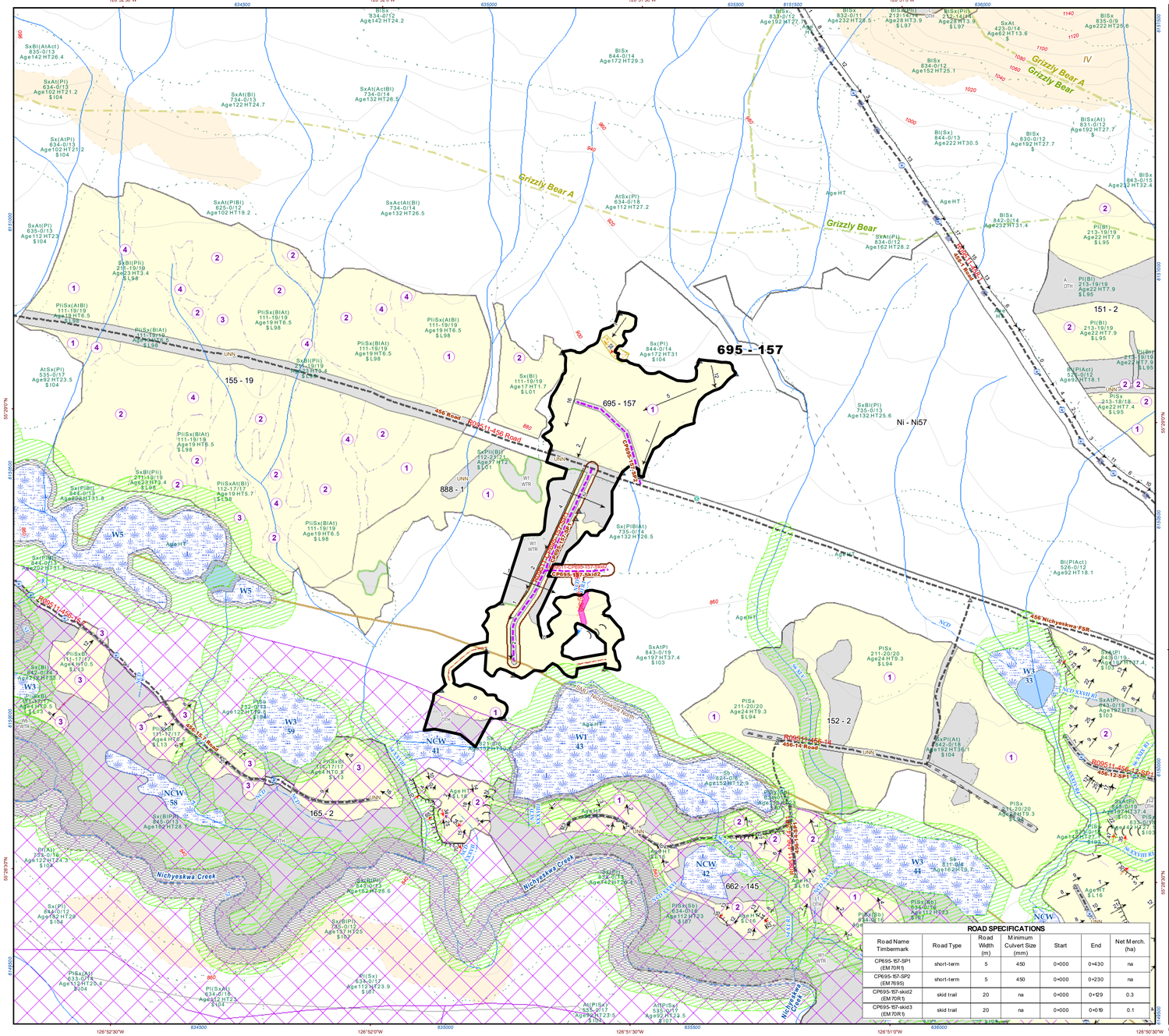

Pacific Inland Resources

A Division of West Fraser Mills Ltd.
P.O. Box 3130 Smithers, B.C. V0J 2N0 Phone: (250) 847-2656

SITE PLAN & LOGGING PLAN & ROAD PLAN

1:5,000

Licence: A16830 **Permit:** 695 **Block:** 157
Road: R09511- CP695-157-SP1

Forest Region: **RNI**
Forest District: **DSS**
Mapsheet: **093M046**
Operating Area: **Nilkitkwa**

Date Created: **1/9/2020**
Forester: **Colin Vandergaag**
Created By: **Colin Vandergaag**

EMERGENCY INFORMATION
Access Directions:

CP 695 BLOCK 157 - STANDARD UNIT SUMMARY

Latitude : **55 28' 53.97"** UTM North: **6150473.0**
Longitude: **-126 51' 36.56"** UTM East: **635226.8**

Opening Area	WTR Area	Leave Area	Gross Cutblock Area
11.4	2.1		13.4
Permanent Access Area	**Natural Non-Productive Area**		**Net Area to Reforest**
0.8			10.6

SU	SU Type	Biogeoclimatic Information	Silviculture Regime I.D.	Max. Allowable Soil Dist %	Gross Area	NAR
1	PROD	SBSmc2 01(5)06(5)	1055565	10%	10.6	10.6
H	NP				0.8	
W1	WTR				2.1	
				TOTALS	**13.4**	**10.6**

CRITICAL OPERATIONS SITE FACTORS:

Retention along 456 Road
Retention should be maintained along the 456 road to act as a visual buffer. Specifically in block spurs should be built (note: CP695-157-SP2 not ribboned in the field), and all wood possible decked to the spurs and not decked along the 456 road.

Retention in rest of block
Due to size of blocks the blocks will be mostly clear cut. Retain patches where operationally feasible.

Skid trails
Skid trails identified on the map and in the field have centerlines ribboned but no r/w boundary. Skid trails widths should be minimized (20m maximum width). Silviculture is encouraged to plant these trails, however reforestation is not required on these areas.
CP695-157-skid2 and skid3 are road permitted skid trail which accesses a small amount of beetle.

Deactivation
CP695-157-SP1 and CP695-157-SP2 are to be built as winter roads and deactivated upon completion of harvesting.

Steep Slopes
One small section of slopes that exceed 30% that need to be skidded over. Site specific steep slope working procedures should be developed prior to harvesting in this area.

Harvesting and hauling restrictions
Harvesting and hauling should occur during winter. If necessary, hauling of decked wood may occur after July 1.

- Enduring_Nest
- AOC
- Reach Break
- Tie Point
- Waterfall
- Wet
- Stream- Definite
- Stream- Intermittent
- Lake Definite
- Swamp
- Boundary Hub
- Tie Point
- Km Markers
- Road Hub
- Built
- Proposed
- Skid Proposed
- Right Of Way
- FN Canada Lands Indian Reserves
- Core Ecosystems
- Enhanced Timber Development Zone
- Landscape Corridors
- OGMA
- Grizzly Bear
- Grizzly Bear A
- MFZ
- OTH
- WTR
- NP UNN
- LRM Standard Units
- LRM Blocks
- VRI 2018

ROAD SPECIFICATIONS

Road Name Timbermark	Road Type	Road Width (m)	Minimum Culvert Size (mm)	Start	End	Net Merch. (ha)
CP695-157-SP1 (EM70R1)	short-term	5	450	0+000	0+430	na
CP695-157-SP2 (EM7R95)	short-term	5	450	0+000	0+230	na
CP695-157-skid2 (EM70R1)	skid trail	20	na	0+000	0+829	0.3
CP695-157-skid3 (EM70R1)	skid trail	20	na	0+000	0+069	0.1

N
S

Coord: BC Albers
Datum: NAD83 (CAN)
Data: TRIM, FC1, TFM

Declination November 3, 2015
(Smithers Airport): 18d 43.14'm East (13.8'/yr W.)

Meters
0 120 240 480

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For further information or copies contact WFM @ 250-847-2656

TEMPLATE UPDATED: Feb. 4 2016

Path: Y:\PIR\Permits\FLA16830_DSS\CP695\Permit Maps\A16827 CP695_157 SP LP.mxd

1. ROAD IS LOCATED WITHIN RIPARIAN MANAGEMENT AREA?
YES ___ NO X APPROVAL REQUIRED YES___ NO___

2. ROAD IS LOCATED WITHIN A COMMUNITY WATERSHED?
YES ___ NO X APPROVAL REQUIRED YES___ NO___

3. ROAD IS LOCATED ON TERRAIN WITH MODERATE OR HIGH LIKELIHOOD OF LANDSLIDES?
YES ___ NO X

ACTIONS FOR PROTECTING OTHER FOREST RESOURCES:

*-CULVERTS MARKED WITH AN * HAVE BEEN PLACED ON THE MAP TO MEET MINIMUM CULVERT SPACING GUIDLINES.*

-THE FIELD PLACEMENT OF THESE CULVERTS SHOULD COINCIDE WITH THE GROUND CONDITIONS AND SUBGRADE PROFILE AND NOT NECESSARILY THE MAP LOCATION.

*- * CULVERTS MARKED IN THE FIELD MAY BE SUBJECT TO CHANGE DURING CONSTRUCTION OF THE SUBGRADE PROFILE.*

-25 M RIGHT OF WAY WITH WIDENINGS WHERE REQUIRED FOR ENGINEERING PROPOSES.

THE ASSESSMENTS CHECKED BELOW WERE CARRIED OUT AND THE ROAD LAYOUT AND DESIGN IS CONSISTENT WITH THE RESULTS AND RECOMMENDATIONS OF THE ASSESSMENTS.

X RIPARIAN ASSESSMENT ___ VISUAL IMPACT ASSESSMENT

___ ARCHEOLOGICAL IMPACT ASSESSMENT ___ SITE INSPECTION (FRR 4.1)

1. RATIONALE FOR ROAD WITHIN AN RMA:

2. RATIONALE FOR ROAD LOCATED ON A MODERATE TO HIGH LANDSLIDE OCCURANCE AFTER SITE INSPECTION.

P.I.R. LICENSEE ACKNOWLEDGEMENT *DATE*

P.I.R SIGNING FORESTER *DATE*