2 MILE



POLK INLET PROJECT ROAD DESIGN CARD

ROAD #: 10099	VCU: 675	LENGTH: 24,381 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  4  </u>		
Roads	Comments by: R. Doering/J. Dalton/J. Mehrwein	
<p>Segment 1: Serves Unit #675-208. Average construction costs.</p> <p>Segment 2: Serves Unit #675-210. No concerns with the road. A good quarry location seen above the road.</p> <p>Segment 3: Serves Unit #675-243. This road goes through steep sidehill and rock. More than average rock cut required. One landing was located for unit 675-243 on a fairly flat bench. The road is the upper falling boundary. Fairly expensive road building through this unit.</p> <p>Segment 4: Serves Unit #675-242. Fairly expensive road building, but deflection is very good for the R/S system. The road is the upper falling boundary. Average side slope of 50%.</p> <p>Segment 5: Serves Unit #675-239. Some steep ground and shot rock on the road location. The ground starts out steep but begins to flatten out in this segment.</p> <p>Segment 6: Serves Unit #675-237. Nice road building on flat ground. One landing required for HL. No concerns with logging. The ground is flat, very good road building. The road crosses a flood spillway that is 110' wide. The flood spillway consists of small boulders.</p> <p>Segment 7: Serves Unit #675-235. The road crosses a class II stream on the SE side of unit 675-235. An 8' culvert would be sufficient for this stream, but a wood culvert would be preferred to preserve the natural creek bed. 2 landings for this unit. The road is the lower falling boundary.</p>		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
<p>Road crosses Class II stream. No timing restrictions but culverts will be designed to allow fish passage during normal and low flows, and to minimize downstream scour (BMP 14.17). Class II floodplain requires placement of culverts on each side of stream to pass flood flows. Segment to unit 675-235. Segment 6 will require the placement of additional culverts to pass flood waters in the noted spillway. This road crosses the in-stream water supply for the homes along Sunny Cove. The stream and intake were not noted during field work. The intake should be located and care taken to not disturb it.</p>		
Soils/Geology	Comments by: T. Stewart	
<p>All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Care should be taken to avoid sediment production from the numerous small Class III drainages during road construction and culvert placement (BMP 14.17).</p>		
Wildlife	Comments by: R. Fairbanks	
<p>Road approaches within ½ mile of a potential bald eagle nest site. If active, follow the interagency agreement with U. S. Fish and Wildlife Service during construction. Road enters the beach fringe buffer at the LTF site.</p>		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The road will be screened from Sunny Cove, a Priority Use Area, by topography.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
<p>Cultural - Road enters high probability area for cultural resources at the LTF site.</p> <p>Lands - Road is close to private lands at Sunny Cove.</p>		

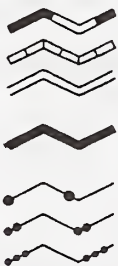
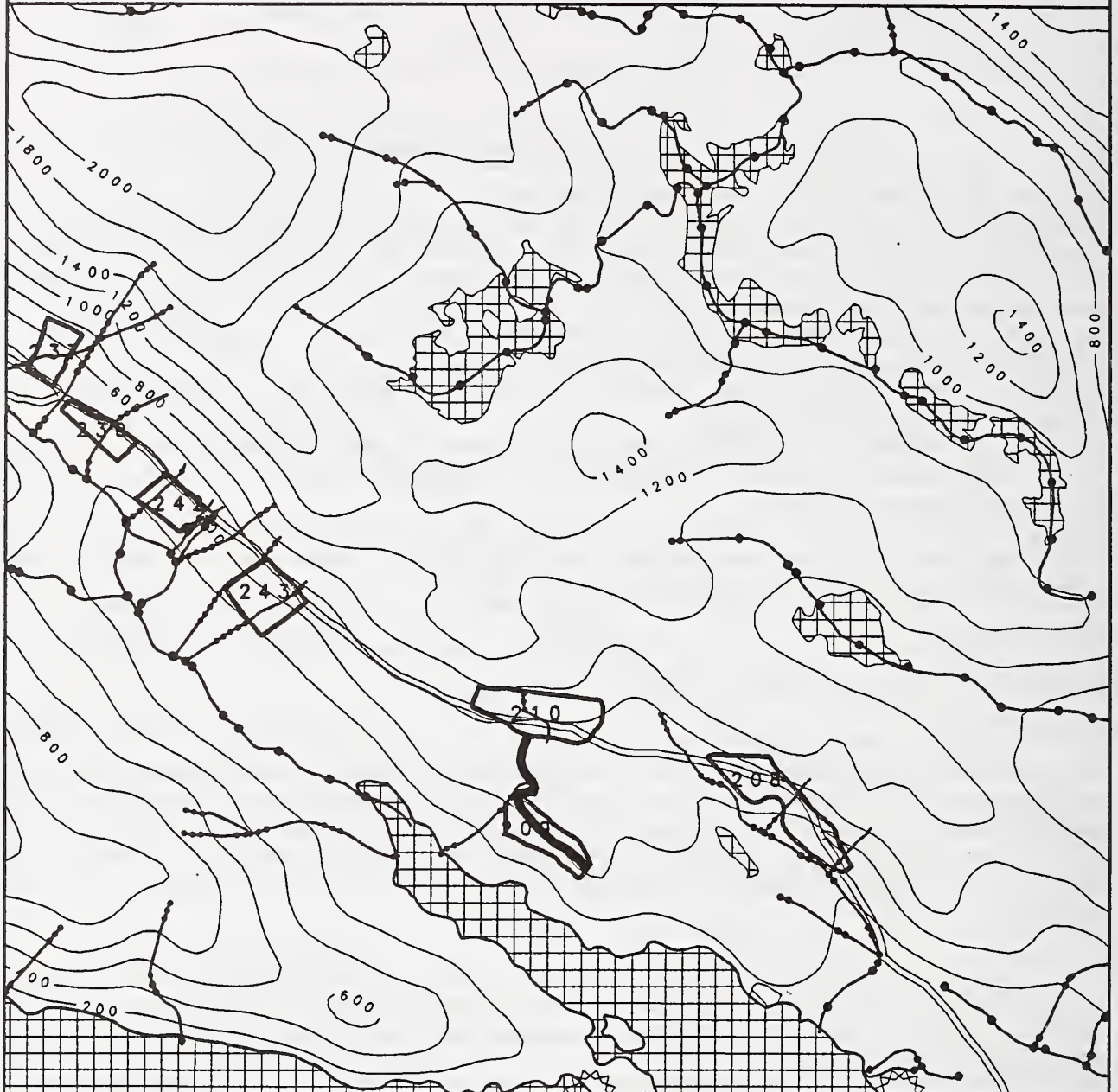


# POLK INLET PROJECT ROAD DESIGN CARD

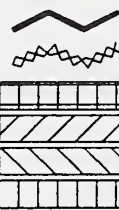
ROAD: 10100

VCU: 675

QUAD: B1SW



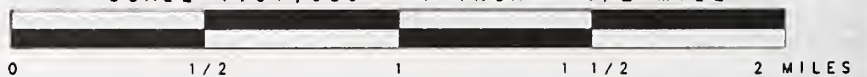
EXISTING ROADS  
1989-1994 ROADS  
POLK INLET  
PROJECT ROADS  
SUBJECT ROAD  
CLASS 1 STREAM  
CLASS 2 STREAM  
CLASS 3 STREAM



POLK INLET HARVEST UNITS  
EAGLE TREE BUFFER  
LAKES, PONDS, OCEAN  
SECOND GROWTH 0-10 YRS OLD  
SECOND GROWTH 11 YRS PLUS  
OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE





POLK INLET PROJECT ROAD DESIGN CARD

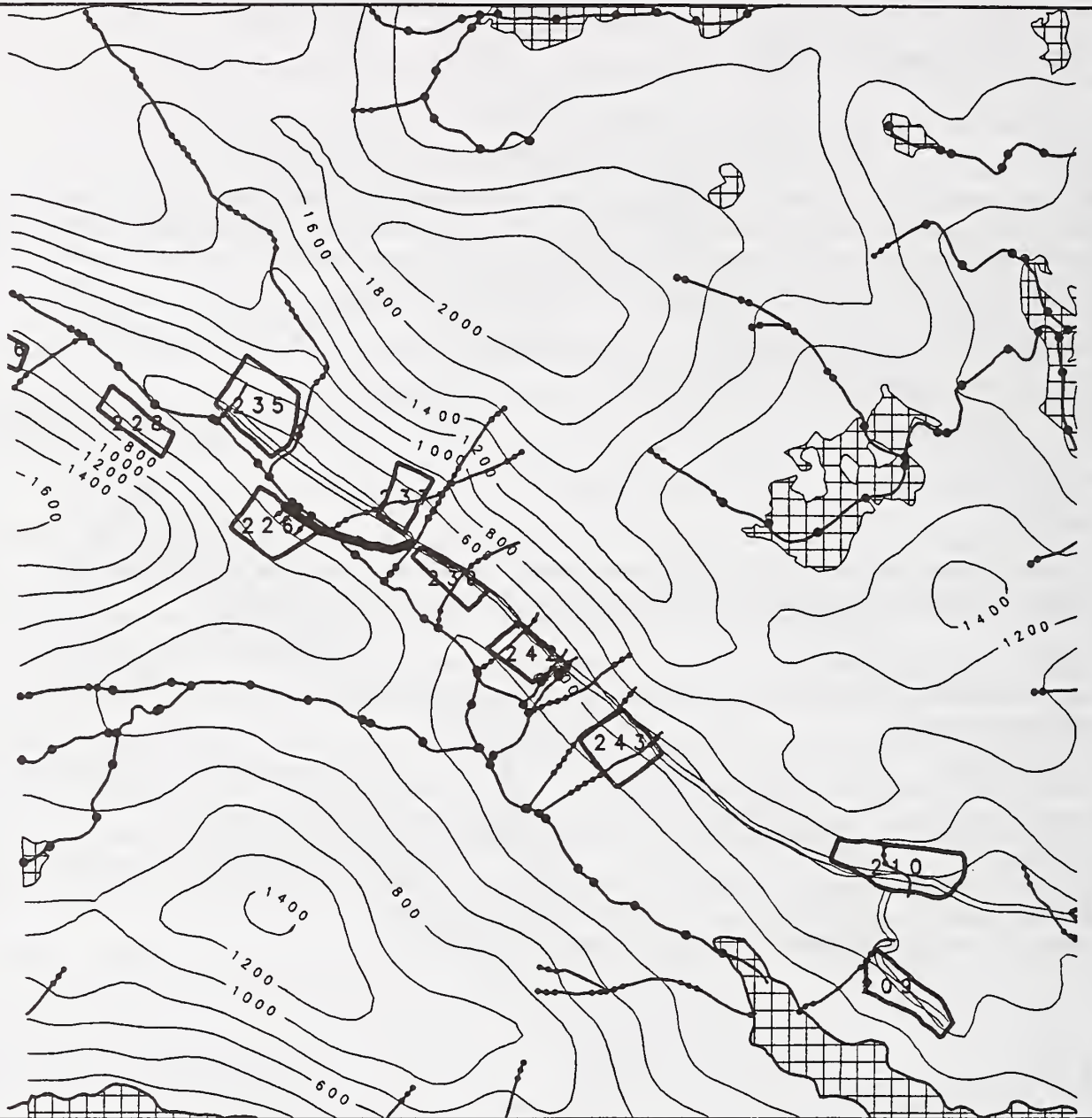
ROAD #: 10100	VCU: 675	LENGTH: 3,667 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  0  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: L. Yu/J. Mehrwein	
Serves Unit #675-209. Easy road building up to Unit #675-209 boundary. Numerous places to put a rock quarry. Section of the road goes through low rock face (10-15 ft. tall). Just blast and fill. After reaching unit, above average road building, due to rock faces. Require 10% adverse to stay on the bench below the ridge lines. Landings required blasting to create more room for landing of logs. No lack of guyline stumps.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
No special concerns.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). Oversteepened slopes require full bench construction and end-haul of waste (BMP 14.7).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of the road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		









# POLK INLET PROJECT ROAD DESIGN CARD


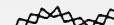




ROAD: 10101

VCU: 675

QUAD: B1SW



-  EXISTING ROADS
-  1989-1994 ROADS
-  POLK INLET
-  PROJECT ROADS
-  SUBJECT ROAD
-  CLASS 1 STREAM
-  CLASS 2 STREAM
-  CLASS 3 STREAM

-  POLK INLET HARVEST UNITS
-  EAGLE TREE BUFFER
-  LAKES, PONDS, OCEAN
-  SECOND GROWTH 0-10 YRS OLD
-  SECOND GROWTH 11 YRS PLUS
-  OLD BURNS AND SLIDES

CONTOUR INTERVAL 200 FEET

SCALE 1:31,680 1 INCH = 1/2 MILE



0 1/2 1 1 1/2 2 MILES

POLK INLET PROJECT ROAD DESIGN CARD

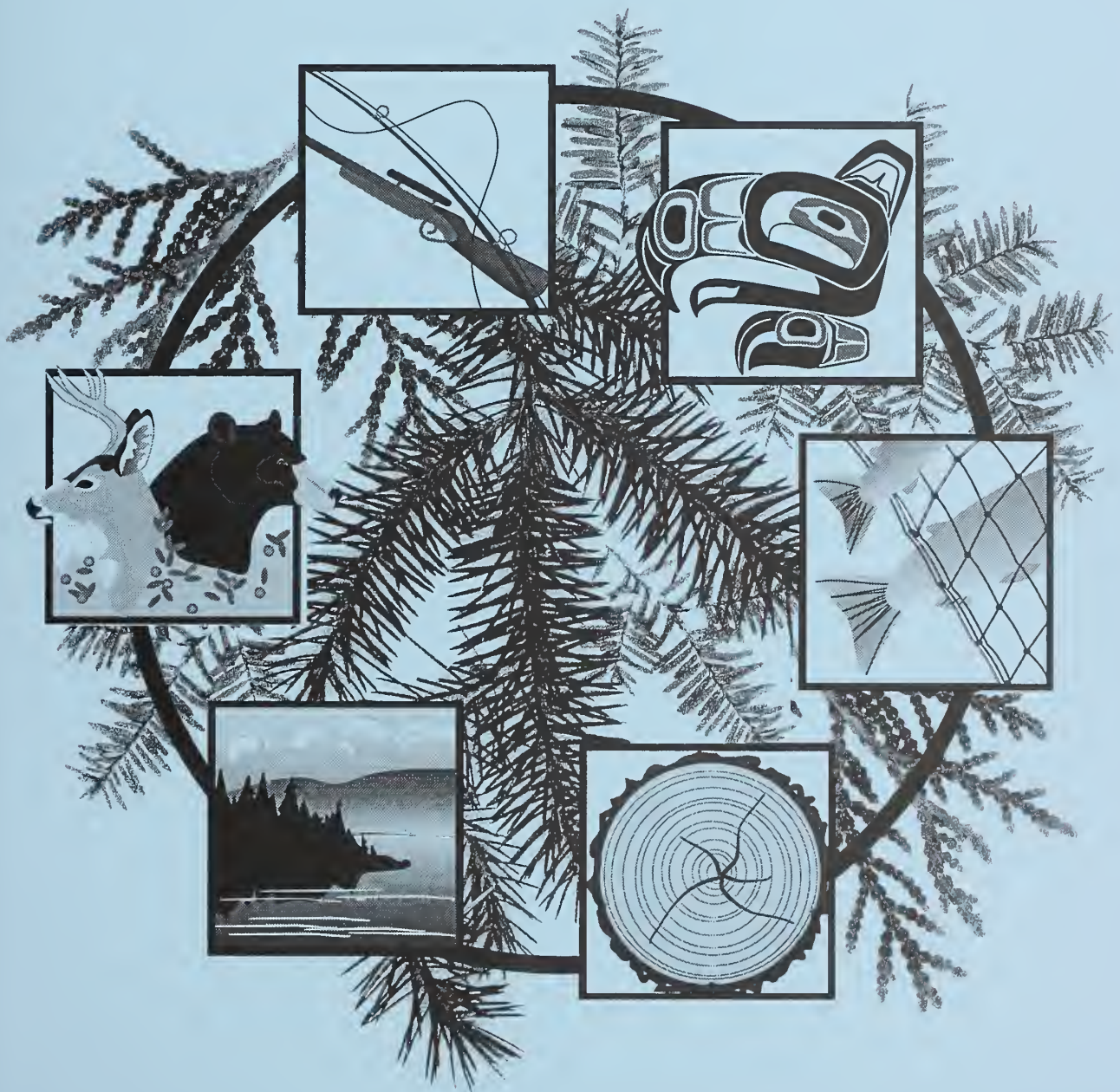
ROAD #: 10101	VCU: 675	LENGTH: 2,148 ft (GIS)
ROAD CLASS: Local	SERVICE LEVEL: D	
MAINTENANCE LEVEL: 1	ACCESS STRATEGY: Discourage	
# STREAM CROSSINGS - CLASS I: <u>  1  </u> - CLASS II: <u>  0  </u>		
Roads	Comments by: J. Dalton/J. Mehrwein	
Serves Unit #675-226. The road crosses a class I stream to get into this unit, requiring a 60' bridge. No concerns with logging. The start of this road is a junction at the NW corner of unit 675-239. North side of bridge requires 10' footing and fill. One landing is sufficient for this unit.		
Timber/Silviculture	Comments by: J. Mehrwein	
Maintain access for future silvicultural activities.		
Watershed/Fisheries	Comments by: J. Knutzen/T. Stewart	
Sunny Creek supports all four species of salmon plus steelhead trout. In-stream activities require a construction timing window of June 1 to September 1.		
Soils/Geology	Comments by: T. Stewart	
All areas of organic and mineral soil exposed during construction shall be grass seeded and fertilized (BMP 14.8). During bridge installation, erodible material will not be deposited in live streams and sediment laden water pumped away from foundation excavation will be pumped to settling areas identified during final design (BMP 14.17).		
Wildlife	Comments by: R. Fairbanks	
Road does not approach within 1/2 mile of any known bald eagle nest sites and does not encroach within beach and estuary fringe buffers.		
Visual/Recreation	Comments by: M. McGown/M. Greenig	
The visual effects of the road will not be seen from any Priority Travel Routes/Use Areas.		
Other Resources	Comments by: J. Lobdell/M. Greenig	
Cultural - Road is outside of high probability areas for cultural resources. Lands - No state/private encumbered lands occur adjacent to the road.		





# Appendix G

## Integrated Silvicultural Prescription Example







INTEGRATED SILVICULTURAL PRESCRIPTION  
FOR THE POLK INLET TIMBER SALE

VCU #: 612    Unit #: 216    Management Area #: K18

Area (as determined by GIS):    21.6 Acres  
Aerial Photo Flight Line #: 290    Photo #: 26    Date of Photography: 1991  
Scale of Photography: 1:12,000                      USGS 1/4 Quadrangle ID: B2NE

SITE CHARACTERISTICS:

Aspect: N                      Slope %: 10 - 25                      Elevation: 100  
Landform: Backslopes, Footslopes, Rolling Hills, Benches

Site Index: 61 - 70  
Plant Association Codes: 460  
Plant Associations: Mixed Conifer

Soil:  
Potential of Mass Failure: Low to Moderate

STAND CHARACTERISTICS:

Stand Examination Type: Standard Stand Examination    Date: 7/22/92



## SUMMARY OF OTHER RESOURCES AND VALUES:

Unit has stable slopes. Heavy brush within this unit, possibly requiring brush control following logging. Windthrow rating is low.

## MANAGEMENT DIRECTION:

### Forest Plan:

VCU 612 has been allocated through the Tongass Land Management Plan (1979, as amended) to Land Use Designation (LUD) 4. Opportunities will be provided for intensive resource development where emphasis is primarily on commodity or market resources, while providing for protection of physical and biological productivity.

VCU 612 has been allocated by the proposed revised forest plan (TLMP Draft Revision 1991) to a LUD of Timber Production. The emphasis of this land use designation is for timber production. The primary objective is to manage the area, using silvicultural techniques, to maintain and promote industrial wood production. These lands will be managed to advance conditions favorable for the development of the timber resource and for maximum long-term timber production.

### Unit Objectives:

Provide volume to the KPC long term timber sale. Convert existing old growth stand to a vigorous new stand which will yield sawlog size and quality products in the next rotation. Provide for structural diversity through snag and large down woody material retention. Protection of resources.

### Alternatives Considered:

Regeneration harvests considered included clearcut and partial cut. Clearcut with reserve trees will minimize adverse impacts of disease and provide for establishment of shade intolerant trees.

## MANAGEMENT PRESCRIPTION:

Summary of mitigation measures: F4; F5; F8; W5.

### Regeneration Treatments:

Clearcut harvest followed by natural regeneration. Natural regeneration of hemlock is anticipated. Cedar and spruce will likely be minor components. Cedar is anticipated to restock wetter areas while spruce will be confined to areas where sufficient soil disturbance has taken place.



**Marking Guide:**

Type A Clearcut - Leave safe snags and nonmerchantable reserve trees within a 50 to 100 foot border along harvest unit edges and internal setting boundaries. Directionally fall trees toward the landing and carefully yard trees out of the buffer.

**Intermediate Treatments:**

No treatments planned at this time.

**Transportation System:**

Unit accessed by road number 10014. This road is a Local with a traffic service level of C, and maintenance level 1. Road construction costs should be about average.

**Logging System:**

Running Skyline. The terrain is gentle, this is an ideal running skyline unit.

**Unit Boundary:**

Boundary is flagged, during final sale layout modify unit design or logging system to avoid or minimize damage to muskegs or other wetlands.

**Streamside Management:**

Establish no-harvest and selective-cut buffers along streams and around lakes to protect riparian management areas (BMP 12.6). This includes TTRA minimums and additional area as described in the Stream and Lake Protection Management Prescription.

**Wildlife Management:**

Wildlife will benefit from the increased structural diversity of the Type A clearcut instead of a conventional clearcut.

**Erosion Control:**

Implement measures to reduce surface erosion and drainage interruption related to transportation including water barring and cross-draining roads, using ditches and culverts to prevent water running long distances over roads, seeding and fertilizing cut and fill slopes, and locating and designing landings for good drainage and dispersion of water.

**Fuel Treatment:**

None Prescribed

**Planting:**

None prescribed at this time.

**Animal Damage Control:**

None prescribed or anticipated.

Vegetation Management:

Some form of brush control may be necessary due to the amount of brush currently within this unit.

Precommercial Thinning:

Thin between ages 16 and 17 leaving the best 550 trees per acre.

Commercial Thinning:

No commercial thinning prescribed or anticipated.

Final Harvest:

Final harvest at age 85.

Stand should average approximately: 14" DBH, 53 MBF/Ac, 90 BF/Log.

MONITORING PLAN:

Activity and Date:

Person Responsible: Ranger District Silviculturist

Check road drainage structures annually.

Check for blowdown timber annually each spring.

Natural regeneration exam included in 4th year.

Certification of regeneration 4 to 6 years after harvest.

Need for brush control following harvest.

Precommercial thin 16 - 17 years after harvest.







