

TIMBER SALE APPRAISAL

Siuslaw National Forest

Central Coast Ranger District

High Tide Thin STWD

(Sale Name)

14803

(SALE Number)

East Alsea EA
West Alsea EA

(EA/EIS/CE)

High Tide Thin STWD NARRATIVE

Description of Contract Area

This contract consists of 14 commercial thinning subdivisions totaling 406 acres and will be sold as a ton contract and scaled 100% weight. There is an estimated 51,279 tons (16,435 ccf or 8,840 mbf) in this contract.

General Location

This contract is approximately 20 miles northeast of Waldport, Oregon along Forest Service Roads 5200 and 3446 and is in the East and West Alsea watersheds.

Routes of Access

Contract is appraised to Philomath, Oregon via Highway 34 and National Forest System roads 5200, 3446 and their tributaries.

Relation to Other Contracts

Forest Service Road 5200 would be a shared haul with Surveyor Thin, currently under contract.

Marking

Subdivision boundaries are flagged with yellow ribbon and tagged with blue boundary tags. Boundary trees are marked with orange tracer paint. All subdivisions are designation by prescription. Subdivisions 5, 6, 7, 9, and 11 include 1 acre gaps. Gap centers are identified by a leave tree with a pink tracer paint band at DBH and a mark on the stump.

Logging

This contract is appraised for 89% skyline yarding and 11% ground-based yarding. Ground-based yarding will not be allowed on slopes greater than 30%. Elevated tailholds and intermediate supports will be needed to meet yarding objectives. Some downhill yarding is required. Directional felling is required. Full suspension is required when yarding across streamcourses.

Roads and Other Developments

Approximately 4.4 miles of temporary roads and 96 landings are planned. Rock will be needed for temporary roads at the approach to all season system roads. 1340 cubic yards of rock was appraised for temporary roads and 410 cubic yards of rock was appraised for landings.

Road Maintenance

Contractor will be responsible for prehaul, routine, seasonal, and post haul maintenance on system roads. 370 cubic yards of spot rock will be needed on system roads. Specific requirements to prevent the spread of invasive species are included in the road maintenance specifications.

Specified Road Reconstruction

There is specified reconstruction for road 5200 with a total 5.64 miles. The road completion date is 10/30/2016.

Erosion Control

Contractor will be required to block temporary roads, install waterbars on landings, skid trails, and temporary roads, and seed landings, skid trails and temporary roads. A coop deposit of \$0.02/ton will be required for the cost of the seed that will be provided by the Forest Service.

Slash Disposal

Contractor shall scatter or pile and cover landing slash where present. Contractor shall treat logging slash in subdivisions 1-12 within 25 feet of FS roads 5200 and 3446. Forest Service will burn piles.

Scaling

The contract will be scaled by 100% weight and paid for by the ton. Contractor shall request an alternate scaling site and enter into a "Weighing Service Agreement". Any load for which no weight ticket is furnished shall be considered a lost sample load with a weight equal to the weight of the heaviest load presented during the billing period, as established by the Forest Service, K-G.8.5.1.

Others

Haul restrictions typically listed in K-G.3.1.5# - Project Operation Schedule, have been relocated to K-F.1.2# - Use of Roads. Corporations submitting an offer under this solicitation must include form AD-3030-FS *Representations Regarding Felony Conviction and Tax Delinquent Status for Corporate Applicants*.

All operations in subdivision 14 shall be restricted annually Thursday through Monday during the yearly "Beloved" Festival. 2014 dates are August 7-11, see webpage for future year schedules, www.belovedfestival.com. Festival Contact: Donald Black
New construction temporary roads (approximately 4450 feet total, temp roads to landings 2-E, 6-E&F, 10-A&B&F, 12-C&D and 13-A&G&H) shall be scarified to a minimum depth of 6 inches, K-G.6.0#.

Seasonal restrictions apply. See contract for details.

Equipment cleaning is required before entering the Contract area.

SALE VOLUME SUMMARY
Volume Summaries By Unit

Sale Name: High Tide STWD

TIM Conversion			0.3205	0.1724		
Unit No.	Acres	TONS	CCF	MBF	% Sale Volume	TON Vol/Ac
1	4	369	118	64	1	92
2	13	1200	385	207	2	92
3	28	2585	828	446	5	92
4	19	1754	562	302	3	92
5	42	3877	1243	668	8	92
6	41	6084	1950	1049	12	148
7	22	3265	1046	563	6	148
8	14	2078	666	358	4	148
9	41	6085	1950	1049	12	148
10	45	6678	2140	1151	13	148
11	42	6233	1998	1075	12	148
12	54	4985	1598	859	10	92
13	32	4750	1522	819	9	148
14	9	1336	428	230	3	148
TOTAL	406	51279	16435	8840	100	126

SPECIES	CCF	MBF	TONS	%
Douglas-fir	15,401	8,282	47,870	94
Western Hemlock	1,034	557	3,408	6
TOTAL	16,435	8,839	51,278	100

PRODUCT QUALITY ADJUSTMENT - OREGON WESTSIDE

Use with Appraisal Update #4-14

Sale Name: High Tide Thin STWD

Date: 25-Apr-14 (mm/dd/yy)

Species Group #1	Minimum Dia - dib	Representative Grade*	Log price \$/mbf avg**	Volume MBF	Volume CCF	Log price \$/ccf avg	Adjustment Dollars
205	5.0" - 7.99"	#4 sawmill	617.00	1,230	2,622	289.44	-82.43
	8.0"-11.99"	#3 sawmill	709.00	4,046	7,714	371.87	0.00
	12.0"-17.99"	#2 sawmill	730.00	2,971	5,016	432.38	60.51
	18.0" - 30.0"	special mill	788.00	35	49	562.86	190.99

\$/ton Avg	Avg lb per cf	Volume CCF
25.00		

BPP for chips = 0.00 /ccf

(insert as override on TEA input screen

under BPP/CCF for products 08 and 20)

Weighted average Product Quality Adjustment (PQA) for Species Group #1 = 6.28 /ccf

Weighted average delivered log price for Species Group #1 = 378.15 /ccf (enter on TEA input screen as Log Pr/CCF)

Species Group #2	Minimum Dia - dib	Representative Grade*	Log price \$/mbf avg**	Volume MBF	Volume CCF	Log price \$/ccf avg	Adjustment Dollars
263,264,108 true firs spruces	5.0" - 7.99"	#4 sawmill	533.00	79	190	221.62	-89.54
	8.0"-11.99"	#3 sawmill	610.00	177	347	311.15	0.00
	12.0"-17.99"	#2 sawmill	605.00	252	428	356.21	45.06
	18.0" - 24.0"	special mill	605.00	48	70	414.86	103.70

Weighted average Product Quality Adjustment (PQA) for Species Group #2 = 9.21 /ccf

Weighted average delivered log price for Species Group #2 = 320.36 /ccf (enter on TEA input screen as Log Pr/CCF)

Species Group #3	Minimum Dia - dib	Representative Grade*	Log price \$/mbf avg**	Volume MBF	Volume CCF	Log price \$/ccf avg	Adjustment Dollars
242	< 12.0"	#4 sawmill	camprun				
	12.0"-23.99"	#3 sawmill	912.00			474.24	0.00
	24.0"+	#2 sawmill	0.00				

Weighted average Product Quality Adjustment (PQA) for Species Group #3 = 0.00 /ccf

Weighted average delivered log price for Species Group #3 = 0.00 /ccf (enter on TEA input screen as Log Pr/CCF)

Species Group #4	Minimum Dia - dib		Log price \$/mbf avg	Volume MBF	Volume CCF	Log price \$/ccf avg	Adjustment Dollars
		If this table is used, → entry needed here				0.00	

Weighted average Product Quality Adjustment (PQA) for Species Group #4 = 0.00 /ccf

Weighted average delivered log price for Species Group #4 = 0.00 /ccf (enter on TEA input screen as Log Pr/CCF)

Species Group #5	Minimum Dia - dib		Log price \$/mbf avg	Volume MBF	Volume CCF	Log price \$/ccf avg	Adjustment Dollars
		If this table is used, → entry needed here				0.00	

Weighted average Product Quality Adjustment (PQA) for Species Group #5 = 0.00 /ccf

Weighted average delivered log price for Species Group #5 = 0.00 /ccf (enter on TEA input screen as Log Pr/CCF)

Species Group #6	Minimum Dia - dib		Log price \$/mbf avg	Volume MBF	Volume CCF	Log price \$/ccf avg	Adjustment Dollars
		If this table is used, → entry needed here				0.00	

Weighted average Product Quality Adjustment (PQA) for Species Group #6 = 0.00 /ccf

Weighted average delivered log price for Species Group #6 = 0.00 /ccf (enter on TEA input screen as Log Pr/CCF)

* Industry grade used to associate minimum dib and delivered log price. Volume comprises mostly the representative grade, but also may include material of other grades.

PRODUCT QUALITY ADJUSTMENT
Combining Species into Appraisal Groups
Determining Weighted Average Delivered Log Price for the Sale
Use with Appraisal Update #4-14

Sale Name: High Tide Thin STWD

Date: 25-Apr-14

Combining Species into Appraisal Groups (for entry into the TEA input screen)

Geographic Area	<i>Type a "1" into desired cells to combine species into an appraisal group</i>						Combined Prod Qual Adj	Combined Del Log Price
	Species Group #1	Species Group #2	Species Group #3	Species Group #4	Species Group #5	Species Group #6		
Ore West	1	1					6.47	374.51
Ore East								
Wash West								
Wash East								

Determining Weighted Average Delivered Log Price for the Sale (for use in analyzing advertised rates)

Geographic Area	<i>Type a "1" into all cells with volume</i>						Wt Avg Delivered Log Price for the Sale
	Species Group #1	Species Group #2	Species Group #3	Species Group #4	Species Group #5	Species Group #6	
Ore West	1	1					374.51
Ore East							
Wash West							
Wash East							

Enter the Combined Product Quality Adjustment on the TEA input screen under PQA/CCF for the main species in the appraisal group. Enter the Del Log Price under Log Pr/CCF on the TEA input screen for the main species in the appraisal group. Use the weighted average delivered log price for the sales to analyze advertised rates, per R6 FSH 2409.22 Appraisal Handbook. **Refer to the PQA User Guide for more information on the calculation and use of delivered log prices.**

*** Click the "Erase" button above to delete all species combination data ***
*** Press the "Delete" key in appropriate cell to erase individual cell input ***

Appraisal Reminder - When combining species, a weighted average Base Period Price needs to be calculated. Use the table below to calculate a weighted average BPP for the appraisal group.

The Erase Data button erases Forest number, Salvage, and Species Code and Species Volume (CCF) in the table.

Forest number = 12
 Salvage?? = 1 (1=no, 2=yes)
 Appraisal zone = 5

Appraisal Update #4-14

teacost.dat file (TEA 04-14)

The Appraisal Update # and teacost.dat file date **MUST BE THE SAME** in calculating a weighted

Species BPP Weighting Table

Species Code	Species Vol (CCF)	BPP from TEACOST.DAT
205	15,401.00	75.02
263	1,034.00	67.87
Total or Avg	16,435.00	74.57

MBF Volume Table

Species Code	Species Vol (MBF)
205	8,282.00
263	557.00
Total	8,839.00

Enter MBF volume from Species Group

Logging Cost Summary - Estimated Stump To Truck Cost

Summary By Sale And Logging System

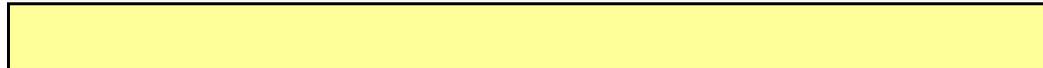
Logging System	Vol Type	Total Volume	Stump-truck \$/vol	Estimated Seasons
Skyline	ccf	14,706	141.59	4
Mechanized		0	0.00	0
Tractor	ccf	1,729	109.58	3
Shovel		0	0.00	0
Helicopter (1)		0	0.00	0
Sale-as-a-whole		16,435	138.22	

ovhd=6.18/ccf or 11.89/mbf, p&r=2% of costs included (except helicopter)

includes biomass:

\$/saw timber

Est biomass cost		Estimated total number <u>operating</u> days for sale	386
Include biomass in sale-as-a-whole?	<input type="checkbox"/>	Variable shutdown cost (all systems, if any) \$/vol	
		Include variable shutdown in sale-as-a-whole?	<input type="checkbox"/>



Include Chipper?

Hours Used

Haul-\$'s

Select helicopter alternative

Helicopter (1)

Sale: High Tide STWD

Date: 4/7/14

LOGCOST Version 12.01

Report summary
table above in tons



HAUL COST APPRAISAL - APPRAISAL SUMMARY

Version 7.2, XL 2007 12/1/2009b

Sale name: High Tide STWD

Geo. area: OR

Date: 07-Apr-14

Cost type	Average trip rtm's	CCF per load	Tot rtm's per day	Total OT rtm's	CCF vol per day	Gross cost per day	Net cost per day	Net cost per ccf	Net \$/ccf w/inflation
<i>w/o scale</i>									
<i>with scale</i>	305.0	8.0	582.0	102.0	15.27	524.01	551.59	36.13	37.58

<<Scaling cost is included in the total haul cost below>>



Include scale cost in final haul cost
Yes

Total haul cost, \$/ccf = **\$37.58**

220 minutes

Volume Type...
CCF

Sale or Haul Narrative

Scale cost: \$65.34

**Engineering Notes for
High Tide Thin STWD
4/24/2014**

A. Haul route roads:

The haul routes for this sale are on National Forest System (NFS) roads. Log haul will travel on NFS roads listed in Table 1.1 to Hwy 34 then east on Hwy 34 to the appraisal point of Philomath, Oregon.

All roads used in this sale are non-key roads except for NFS 5200, 5800 and 3446 which are key roads and are used to access trailheads along 3446.

Maintenance on this sale is purchaser responsibility. The asphalt segment of the 5200 and 5800 road will have purchaser maintenance responsibilities for all maintenance except for blading.

For haul east, all units will have to turn trucks around at the 5800 junction 0.25 miles west of the 5200/Hwy 34 intersection.

NFS road beginning and ending termini are detailed in table 1.1

Table 1.1

Road No.	Miles	Beginning Milepost	Ending Termini/Milepost
3446	3.00	Unit 1	Junction NFS 5200
3446-388	0.15	Junction 3446	Unit 5 Ldg A
5200	6.00	Hwy 34	Junction NFS 3446
5200-315	0.21	NFS 5200	Unit 6 Ldg A
5200-320	0.05	NFS 5200	Temp Road to Units 8 & 10
5200-350	1.00	NFS 5200	Unit 14 Ldg A
5800	0.30	Hwy 34	Turnaround MP 0.30

The remaining portions of roads listed in Table 1.1 are not planned for use under this contract. Spot rock for NFS roads is included and appraised for.

B. System and temporary roads –season of haul, road protection and truck assist.

See logging feasibility report (LFR) for details.

In general, all system roads are appraised for rock re-surfacing or spot rocking except for roads which are paved.

Truck assist is appraised for and included.

**Engineering Notes for
High Tide Thin STWD
4/24/2014**

C. Unit Notes:

Unit 1: Small unit on NFS road 3446 3 miles east from 3446/5200 junction

Unit 2: Spur to landing 2E is new construction and rock is appraised for all season use. Larger trees in road prism, realign spur to haul east. Moderate adverse with a brief pitch of 20% by 3446. Truck assist not appraised.

Unit 3: Existing native surfaced spur to all landings. Truck turn around near landing A.

Unit 4: Rock is appraised for spur to landings for all season use. Larger trees in road prism and waste piled at entrance, waste may be ramped over or pushed aside. Entrance to road is in a turnout by the Horse Creek South trailhead accessing the Drift Creek Wilderness and is used heavily during elk hunting seasons and during the summer by recreationists. Protect trailhead parking on sale area map.

Unit 5: Unit uses a portion of 3446-388 which is well rocked, generally flat and has space available for a truck turnaround by landing A. Road 5200-315 is shared by units 5 & 6 and is well rocked but is 20-22% adverse haul to the 5200. A large landing exists at the end of the road and may be used for a truck turnaround as the road between landing 5L and 6A is quite steep. Landings 5K and 5L pick up most of the volume from this area and may be used all season. Truck assist is appraised.

Unit 6: See unit 5 for description of landings on 5200-315. Spurs to landing 6E and 6F-H are new construction; 6E is appraised for rock for all season use.

Unit 7: Spur to landing B is existing, outsloped and native surfaced. Spur is appraised for all season and could pick up more volume from around landing C and E. Spur to landings D and E is native surfaced. The junction with road 5200 has been narrowed and may need to be rebuilt to obtain a safe width for haul.

Unit 8: Spur into unit takes off 50' past the junction of the 5200-320 and 5200 on an existing road template. From the end of this road new construction will access unit 10 landings A & B. Spur to landing 8C & D is existing and parallels the main spur. All spurs are native surfaced.

Unit 9: Spur into unit is on an existing template, native surface and is 10-15% adverse haul in spots. Larger landing at B.

Unit 10: Spurs to landings D, E, C, G, I, H and J are on existing templates and have little or no rock on them. Spurs to other landings (A, B, F) are short pieces of new construction to reach knobs or slope breaks. Existing road between landings E and F has 600' of 20-22% favorable haul with good run out. Spur to landing J is appraised for rock for all season use.

**Engineering Notes for
High Tide Thin STWD
4/24/2014**

Unit 11: Spurs into unit are appraised for rock for all season haul. Spur to landing A is short and outsloped but has little rock and a small area for landing, it may be able to pick up some additional volume from around landings B and C. Spurs to landings B and C are on an existing template with a ditch and are well rocked (+/- 9") up to approximately 600' from the landings as posted. Additional surfacing is appraised for. This spur road will be used for access to an embedded stewardship project attached to this sale.

Unit 12: Spur from junction with NFS 5200 to landing B is well rocked and is suitable for all season haul. The road has 8 culverts that were located. Spur to landing E is native surfaced and appraised for all season. Spurs to C and D are new construction. Landing A is located along the 5200 road, Waste is currently piled at the landing site and may be used to ramp down to the slopebreak/knob 300' east of the marked landing or levelled onsite and left in place. Landing A picks up the bulk of the volume from this unit.

Unit 13: Uses the same spur as unit 12 to reach the spurs to landings B-F. New construction to landings A,G and H

Unit 14: Several existing spurs into unit. Road junction to the east of the unit has a resident at the end of the road and has annual gatherings of several hundred people in the summertime known as the "Beloved Festival". There may be additional traffic on the 5200-350 unfamiliar or hostile with log haul and associated activities. Consult with the Sale Administrator for dates.

D. Pre and post sale operational status for the system roads:

Road #	Presale status	Post sale planned status	Waterbars/berms
3446	Key, Open	Key, Open	None/None
3446-388	Non-Key, Closed	Non-Key, Closed	Type 1 / Berm
5200	Key, Open	Key, Open	None/None
5200-315	Non-Key, Closed	Non-Key, Closed	Type 1 / Berm
5200-320	Non-Key, Open	Non-Key, Closed	Type 1/Berm
5200-350 seg 1	Non-Key, Open	Non-Key, Open	None/None *
5200-350 seg 2	Non-Key, Open	Non-Key, Closed	Type 1/Berm*

*Road 5200-350 (Seg 1 MP 0.00 to MP 0.70), (Seg 2 MP 0.70 to MP 1.00) Junction with 5200-352

**Engineering Notes for
High Tide Thin STWD
4/24/2014**

E. Log Haul Operating season and Haul routes.

Unit Number	Planned Haul Route	Engineering Log Haul Operating season *
1	NFS 3446 → NFS 5200 → Hwy 34 → Philomath	All season
2	NFS 3446 → NFS 5200 → Hwy 34 → Philomath	All season.
3	NFS 3446 → NFS 5200 → Hwy 34 → Philomath	All season system roads, dry season temp roads.
4	NFS 3446 → NFS 5200 → Hwy 34 → Philomath	All season.
5	NFS 3446 → (Portions NFS 5200-315) → NFS 5200 → Hwy 34 → Philomath	All season. Except dry season to landing M
6	NFS 3446 → (Portions NFS 5200-315) → NFS 5200 → Hwy 34 → Philomath	All season system roads & temp road to landing E, dry season temp roads to landings G&H
7	NFS 5200 → Hwy 34 → Philomath	All season system roads and 7B, dry season temp roads to landings D&E
8	NFS 5200 → Hwy 34 → Philomath	Dry season
9	NFS 5200 → Hwy 34 → Philomath	All season system roads, dry season temp roads.
10	NFS 5200 → Hwy 34 → Philomath	All season system roads and 10J, dry season temp roads.
11	NFS 5200 → Hwy 34 → Philomath	All season
12	NFS 5200 → Hwy 34 → Philomath	All season system roads and temp road to 12B, dry season temp roads.
13	NFS 5200 → Hwy 34 → Philomath	Dry season
14	NFS 5200-350 → NFS 5200 → Hwy 34 → Philomath	Dry season

* Dry season is June 15 – October 15.

Rob Sanders
Transportation Planner
Siuslaw National Forest

ROAD MAINTENANCE WORKSHEET

Sale Name: High Tide			16,435	CCF Volume		1.27	% OH
			51,278	Tons			
					Purchaser	Co-op	
	Termini			CCF	Work	Deposits	
Road	From	To	Miles	Volume	0.91	0.91	Remarks
3446	Unit 1	Jct 3446/5200	3.00	118.3	0.91		
3446	Unit 2	Jct 3446/5200	2.60	384.6	0.91		
3446	Unit 3	Jct 3446/5200	1.75	828.5	0.91		
3446	Unit 4	Jct 3446/5200	1.50	562.2	0.91		
3446-388	Unit 5	Jct 3446/3446-388	0.10	248.5	0.91		20%
3446	Unit 5	Jct 3446/5200	0.50	248.5	0.91		20%
3446	Unit 5	Jct 3446/5200	0.30	372.8	0.91		30%
3446	Unit 5	Jct 3446/5200	0.10	124.3	0.91		10%
5200-315	Unit 5	Jct 5200/5200-315	0.13	248.5	0.91		20%
5200	Jct 3446/5200	Jct 5200/5200-315	0.10	3,136.1	0.91		All 1-5
5200	5200/3446	5200 seg 3	0.00	3,136.1	0.50		Zero mileage for transition 1-5
5200	5200 seg 3	5200 seg 2	2.94	3,136.1	0.91		All 1-5
5200	5200 seg 2	5200 seg 1	0.37	3,136.1	0.91		All 1-5
5200	5200 seg 1	Hwy 34	2.28	3,136.1	0.91		All vol from risley side
5200-315	Unit 6 A&B	Jct 5200/5200-315	0.20	390.0	0.50		10% All on pavement to 12 A
5200	Unit 6 C/D/E	5200 Agg segment by 12A	2.46	390.0	0.50		Collector for 6,7,8,10% of 10
5200	Unit 6F/7A	5200 Agg segment by 12A	2.30	689.6	0.50		
5200	Spur to 7B	5200 Agg segment by 12A	2.18	313.9	0.50		
5200	7C/spur to D&E/7F	5200 Agg segment by 12A	2.12	627.9	0.50		
5200	6J, I/K/L	5200 Agg segment by 12A	1.82	585.0	0.50		
5200	Unit 8 spur and 10A,B	5200 Agg segment by 12A	2.02	880.0	0.50		
5200	Spur into 9	5200 Agg segment by 12A	1.61	1,462.7	0.50		All of 6,7,8, bits of 9 & 10.
5200	Unit 9 E and F	5200 Agg segment by 12A	1.50	487.6	0.50		
5200	Unit 10 spur to A-I	5200 Agg segment by 12A	0.89	1,712.2	0.50		
5200	Spur to 10J	5200 Agg segment by 12A	0.59	214.0	0.50		
5200	Spur to 11A	5200 Agg segment by 12A	0.23	199.8	0.50		
5200	11D spur to 11 B&C	5200 Agg segment by 12A	0.12	1,797.9	0.50		
5200	5200 Agg segment	Paved Seg 1	0.37	9,750.6	0.91		
5200	Paved Seg 1	Jct5200/5200-350 MP 0.61	1.67	9,750.6	0.50		
5200	Unit 12 Idg A	Paved Seg 1	0.37	958.6	0.91		
5200	Spur to 13A	Paved Seg 1	0.28	152.2	0.91		
5200	Spur into 12 and 13	Paved Seg 1	0.22	1,856.7	0.91		
5200	Spur to 13 G&H	Paved Seg 1	0.10	152.2	0.91		
5200	Paved Seg 1	Jct5200/5200-350 MP 0.61	1.67	3,119.7	0.50		
5200-350	Unit 14	Jct5200/5200-350 MP0.61	1.00	428.2	0.91		
5200	Jct5200/5200-350 MP0.61	Jct5200/Hwy 34	0.61	13,298.5	0.50		All of 6-14
	Jct5200/Hwy 34	Road 58 turnaround	0.30	16,434.6			
	Road 58 turnaround	Philomath	44.20	16,434.6			
				821.7	0.91		
		Total \$		\$/CCF	\$/Ton	48.68	Weighted Miles
	Purchaser Maint	57,528.84	3.50	1.12			
	Misc Maint. (see Eng. Notes)	0.00	0.00	0.00			
	Spot Rock (see worksheet)	12,765.00	0.78	0.25			
	Co-op Deposits	0.00	0.00	0.00			
	Totals	70,293.84	4.28	1.37			

Temporary Road and Landing Cost Worksheet

Sale Name: High Tide								16,435	CCF volume	
Temporary Roads						Landings				
Unit No. or temp road identifier	Length (Feet)	Cost for Re-open or New	Rock (cuyd)	Rock Cost \$/cuyd	Total Road Cost	Landing Costs	Rock (cuyd)	Rock Cost \$/cuyd	Total Landing Cost	Remarks. Lar
1				\$34.50	\$0.00	\$300		\$34.50	\$300.00	
2	395	\$1,185	120	\$34.50	\$5,325.00	\$300		\$34.50	\$300.00	
3	2,903	\$4,355		\$34.50	\$4,354.50	\$1,650		\$34.50	\$1,650.00	
4	565	\$1,130	240	\$34.50	\$9,410.00	\$450		\$34.50	\$450.00	
5			40	\$34.50	\$1,380.00	\$750	140	\$34.50	\$5,580.00	landing
6	675	\$2,025	40	\$34.50	\$3,405.00	\$750	60	\$34.50	\$2,820.00	20CY each fo
7	1,710	\$2,565	140	\$34.50	\$7,395.00	\$450	40	\$34.50	\$1,830.00	Rock for spur
8	2,335	\$3,503		\$34.50	\$3,502.50	\$600		\$34.50	\$600.00	
9	1,760	\$2,640		\$34.50	\$2,640.00	\$900	40	\$34.50	\$2,280.00	
10	4,590	\$7,446	80	\$34.50	\$10,206.25	\$1,500		\$34.50	\$1,500.00	
11	1,740	\$2,610	200	\$34.50	\$9,510.00	\$600	60	\$34.50	\$2,670.00	
12	2,080	\$3,640	480	\$34.50	\$20,200.00	\$1,950	70	\$34.50	\$4,365.00	Landing 12A \$
13	4,020	\$7,890		\$34.50	\$7,890.00	\$1,200		\$34.50	\$1,200.00	
14	440	\$660		\$34.50	\$660.00	\$750		\$34.50	\$750.00	
	23,213	\$39,648	1340		\$85,878.25	\$12,150	410		\$26,295	
4.4	miles			Costs per CCF:	\$5.23			Costs per CCF:	\$1.60	

Sale Name: High Tide

Spot Rock Replacement Cost Worksheet

Road No.	Miles	cuyd of rock/mi	Waterbars***	Total cuyd rock/road	\$/cuyd	Total
3446	3.00	50		150	\$34.50	\$5,175.00
3446-388	0.15	100	5	20	\$34.50	\$690.00
5200	5.60	10		60	\$34.50	\$2,070.00
5200-315	0.21	50	6	20	\$34.50	\$690.00
5200-350	1.00	50		50	\$34.50	\$1,725.00
5800	0.30	100		30	\$34.50	\$1,035.00
			3 cy/waterbar	40	\$34.50	\$1,380.00
Totals	10.26		40	370		\$12,765.00

Spot rock for on 5200 for short aggregate portion

*** Waterbar rock for filling in or over bladed out waterbars, grading Q



Detailed listing of Brush Disposal Activities (Working Copy)

(1) Proclaimed Forest Siuslaw		(2) District/Unit Central Coast Ranger District								
(3) Sale Name HIGH TIDE STWD(14803)		(4) Award Date								
(5) Compartment Or GIS Reference		(6) Type of Plan <input checked="" type="checkbox"/> Original <input type="checkbox"/> Final <input type="checkbox"/> Revision #								
(7) Purchaser		(8) Contract								
(9) List of Activity Fuels Treatment Projects		Local Qualifier	(10) Work Activity	(11) Unit of Work	(12) Cost Per Unit	(13) Projects by Fund Code			(14) BD Funded Projects	
a) Subunit	b) Activity					a) Fund Code	b) No. of Units	c) Total Cost	a) No. of Units	b) Total Cost
061208BD14803000000	1100 Fuel Inventory	N/A	HF	Acres	\$7.14	BDBD	406.0	\$2,899	406.0	\$2,899
061208BD14803000000	1130 Burning of Piled Material	N/A	HF	Acres	\$25.87	BDBD	406.0	\$10,503	406.0	\$10,503
Subtotal for Fund Code BDBD								\$13,402		
061208BD14803000000	1150 Rearrangement of Fuels	N/A	HF	Acres	\$559.00	PPPP	10.7	\$5,981		
061208BD14803000000	1153 Piling of Fuels, Hand or Machine	N/A	HF	Acres	\$5.69	PPPP	406.0	\$2,310		
Subtotal for Fund Code PPPP								\$8,291		
15. Total BD work funded										\$13,402
16. National Program Support										\$5,535
17. Total Cost of Funded Work (Sum of line 15 and 16)(Required Bid Deposit Amount)										\$18,937
18. Remarks: Forest Collection Rate: Assessment included in unit cost National Collection Rate for Program Support: 41.3% Inflation Rate: 2% Rate Remarks: Regional Direction FY13 PPPP does not include the Forest Collection Rate or National Collection Rate for Program Support.										

High Tide STWD BD Appraisal Narrative
 NEPA: East Alsea (25906) and West Alsea (19694)
 Sale #: 14803
 Preparer: Jason Monroe

FACTS Activity Code	FACTS Description	Actual Activity (as performed on the ground)	Planned Units in FACTS (acres)	Planned Unit on the ground
1100 (Agency)	Fuel Inventory	Fuels assessment, monitoring, writing burn plans.	406	406 acres
1130 (Agency)	Burning of Piled Material	Burning of machine piles on landings. Pile totals are calculated by assuming one pile per landing on open roads.	406	Burn 66 piles
1153 (Purchaser)	Piling of Fuels, Hand or Machine	Covering the piles with a 10X10 piece of plastic.	406	Cover 66 piles
1150 (Purchaser)	Rearrangement of Fuels	Roadside treatments which include: burning of piles, chipping, mastication or scattering.	10.7	10.7 acres

Required Activities Per Unit-

Unit 1:

Piles-

- Pile, cover and burn 2 landings on FSR 3446 as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 3466 into the unit, for a total of 0.26 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 2:

Piles-

- Pile, cover and burn 5 landings on FSR 3466 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 3466 into the unit, for a total of 1.02 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 3:

Piles-

- Pile, cover and burn 6 landings on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 3466 into the unit, for a total of 1.59 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 4:

Piles-

- Pile, cover and burn 3 landings on FSR 3446 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 3446 into the unit, for a total of 0.70 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 5:

Piles-

- Pile, cover and burn 2 landings on FSR 3446388 as identified on logging systems map.
- Pile, cover and burn 7 landings on FSR 3446 as identified on logging systems map.
- Pile, cover and burn 1 landings on FSR 5200315 as identified on logging systems map.
- Pile, cover and burn 1 landings on FSR 5200 as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 3446 into the unit, for a total of 1.20 acres. Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 0.16 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 6:

Piles-

- Pile, cover and burn 9 landings on FSR 5200 and on temp roads as identified on logging systems map.
- Pile, cover and burn 1 landing on FSR 5200315 as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 2.17 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 7:

Piles-

- Pile, cover and burn 5 landings on FSR 5200 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 0.83 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 8:

Piles-

- Pile, cover and burn 2 landings on FSR 5200322 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 0.96 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 9:

Piles-

- Pile, cover and burn 4 landings on FSR 5200 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 0.46 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 10:

Piles-

- Pile, cover and burn 5 landings on FSR 5200322 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 0.73 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 11:

Piles-

- Pile, cover and burn 3 landings on FSR 5200 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 0.33 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 12:

Piles-

- Pile, cover and burn 1 landing on FSR 5200 as identified on logging systems map.
- Pile, cover and burn 2 landings on FSR 5200340 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- Treat logging slash 25 feet from the edge of FS Road 5200 into the unit, for a total of 0.24 acres. Treatment methods may include: Directional felling of trees away from roads, piling and burning hand and machine piles, or mechanical treatment—chipping, mastication, and scattering. High cut banks (with no slash) can be considered adequate fuel breaks.

Wildland Urban Interface-

- N/A

Unit 13:

Piles-

- Pile, cover and burn 4 landings on FSR 5200340 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- N/A

Wildland Urban Interface-

- N/A

Unit 14:

Piles-

- Pile, cover and burn 3 landings on FSR 5200350 and on temp roads as identified on logging systems map.
- Scatter landing slash not identified for piling to a height no greater than 1 foot from forest floor or road/landing surface.

Roadside-

- N/A

Wildland Urban Interface-

- N/A

*All accomplishment reporting in FACTS is in acres. The dollar amount for treating the unit is calculated by determining per pile dollar amount and multiplying that amount by number of piles. The total dollar amount is then divided by total acreage to get a dollar per acre figure.

For Example: It is estimated in High Tide that there will be 66 landing piles to burn. The cost per pile for this sale is \$150 which is multiplied by 66 piles= \$9,900 total to burn the estimated number of piles. Dollar per acre is calculated by: \$9,900 total pile burning cost /406 total acres=\$24.38/acre.

EROSION CONTROL PLAN AND APPRAISAL

Forest: **Siuslaw**

District: **Central Coast**

Sale Name: **High Tide STWD**

CCF Volume: **16,435**

miles of temp.road: **4.4**

Work will be done by purchaser.

WORK ITEM	Unit of Measure	Number of Units	Cost per Unit (\$)	Total (\$)
(1) PERMANENT ROAD STABILIZATION				
a. Seed				
(2) TEMP. ROADS (put to bed)				
a. Remove culverts/bridges				
b. Outsloping				
c. Cross ditching	each	232	\$10.00	\$2,320.00
d. Scarifying				
e. Barriers	each	14	\$150.00	\$2,100.00
f. Seed	acres	4.3	\$425.60	\$1,830.09
(3) SKIDROADS & TRAILS				
a. Remove culverts/bridges				
b. Waterbars & cross drains	each	3	\$10.00	\$30.00
c. Brush dams				
d. Seed	acres	1	\$425.60	\$425.60
(4) FIRELINE STABILIZATION				
a. waterbars & cross drains	each	0		
b. Seed	acres	0		
(5) LANDING				
a. Drainage ditches	each	136	\$10.00	\$1,360.00
b. Scarifying				
c. Cut & fill stabilization				
d. Seed	acres	1.4	\$425.60	\$595.84
(6) DISTURBED MEADOWS				
a. Land treatment				
b. Seed				
(7) CHANNEL CLEARING				
a. By hand				
b. By machine				
(8) MAINTAIN EROSION STRUCTURES				
(9) OTHER (specify)				
a. Scarifying New Temp Roads	Total		\$2,000.00	\$2,000.00
b.				
c.				
(10) TOTAL COSTS				\$10,661.54
(11) Cost per CCF for Appraisal				\$0.65