

TIMBER SALE APPRAISAL

Siuslaw National Forest Central Coast Ranger District

Woods Thin STWD

(Sale Name)

15804

(SALE Number)

Marys Peak EA

(EA/EIS/CE)

Woods Thin STWD NARRATIVE

Description of Contract Area

This contract consists of 19 commercial thinning subdivisions totaling 271 acres and will be sold as a ton contract and scaled 100% weight. There is an estimated 26,347 tons (8,686 ccf or 4,624 mbf) in this contract.

General Location

This contract is approximately 15 miles southwest of Philomath, Oregon along Forest Service Road 2005 and is in the Corvallis watershed.

Routes of Access

Contract is appraised to Philomath, Oregon via Highways 34 and 20, county roads BEN-26440 (Woods Creek Road) and National Forest System roads 3000, 3010, 3405, 3409, 3409-117, 2005 and 2005-115/116.

Relation to Other Contracts

Noble Thin STWD is a nearby contract that has shared haul routes. Harvest operations on road 2005 may be ongoing during the life of this contract. Purchaser is advised to schedule operations in cooperation with the adjacent operator. If operations cannot be adequately scheduled, Contract Term Adjustment (B8.21) may apply.

Marking

Subdivision boundaries are flagged with yellow ribbon and tagged with blue boundary tags. Boundary trees are marked with orange tracer paint. When the unit boundary is a system road, only corner trees will be marked with blue boundary tags and orange tracer paint, trees marked with yellow flagging and yellow tracer paint unit numbers are identification aids only. All subdivisions are designation by prescription. Subdivisions 2, 12 and 14 includes 1/2 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

Approximately 54% skyline yarding and 46% ground-based skidding was used in calculating the stump-to-truck cost in the appraisal. Skyline yarding is not required by the contract. However, the contractor is to include logging systems and yarding methods that will meet the end results as part of their Technical Proposal. Directional felling is required. Full suspension is required when yarding through streamcourses and buffers.

Roads and Other Developments

Approximately 1.74 miles of temporary roads and 50 landings are planned. Rock will be needed for temporary roads at the approach to all season system roads. 200 cubic yards of rock was appraised for temporary roads and 60 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. 700 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 on road 2005 with a total of 6.37 miles. The road completion date is 10/31/2015.

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 collection and propagation of seed for use on future contracts. Seed will be provided by the Forest Service for use on this contract.

Slash Disposal

Contractor shall scatter or pile and cover landing slash where present. Contractor shall treat logging slash in subdivisions 4-8, 10-13, 15-17, and 19 within 25 feet of Forest Roads 2005 and 3405. 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 is split between the 2005 and the 3000/3010 road systems.

There are locked gates on the north and south end of the contract area boundary on road 2005 and on road 3405 at the junction of roads 3405 and 2005. These roads are closed to public vehicle traffic, and shall remain closed at all times. Public access on these roads shall be restricted during all operations. Contractor shall post Forest Service provided signs before beginning operations. Contact Forest Service for gate access.

Corporations submitting an offer under this solicitation must include form AD-3030-FS *Representations Regarding Felony Conviction and Tax Delinquent Status for Corporate Applicants*.

Seasonal restrictions apply. See contract for details.

Equipment cleaning is required before entering the Contract area.

Contractor shall provide an approved portable sanitary facility for human waste during all operations, including road reconstruction (cos included in appraisal).

SALE VOLUME SUMMARY
Volume Summaries By Unit

Sale Name: Woods Thin STWD

TIM Conversion			0.3297	0.1755		
Unit No.	Acres	TONS	CCF	MBF	% Sale Volume	TON Vol/Ac
1	15	1209	399	212	5	81
2	9	1798	593	316	7	200
3	12	967	319	170	4	81
4	4	322	106	57	1	81
5	40	3220	1062	566	12	81
6	4	322	106	57	1	81
7	7	564	186	99	2	81
8	18	3594	1184	631	14	200
9	11	2196	725	385	8	200
10	11	886	292	155	3	81
11	4	322	106	57	1	81
12	23	1852	610	325	7	81
13	19	1530	504	268	6	81
14	6	483	159	85	2	81
15	14	1127	372	198	4	81
16	6	483	159	85	2	81
17	29	2335	770	410	9	81
18	13	1047	345	184	4	81
19	26	2093	690	367	8	81
	271	26347	8686	4624	100	97

USDA - FOREST SERVICE
Stewardship: Y

REPORT OF TIMBER SALE
APPRAISAL SUMMARY CCF

R6-FS-2400-17 (04/10)
Version 1441 (TEA 10-14)

Final

Region: 06
Forest: 12 Siuslaw
District: 08 Central Coast
Salvage: N

Sale Name: Woods Thin STWD
Sale Number: 15804
Appraise to: Philomath, OR
Appraiser: T. Devenport

Appraisal Date: 11/19/14
Base Period Ending: 09/30/14
Competition Factor: 10%
Essential KV Cost: 0

SELLING PRICES	1	2	3	4	5	6	7	Average	Total
1. Species	D-fir	W Hem							
2. Species Code	205	263							
3. Product/Unit	01-03	01-03							
4. Volume	7,446	1,240							8,686
5. Base Period Price	75.02	64.61						73.53	
6. Base Period Index	213.96	198.07						211.69	
7. Current Index	213.96	198.07						211.69	
8. Rapid Market Adj	2.60	2.60						2.60	
9. Market Adj BP Price	77.62	67.21						76.13	
10. Unusual Adjustment*	-33.57	-33.57						-33.57	
11. GBCV-Nonsaw Adj									
12. Product Quality Adj	3.27	15.00						4.94	
13. Adj Base Period Price	47.32	48.64						47.51	412,658.32

COSTS	Zone Avg Cost/UM	Est Sale Cost/UM	Adj to BP Cost	ROADS	Km	Miles	Cost
14. Stump to Truck	151.29	132.80	18.49	Specified Road Con			
15. Haul/Scale	30.47	18.48	11.99	Specified Road Rec	10.25	6.37	77,131
16. Road Maintenance	8.64	8.47	.17	Temporary Road Con	2.80	1.74	29,587
17. Contract	16.28	3.34	12.94	Haul Miles		15	
18. Development & Other	3.88	3.41	.47				
19. Road Const & Recon		8.88	-8.88				
20. Total (lines 14-19)	210.56	175.38	35.18	DEPOSITS:	Br Disp/UM 1.87	Rd Mtc/UM 1.28	C(T)5.213# 10,006.00

ADVERTISED RATES	1	2	3	4	5	6	7	Average	Total	
21. Predicted Bid Rate	82.50	83.82						82.69	718,231.80	
22. Competition Adjustment	8.25	8.38						8.27	71,820.70	
23. Property Value										
24. Indicated Adv Rate	74.25	75.44						74.42	646,411.10	24.53/ton
25. Base Rate	1.00	1.00						1.00	8,686.00	0.33/ton
26. Adjustment										
27. Advertised Rate	74.25	75.44						74.42	646,411.10	24.53/ton

CCF to MBF Rate Factors: 1.8746 1.9018 1.8785
 CCF to MBF Volume Factors: .5334 .5258 .5324
 MBF to CCF Index Factors: .52 .52
 CCF Base Index for A(T)5a:
 CCF Wtd Avg Del Log Price: 360.68 295.83
 MBF Volume: 3,972 652 4,624
 Total Tons Removed: 22,342 4,005 26,347
 Net CCF to Tons Conversion Factor for C8.3#(Option 1) or K-I.3.1#: 3.0333 DEPOSITS/Ton BD: 0.62 RM: 0.42 EC: 0.02

*Unusual adjustment includes -0.75 for portable sanitation station.

PRODUCT QUALITY ADJUSTMENT - OREGON WESTSIDE

Use with Appraisal Update #10-14

Sale Name: **Woods Thin STWD**

Date: **05-Nov-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	592.00	711	1,492	282.18	-75.23
	8.0"-11.99"	#3 sawmill	692.00	1,891	3,661	357.41	0.00
	12.0"-17.99"	#2 sawmill	698.00	1,369	2,292	417.01	59.60
	18.0" - 30.0"	special mill	722.00				

\$/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 = **3.27** /ccf

Weighted average delivered log price for Species Group #1 = **360.68** /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	479.00	112	247	217.06	-58.27
	8.0"-11.99"	#3 sawmill	567.00	221	455	275.34	0.00
	12.0"-17.99"	#2 sawmill	589.00	299	508	346.39	71.05
	18.0" - 24.0"	special mill	589.00	20	29	403.25	127.91

Weighted average Product Quality Adjustment (PQA) for Species Group #2 = **15.00** /ccf

Weighted average delivered log price for Species Group #2 = **295.83** /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	968.00			503.36	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 #10-14

Sale Name: Woods Thin STWD

Date: 05-Nov-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								
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					351.43
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 =
 Salvage?? = (1=no, 2=yes)
 Appraisal zone =

Appraisal Update #10-14

teacost.dat file (TEA 10-14)

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
Total or Avg	0.00	0.00

MBF Volume Table

Species Code	Species Vol (MBF)
Total	0.00

Enter MBF volume from Species Group

Logging Cost Summary - Estimated Stump To Truck Cost

Summary By Sale And Logging System

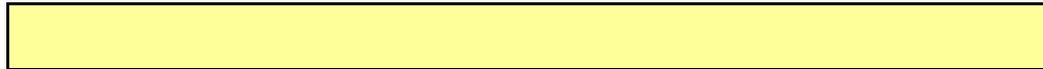
Logging System	Vol Type	Total Volume	Stump-truck \$/vol	Estimated Seasons
Skyline	ccf	4,653	151.50	3
Mechanized		0	0.00	0
Tractor	ccf	4,033	111.22	3
Shovel		0	0.00	0
Helicopter (1)		0	0.00	0
Sale-as-a-whole		8,686	132.80	

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	222
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: Woods Thin STWD
Date: 10/29/14

Report summary
table above in tons

LOGCOST Version **12.01**



HAUL COST APPRAISAL - APPRAISAL SUMMARY

Version 7.2, XL 2007 12/1/2009b

Sale name: Woods Thin STWD

Geo. area: OR

Date: 15-Oct-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>									
with scale	160.0	8.0	582.0	102.0	29.10	491.27	517.13	17.77	18.48

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



Include scale cost in final haul cost

Yes

Total haul cost, \$/ccf = **\$18.48**

75 minutes

Volume Type...
CCF

Sale or Haul Narrative

[Empty yellow box for narrative]

Scale cost: \$124.55

**Engineering Notes for
Woods Thin STWD
10/27/2014**

A. Haul route roads:

The haul routes for this sale are on National Forest System (NFS) roads, Benton County roads and State highways. Log haul will travel generally north on NFS roads listed in Table 1.1 then East on Woods Creek Road then East on Highway 20 to the appraisal point of Philomath, Oregon. Units 13, 14, 18 and 19 will travel south on 2005 to roads 3010 and 3000 to Hwy 34 and then east to Philomath Oregon.

Roads used in this sale are non-key roads except for NFS 3000 and 3010 (Marys' Peak Road) which are key roads. Haul is split between the 2005 and the 3000/3010 road systems.

Road 2005 and the parking areas by the gates receive heavy recreation use. The road serves as a link between trailheads for North Ridge and East Ridge trails which are open year around for hikers and May 15 to October 15 for cyclists. Woods Creek Road is a popular access point for the trailheads and is open for public traffic at all times.

Roads 2005 (Near 3010), 3000 and 3010 will be used by a previously awarded Forest Service timber sale. Woods Creek Road is used by Starker Forests and other private landowners for log haul.

Maintenance on this sale is purchaser responsibility. Maintenance on Benton County road 26440 (Woods Creek) from Forest Service gate to Starker Forests owned quarry at approximate milepost 4.5 (from Hwy 20) includes brushing, blading, ditch and culvert cleanout and spot rock replacement.

Deposits will be collected for haul on 3000 and 3010 roads.

NFS road beginning and ending termini are detailed in table 1.1

Table 1.1

Road No.	Miles	Beginning Milepost	Ending Termini/Milepost
2005	3.40	Woods Creek Road BEN-26440	3010
2005-115	0.50	2005	Unit 9
2005-116	0.50	2005	Spur to Unit 13
3000	5.5	Hwy 34	3010
3010	0.15	3000	2005
3405	0.50	3409	2005
3409	0.10	3405	Unit 3 Landing C
3409-117	0.50	3409	Unit 1 Landing E

**Engineering Notes for
Woods Thin STWD
11/6/2014**

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

See logging feasibility report (LFR) for details.

Spot rock for NFS roads is included and appraised for. In general, all system roads are appraised for rock re-surfacing or spot rocking except paved roads.

Truck assist is not appraised for.

C. Unit Notes:

Unit 1: Spur to unit native surfaced from around Landing C

Unit 2: Spur into unit follows existing road to around landing B then becomes new construction to Landing A. Spur to A has larger blowdown in proposed route.

Unit 3: Roadside landings 3409 and 3409-117. 3409-117 has minimal rock on road and will not support all season use. Landing C on 3409 all season.

Unit 4: Roadside landing.

Unit 5: Spurs into unit are native surfaced. Spur from landing D to C has an area of 25% which needs minor earthwork to lower grade and has 15% adverse from D to 3405. Spur to landings F & G leaves system road around Landing C in unit 1.

Unit 6: Roadside landings on 2005

Unit 7: Roadside landings on 2005 and 2005-115

Unit 8: Roadside landings on 2005 and 2005-115

Unit 9: System road ends at berm, temp road to landing. Road has several areas where culverts are plugged and water is flowing over the travelway. Culverts may be cleaned and restored to function or replaced under T-833-F1. Two replacements with 30' sections of 18" pipe are included and appraised for if necessary. Road has waste piled at the entrance which may be pushed aside or ramped over and several large diameter trees across road. The additional clearing and culvert installations are appraised for and included under miscellaneous maintenance.

Unit 10: Roadside landings on 2005

Unit 11: Roadside landings on 2005

**Engineering Notes for
Woods Thin STWD
10/27/2014**

Unit 12: Moderate adverse haul to 2005. Spur to landing B has approximately 8 inches of rock and may be used for all season haul. Additional rock is included and appraised for. Spur to landing A leaves existing road around landing B and is new construction.

Unit 13, 14, 18 and 19 Road Notes:

There are approximately 40 loads on the 2005-116 and approximately 70 loads of waste material on the spur to Unit 19. This material may be ramped over and placed against the cut bank to create an outsloped road profile. The waste material contains many boulders which may be placed outside the road prism on the uphill side or reused where appropriate. Additional work is appraised under miscellaneous maintenance.

Unit 13: Road to unit is aligned to haul to road 3010. Roadside landings

Unit 14: Road to unit is aligned to haul to road 3010. Road from the vicinity of unit boundary has minimal rock and is outsloped. Roadside landings.

Unit 15: Roadside landings on 2005

Unit 16: Short spur may be rocked for all season use. Landing A on 2005

Unit 17: Roadside landings on 2005

Unit 18: Roads to unit are aligned to haul to road 3010. Spur into unit has doghair regrowth in road prism and minimal rock.

Unit 19: Roads to unit are aligned to haul to road 3010. Dry season haul on temp spur because of waste material in roadway and native surfacing on remainder.

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

Road #	Presale status	Post sale planned status	Waterbars/berms
2005	Non-Key,Closed	Non-Key, Closed	None / None
2005-115	Non-Key,Closed	Non-Key, Closed	Type 2 / None
2005-116	Non-Key,Closed	Non-Key, Closed	Type 2 / None
3000	Key,Open	Key,Open	None / None
3010	Key,Open	Key,Open	None / None
3405	Non-Key,Closed	Non-Key, Closed	None / None
3409	Non-Key,Closed	Non-Key, Closed	Type 2 / None
3409-117	Non-Key,Closed	Non-Key, Closed	Type 2 / None

**Engineering Notes for
Woods Thin STWD
10/27/2014**

E. Log Haul Operating season and Haul routes.

Unit Number	Planned Haul Route	Engineering Log Haul Operating season *
1	3409-117 → 3409 → 3405 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season
2	3409-117 → 3409 → 3405 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season
3	3409-117 → 3409 → 3405 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season except landing on 3409
4	3409-117 → 3409 → 3405 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season
5	3409-117 → 3409 → 3405 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season except landing on 3405
6	2005 → BEN-26440 → Hwy 20 → Philomath	All season
7	2005-115 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season
8	2005-115 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season
9	2005-115 → 2005 → BEN-26440 → Hwy 20 → Philomath	Dry season
10	2005 → BEN-26440 → Hwy 20 → Philomath	All season
11	2005 → BEN-26440 → Hwy 20 → Philomath	All season
12	2005 → BEN-26440 → Hwy 20 → Philomath	All season, dry season temp road to ldg A
13	2005-116 → 2005 → 3010 → 3000 → Hwy 34 → Philomath	Dry season
14	2005-116 → 2005 → 3010 → 3000 → Hwy 34 → Philomath	Dry season
15	2005 → BEN-26440 → Hwy 20 → Philomath	All season
16	2005 → BEN-26440 → Hwy 20 → Philomath	All season
17	2005 → BEN-26440 → Hwy 20 → Philomath	All season
18	2005-116 → 2005 → 3010 → 3000 → Hwy 34 → Philomath	Dry season
19	2005 → 3010 → 3000 → Hwy 34 → Philomath	Dry season

* Dry season is June 15 – October 15.

Rob Sanders
Transportation Planner
Siuslaw National Forest

ROAD MAINTENANCE WORKSHEET

Sale Name:	Woods Thin STWD		8,686	CCF Volume		1.27	% OH
			26,343	Tons			
					Purchaser	Co-op	
		Termini		CCF	Work	Deposits	
Road	From	To	Miles	Volume	0.91	0.91	Remarks
2005	Spur to unit 19	3010	0.18	690.08	0.91		Unit 19
2005-116	Spur to unit 13 & 14	Jct 2005-116/2005	0.50	663.54	0.91		Units 13,14
2005-116	Unit 18 Landing B/ spur to A	Jct 2005-116/2005	0.28	345.04	0.91		Unit 18
2005	Jct 2005-116/2005	3010	0.40	1,008.58	0.91		Units 13,14,18
3010	3010	3000	0.15	1,698.66		0.91	13,14,18,19
3000	3000	Hwy 34	5.50	1,698.66		0.91	
Hwy 34	Hwy 34	Philomath	11.00	1,698.66			
Split Haul							
2005	Unit 17	BEN-26440	2.80	769.70	0.91		Unit 17
2005	Unit 16	BEN-26440	2.60	159.25	0.91		Unit 16
2005	Unit 15	BEN-26440	2.50	371.58	0.91		Unit 15
2005	Unit 12	BEN-26440	2.20	610.46	0.91		Unit 12
2005	Unit 11	BEN-26440	1.90	106.17	0.91		Unit 11
2005	Unit 10	BEN-26440	1.80	291.96	0.91		Unit 10
2005-115	Unit 9	Jct 2005-115/2005	0.50	724.60	0.91		9
2005	Jct 2005-115/2005	BEN-26440	1.70	724.60	0.91		9
2005	Unit 8	BEN-26440	1.70	1,184.80	0.91		Unit 8
2005	Unit 7	BEN-26440	1.45	185.79	0.91		Unit 7
2005	Unit 6	BEN-26440	1.40	106.17	0.91		Unit 6
3409-117	Unit 2	Jct 3409-117/3409	0.50	592.40	0.91		Unit 2
3409-117	Unit 1	Jct 3409-117/3409	0.40	398.60	0.91		Unit 1
3409-117	Unit 5 landings F&G	Jct 3409-117/3409	0.40	360.96	0.91		1/3rd Unit 5
3409-117	Unit 3	Jct 3409-117/3409	0.23	318.50	0.91		
3409	Jct 3409-117/3409	Jct 3405/3409	0.05	1,309.50	0.91		Unit 1,2,3
3405	Jct 3405/3409	Jct 3405/2005	0.50	1,309.50	0.91		Unit 1,2,3
2005	Jct 3405/2005	BEN-26440	1.40	1,309.50	0.91		Unit 1,2,3
3405	Unit 4	Jct 3405/2005	0.39	106.17	0.91		Unit 4
3405	Unit 5 Spur to C	Jct 3405/2005	0.24	350.35	0.91		1/3rd Unit 5
3405	Unit 5 Spur to A	Jct 3405/2005	0.06	350.35	0.91		1/3rd Unit 5
2005	Jct 3405/2005	BEN-26440	1.40	1,167.83	0.91		Units 4,5
BEN-26440	Woods Creek MP7.5 to MP4.65	Woods Creek	3.00	6,987.80	0.45		All units
BEN-26440	Woods Creek	Hwy 20	4.65	6,987.80			All units
Hwy 20	Hwy 20	Philomath	5.00	6,987.80			All units
			56.78				
		Total \$	\$/CCF	\$/Ton		15.22	Weighted Miles
	Purchaser Maint	29,962.14	3.45	1.14			
	Misc Maint. (see Eng. Notes)	8,316.50	0.96	0.32			
	Spot Rock (see worksheet)	24,150.00	2.78	0.92			
	Co-op Deposits	11,091.73	1.28	0.42			
	Totals	73,520.37	8.47	2.80			

Temporary Road and Landing Cost Worksheet

Sale Name: Woods Thin STWD								8,686	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
1				\$34.50	\$0.00	\$0		\$34.50	\$0.00
2	625	\$1,875		\$34.50	\$1,875.00	\$750		\$34.50	\$750.00
3				\$34.50	\$0.00	\$0		\$34.50	\$0.00
4				\$34.50	\$0.00	\$0		\$34.50	\$0.00
5	2,224	\$5,227		\$34.50	\$5,227.00	\$1,500		\$34.50	\$1,500.00
6				\$34.50	\$0.00	\$150		\$34.50	\$150.00
7				\$34.50	\$0.00	\$0		\$34.50	\$0.00
8				\$34.50	\$0.00	\$0		\$34.50	\$0.00
9	1,034	\$3,102		\$34.50	\$3,102.00	\$300		\$34.50	\$300.00
10				\$34.50	\$0.00	\$0		\$34.50	\$0.00
11				\$34.50	\$0.00	\$0		\$34.50	\$0.00
12	1,949	\$3,898	120	\$34.50	\$8,038.00	\$300	40	\$34.50	\$1,680.00
13	606	\$1,212		\$34.50	\$1,212.00	\$0		\$34.50	\$0.00
14	172	\$344		\$34.50	\$344.00	\$0		\$34.50	\$0.00
15				\$34.50	\$0.00	\$0		\$34.50	\$0.00
16	183	\$549	80	\$34.50	\$3,309.00	\$300	20	\$34.50	\$990.00
17				\$34.50	\$0.00	\$0		\$34.50	\$0.00
18	687	\$1,374		\$34.50	\$1,374.00	\$150		\$34.50	\$150.00
19	1,702	\$5,106		\$34.50	\$5,106.00	\$750		\$34.50	\$750.00
	9,182	\$22,687	200		\$29,587.00	\$4,200	60		\$6,270
1.74	miles				Costs per CCF: \$3.41				Costs per CCF: \$0.72

Sale Name: Woods Thin STWD

Spot Rock Replacement Cost Worksheet

Road No.	Miles	cuyd of rock/mi	Total cuyd rock/road	\$/cuyd	Total
2005000	3.40	100	340	\$34.50	\$11,730.00
2005115	0.50	50	30	\$34.50	\$1,035.00
2005116	0.50	50	30	\$34.50	\$1,035.00
3405000	0.50	100	50	\$34.50	\$1,725.00
3409000	0.10	100	10	\$34.50	\$345.00
3409117	0.50	50	30	\$34.50	\$1,035.00
BEN-26440	3.00	50	150	\$34.50	\$5,175.00
Waterbars***	waterbars	3 cy/waterbar	60	\$34.50	\$2,070.00
	20				
Totals	8.50		700		\$24,150.00

*** 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 WOODS THIN STWD(15804)	(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 Number

(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
061208BD15804000000	Fuel Inventory	N/A	HF	Acres	\$9.55	BDBD	271.0	\$2,588	271.0	\$2,588
061208BD15804000000	Burning of Piled Material	N/A	HF	Acres	\$32.88	BDBD	271.0	\$8,910	271.0	\$8,910
Subtotal for Fund Code BDBD								\$11,499		
061208BD15804000000	Rearrangement of Fuels	N/A	HF	Acres	\$559.00	PPPP	6.2	\$3,466		
061208BD15804000000	Piling of Fuels, Hand or Machine	N/A	HF	Acres	\$6.19	PPPP	271.0	\$1,677		
Subtotal for Fund Code PPPP								\$5,143		
15. Total BD work funded										\$11,499
16. National Program Support										\$4,749
17. Total Cost of Funded Work (Sum of line 15 and 16)(Required Bid Deposit Amount)										\$16,247

18. Remarks:	Combined Total Cost of BD Funded Work: \$16,247
	Forest Collection Rate: Assessment included in unit cost
	National Collection Rate for Program Support: 41.3%
	Inflation Rate: 2%
	Rate Remarks:
	PPPP does not include the Forest Collection Rate or National Collection Rate for Program Support.

Woods Thin BD Appraisal Narrative
 NEPA: Marys Peak (22336)
 Sale #: 15804
 Preparer: Chris Waverek

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.	271	271 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.	271	Burn 48 piles
1153 (Purchaser)	Piling of Fuels, Hand or Machine	Covering the piles with a 10X10 piece of plastic.	271	Cover 48 piles
1150 (Purchaser)	Rearrangement of Fuels	Roadside treatments which include: burning of piles, chipping, mastication or scattering.	6.2	6.2 acres

Required Activities Per Unit-

Unit 1:

Piles-

- Pile, cover and burn 5 landings on FSR 3409117 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 2:

Piles-

- Pile, cover and burn 2 landings on Temp. Road 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 3:

Piles-

- Pile, cover and burn 1 landing on FSR 3409 and 1 landing on FSR3409117 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 4:

Piles-

- Pile, cover and burn 1 landing on FSR 3405 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 3405 into the unit, for a total of 0.30 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 1 landing on FSR 3405 and 4 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 3405 into the unit, for a total of 1.2 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 1 landings FSR 2005 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 2005 into the unit, for a total of 0.2 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 1 landing FSR 2005 and 1 landing on FSR 2005115 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 2005 into the unit, for a total of 0.1 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 1 landing FSR 2005 and 1 landing on FSR 2005115 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 2005 into the unit, for a total of 0.37 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 1 landings on temp road 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 10:

Piles-

- Pile, cover and burn 2 landings FSR 2005 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 2005 into the unit, for a total of 0.1 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 2 landings on FSR 2005 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 2005 into the unit, for a total of 0.3 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 3 landings FSR 2005 and 2 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 2005 into the unit, for a total of 0.9 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 2 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 2005 into the unit, for a total of 0.9 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 14:

Piles-

- Pile, cover and burn 2 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-

- N/A

Wildland Urban Interface-

- N/A

Unit 15:

Piles-

- Pile, cover and burn 3 landings FSR 2005 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 2005 into the unit, for a total of 0.90 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 16:

Piles-

- Pile, cover and burn 2 landings on FSR 2005 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 2005 into the unit, for a total of 0.25 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 17:

Piles-

- Pile, cover and burn 4 landings on FSR 2005 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 2005 into the unit, for a total of 0.75 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 18:

Piles-

- Pile, cover and burn 1 landings on FSR 2005116 and 1 landing on Temp. Road 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 19:

Piles-

- Pile, cover and burn 3 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 2005 into the unit, for a total of 0.45 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

*All accomplishment reporting in FACTS is in acres. The dollar amount for treating the unit is calculated by determining the 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 Woods Thin that there will be 48 landing piles to burn. The cost per pile for this sale is \$175 which is multiplied by 48 piles= \$8,400 total to burn the estimated number of piles. Dollar per acre is calculated by: \$8400 total pile burning cost /271 total acres=\$30.99/acre

EROSION CONTROL PLAN AND APPRAISAL

Forest: **Siuslaw**

District: **Central Coast**

Sale Name: **Woods Thin STWD**

CCF Volume: **8,686**

miles of temp.road: **1.74**

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	92	\$10.00	\$920.00
d. Scarifying				
e. Barriers	each	9	\$150.00	\$1,350.00
f. Seed	acres	1.7	\$425.60	\$723.52
(3) SKIDROADS & TRAILS				
a. Remove culverts/bridges				
b. Waterbars & cross drains	each	8	\$10.00	\$80.00
c. Brush dams				
d. Seed	acres	2.8	\$425.60	\$1,191.69
(4) FIRELINE STABILIZATION				
a. waterbars & cross drains	each	0		
b. Seed	acres	0		
(5) LANDING				
a. Drainage ditches	each	58	\$10.00	\$580.00
c. Cut & fill stabilization				
d. Seed	acres	0.6	\$425.60	\$255.36
(6) DISTURBED MEADOWS				
a. Land treatment				
b. Seed				
(8) MAINTAIN EROSION STRUCTURES				
(9) OTHER (specify)				
a. Scarify temp roads, landings, skid trails				\$2,500.00
b.				
c.				
(10) TOTAL COSTS				\$7,600.57
(11) Cost per CCF for Appraisal				\$0.88

EROSION CONTROL WORKSHEET

Sale Name: **Woods Thin STWD**

Seeding

Acres that will need treating are as follows:

- A. Temporary Roads in the sale will be treated, total is about 9,182 feet in length,
 or about 3.4 acres of Temporary Roads of which about half will be seeded
 or about 1.7 acres. Road width is based on 16 feet.

- B. Ground-based area in the sale totals 112 acres, ground-based area covered by skid roads is
 about 10% or 11.2 acres of which a quarter will be seeded or about 2.8 acres.

- C. Fireline stabilization - about 0 feet of fireline with an average width of
 0 feet or about 0.0 acres will be seeded.

- D. Landings - total number of landings - average of 0.1 acres each 29 for a total of
 about 2.9 acres of which 20% will be seeded or about 0.6 acres.

Erosion Control Structures

Cost is \$10.00 per cross drain x 158 crossdrains = \$1,580.00

Landings:	58
Firelines:	0
Skid Roads & Trails:	8
Temporary Roads:	92
Total:	158

Appraised one crossdrain per 100 feet of disturbance. Appraised two crossdrains per native surface landing. Estimated approximately 300 feet of skid trails per acre.

Temporary Road Barriers

9 Barriers X \$150.00 /barrier = \$1,350.00
 (one barrier per road)