

TIMBER SALE APPRAISAL

Siuslaw National Forest Central Coast Ranger District

Ona Thin STWD

(Sale Name)

15803

(SALE Number)

Millwright Beaver EA

(EA/EIS/CE)

SALE VOLUME SUMMARY
Volume Summaries By Unit

Sale Name: Ona Thin STWD

TIM Conversion			0.3178	0.1722		
Unit No.	Acres	TONS	CCF	MBF	% Sale Volume	TON Vol/Ac
1	56	6391	2031	1101	8	114
2	60	6848	2176	1179	9	114
3	46	5250	1668	904	7	114
4	36	4333	1377	746	6	120
5	28	3370	1071	580	4	120
6	41	4935	1568	850	6	120
7	48	5777	1836	995	8	120
8	31	3538	1124	609	5	114
9	39	4694	1492	808	6	120
10	61	6962	2213	1199	9	114
11	49	5898	1874	1016	8	120
12	91	10953	3481	1886	14	120
13	47	5364	1705	924	7	114
14	16	1926	612	332	3	120
TOTAL	649	76239	24229	13128	100	117

Ona Thin STWD NARRATIVE

Description of Contract Area

This contract consists of 14 commercial thinning subdivisions totaling 649 acres and will be sold as a ton contract and scaled 100% weight. There is an estimated 76,239 tons (24,229 ccf or 13,128 mbf) in this contract.

General Location

This contract is approximately 25 miles southwest of Toledo, Oregon along Forest Service Road 5100 and is in the Millwright Beaver watershed.

Routes of Access

Contract is appraised to Toledo, Oregon via Highways 20 and 101, county road 602 (Beaver Creek) and National Forest System roads 5100, 5000 and their tributaries.

Relation to Other Contracts

Mill Thin Timber Sale, currently under contract, is nearby.

Marking

Subdivision boundaries are flagged with yellow ribbon and tagged with blue boundary tags, except along system roads. Boundary trees are marked with orange tracer paint. Subdivisions 1-10 and 13 are Designation by Prescription, subdivision 11 is Designation by Description, subdivision 12 is Diameter Limit, and subdivision 14 is Leave Tree Marked.

Logging

Approximately 84% skyline yarding and 16% 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 4.75 miles of temporary roads and 115 landings are planned. Rock will be needed for temporary roads at the approach to all season system roads. 960 cubic yards of rock was appraised for temporary roads and 310 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. 530 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 FS roads 5000 and 5100 with a total of 7.8 miles. The road completion date for road 5100 is 10/30/2016. The road completion date for road 5000 is 10/30/2020, and all road work, harvest and log haul must be completed in one operational season. Cedar Creek was the rock source used in the appraisal.

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 1, 2, 4, 6, 9, 10, and 14 within 25 feet of Forest Roads 5100, 5000 and 5087. Contractor shall treat slash in Wildland Urban Interface areas in subdivisions 1 and 8. 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

In subdivision 12 all activities associated with the road to landings A-I shall be limited to one operating season for hydrological reasons. This includes all specified road work, harvest and log haul. Stewardship Project #008 - Road Decommissioning, must be completed by October 15th of the same calendar year logging on unit 12 is completed. Include your plans to meet these time restrictions in your technical proposal.

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 protect improvement (private water system belonging to Bill and Rita Ruddiman 541-563-4845) outside of subdivision 8. Subdivisions 2 and 12 have bearing trees within the road template of temporary spurs. Ensure bearing trees have been relocated by Forest Service before cutting.

PRODUCT QUALITY ADJUSTMENT - OREGON WESTSIDE

Use with Appraisal Update #2-15

Sale Name: Ona Thin STWD

Date: 24-Feb-15 (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	645.00	1,901	3,959	309.71	-79.91
	8.0"-11.99"	#3 sawmill	737.00	5,719	10,818	389.62	0.00
	12.0"-17.99"	#2 sawmill	753.00	3,848	6,430	450.63	61.01
	18.0" - 30.0"	special mill	784.00	70	98	560.00	170.38

\$/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 = **4.35** /ccf

Weighted average delivered log price for Species Group #1 = **393.97** /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	520.00	222	472	244.58	-62.77
	8.0"-11.99"	#3 sawmill	597.00	608	1,181	307.35	0.00
	12.0"-17.99"	#2 sawmill	602.00	762	1,266	362.34	54.99
	18.0" - 24.0"	special mill	602.00				

Weighted average Product Quality Adjustment (PQA) for Species Group #2 = **13.70** /ccf

Weighted average delivered log price for Species Group #2 = **321.05** /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	933.00			485.16	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 #2-15

Sale Name: Ona Thin STWD

Date: 24-Feb-15

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					385.18
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 #2-15

teacost.dat file (TEA 02-15)

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

Species Code	Species Vol (CCF)	BPP from TEACOST.DAT
Total or Avg	0.00	0.00

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

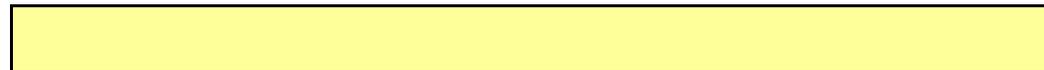
Logging System	Vol Type	Total Volume	Stump-truck \$/vol	Estimated Seasons
Skyline	ccf	20,329	119.00	5
Mechanized		0	0.00	0
Tractor	ccf	3,900	93.29	3
Shovel		0	0.00	0
Helicopter (1)		0	0.00	0
Sale-as-a-whole		24,229	114.86	

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	526
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: Ona Thin STWD

Date: 1/12/15

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: Ona Thin STWD

Geo. area: OR

Date: 07-Jan-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
w/o scale									
with scale	205.0	8.0	582.0	102.0	22.71	492.17	518.08	22.81	23.72

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



Include scale cost in final haul cost

Yes

Total haul cost, \$/ccf = **\$23.72**

120 minutes

Volume Type...
CCF

Sale or Haul Narrative

[Empty yellow box for Sale or Haul Narrative]

Scale cost: \$97.21

**Engineering Notes for
Ona Thin STWD
3/18/2015**

A. Haul route roads:

The haul routes for this contract are on National Forest System (NFS) roads, Lincoln County roads and State highways. Log haul will travel generally West on NFS roads listed in Table 1.1 then North on U.S. 101 to Newport then East on Highway 20 to the appraisal point of Toledo, Oregon.

Roads used in this contract are non-key roads except for NFS 5000, 5087 and 5100 which are key roads. Remaining mileage of roads listed in Table 1.1 shall not be used in this contract.

Road 5100, 5000 and 5087 receive heavy recreation use and serve the Horse Creek trailhead into the Drift Creek Wilderness which is open year around. Key Roads in the area are open for public traffic at all times with delays not to exceed 2 hours.

Maintenance on this contract is contractor responsibility.

NFS road beginning and ending termini are detailed in table 1.1

Table 1.1

Road No.	Miles	Beginning Milepost	Ending Termini/Milepost
5000 seg. 1	1.38	NFS 5100	Jct 5000/5087
5000 seg. 2	0.94	Jct 5000/5087	Unit 13
5000232	0.24	NFS 5000	Unit 10 Ldg A
5087	1.13	NFS 5000	Unit 14 Ldg D
5100	6.00	LNC-602	Jct NFS 5000/5100
5100210	0.12	5100212	Spur to Ldg 2K
5100212	0.19	NFS 5100	Unit 2 Spurs
5100224	0.5	NFS 5100	Unit 4 Ldg A
5100232	0.05	NFS 5100	Spur to Ldg A
5100240	1.5	NFS 5100	Unit 8 Spur

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.

**Engineering Notes for
Ona Thin STWD
3/18/2015**

C. Unit Notes:

Unit 1: Mostly roadside along 51 with a longer native surfaced spur to Landings A-E. Landing F at beginning of spur appraised for all season. 10-15% adverse from A to E. Truck turnaround located near A.

Unit 2: Spur to landing K new construction. Short spur to landing C native surface. Spurs to landings A and I have little rock. All season appraised to landings H & K. Spur to H well rocked but turns to native surface to landings A-G. Spur to I has rock to unit boundary but native surface to landings.

Unit 3: Roadside landings along 5100 and 5100212 with short spurs to landings A & G. All season haul from G appraised.

Unit 4: All season to landing A on system road. Spur to landing H may not be suitable for highway legal vehicles. Spurs into unit are all new construction with option to improve for all season haul.

Unit 5: Spur to unit well rocked to landing C. Road is barricaded and has a collapsed area around STA 0+75 (stump hole). Spurs to A & B follow old skid roads. Most of unit is ground-based with skyline at the end of the temp roads.

Unit 6: Spur to landings A & B is well rocked however, the original junction may tie into existing roads at a different location than flagged. Spur to C follows a poorly drained road template and has little to no rock on it. Spur to E begins on an old skid road and ties into an existing road which was cut off by later road construction. Road between D & E was the original access for this unit and is well rocked. Spur to E new construction.

Unit 7, 8 & 10 Note: Spurs aligned to haul east. Trucks may have to turn at junction of the 5000/5100 (Units 7 & 8) to haul west and the 5000/5087 (Unit 10).

Unit 7: Spur to A from C in poor condition with cracking on fill and slough. All season upgrade not recommended beyond landing C. Spurs to F & J are new construction with J appraised for all season.

Unit 8: Spur begins at end of system road and rolls down ridge following an old skid road to tie into existing spur around landing C. There is a short portion of new construction from end of existing to landing C. The existing road to landing C from saddle area on 5100240 and the road beyond landing A is unsuitable for haul. There is no option for all season haul from this unit because of fill failures on the 5100240.

Unit 9: All season haul. Short spur to landing M is appraised for all season haul. Other landings are roadside along the 5000 road. Spur is aligned for haul north but there is enough room at the junction to go south with minimal work. Old road accessing unit from the north is within an Inventoried Roadless Area, there is no option to use this road.

**Engineering Notes for
Ona Thin STWD
3/18/2015**

Unit 10: Landings C & F on temp roads appraised for all season haul. Spur to C existing, new construction to B. Spur from E to F existing, optional all season haul and has waste piled at the entrance, fill cracking between E & F and is native surfaced. Landings A, D & G are on the 5000 and are all season.

Unit 11: Spurs to A & C are new construction. C may be rerouted to utilize skid road from LFR. Spur to landing B is an existing, native surfaced and has heavy blowdown at and around the landing. Stable anchors may be an issue at landing B. Spur to A is new construction but may be rerouted from B spur utilizing old skid roads, grades may approach 20%+ depending on alignment. Spur to H has had the approach cut off from later road construction and ties into the 50 around landing G. Roadside cable landings all season.

Unit 12: All season to landings M, N & O. Dry season only to landings A-I. Road to landings A-I requires reconstruction to be suitable for haul with 5 culvert installations and areas of roadway realignment. All activities associated with the road to landings A-I has been limited (weather permitting) to one operating season for hydrologic reasons, this includes all road work, harvest, log haul and closure.

Unit 13: Spur to B existing. Junction needs to be widened or realigned to haul west. The roads leading into this unit have the option for all season haul. All season from D & E.

Unit 14: Roadside on 5087. Road accesses trailhead and must remain open at all times.

**Engineering Notes for
Ona Thin STWD
3/18/2015**

Table 1.2 Temporary Road Season of Haul

Temp Spurs into Unit #	All Season Option	Dry Season	All season
1		Beyond F	To Ldg F
2	(X)		H & K
3	(X)		To G
4	(X)		
5	(X)		
6	(X)		A & B
7		Beyond C	J
8		All	
9			All
10	Beyond F & C		C & F
11		All	
12		A-I	M, N & O
13	(X)		D
14			B,C & D

(X) Contractor option to upgrade to all season

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

Road #	Pre status	Post status	Waterbars/berms
5000 Seg. 1	Key,Open	Key,Open	None / None
5000 Seg. 2	Non-Key,Closed	Non-Key, Open	Type 2 / None
5000232	Non-Key,Open	Non-Key, Open	Type 2 / None
5087	Key,Open	Key,Open	None / None
5100	Key,Open	Key,Open	None / None
5100210	Non-Key,Open	Non-Key, Open	Type 2 / None
5100212	Non-Key,Open	Non-Key, Open	Type 2 / None
5100224	Non-Key,Open	Non-Key, Open	Type 2 / None
5100232	Non-Key,Open	Non-Key, Open	Type 2 / None
5100240	Non-Key,Open	Non-Key, Open	Type 2 /None

**Engineering Notes for
Ona Thin STWD
3/18/2015**

E. Log Haul Operating season and Haul routes.

Unit Number	Planned Haul Route	Engineering Log Haul Operating season *
1	5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads / Dry season temp
2	5100210/212 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads, Ldgs H & K / Dry season temp
3	5100212 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads & Ldg G / Dry season temp
4	5100224 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads / Dry season temp
5	5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads / Dry season temp
6	5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads, Ldgs A & B / Dry season temp
7	5100240 → 5000 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads, Ldg J / Dry season temp
8	5100240 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	Dry season
9	5000 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season
10	5000232 → 5000 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads, Ldgs D & F / Dry season temp
11	5000 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads / Dry season temp
12	5000 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads & Ldgs M,N,O/ Dry season temp
13	5000 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season system roads / Dry season temp
14	5087 → 5000 → 5100 → LNC-602 → U.S. 101 → Hwy 20 → Toledo	All season

* Dry season is June 15 – October 15.

Rob Sanders
Transportation Planner
Siuslaw National Forest

Temporary Road and Landing Cost Worksheet

Sale Name: **Ona Thin STWD** 24,229 CCF volume

Unit No. or temp road identifier	Temporary Roads					Landings			
	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	1,868	\$3,736	100	\$34.50	\$7,186.00	\$2,700	20	\$34.50	\$3,390.00
2	3,984	\$7,488	120	\$34.50	\$11,627.50	\$1,950	40	\$34.50	\$3,330.00
3	580	\$1,610	50	\$34.50	\$3,335.00	\$450	20	\$34.50	\$1,140.00
4	1,748	\$4,150		\$34.50	\$4,150.00	\$1,050		\$34.50	\$1,050.00
5	3,627	\$6,523		\$34.50	\$6,523.00	\$450		\$34.50	\$450.00
6	2,408	\$5,212	50	\$34.50	\$6,937.00	\$450	40	\$34.50	\$1,830.00
7	1,552	\$3,423	50	\$34.50	\$5,147.50	\$750	20	\$34.50	\$1,440.00
8	1,850	\$3,700		\$34.50	\$3,700.00	\$300		\$34.50	\$300.00
9	281	\$562	100	\$34.50	\$4,012.00	\$150	20	\$34.50	\$840.00
10	1,582	\$3,955	140	\$34.50	\$8,785.00	\$900	50	\$34.50	\$2,625.00
11	2,196	\$5,490		\$34.50	\$5,490.00	\$750		\$34.50	\$750.00
12	2,393	\$5,733	200	\$34.50	\$12,633.00	\$900	50	\$34.50	\$2,625.00
13	1,029	\$2,573	150	\$34.50	\$7,747.50	\$450	50	\$34.50	\$2,175.00
14	0			\$34.50	\$0.00	\$0		\$34.50	\$0.00
	25,098	\$54,154	960		\$87,273.50	\$11,250	310		\$21,945
4.75	miles			Costs per CCF:	\$3.60			Costs per CCF:	\$0.91

Sale Name: Ona Thin STWD

Spot Rock Replacement Cost Worksheet

Road No.	Miles	cuyd of rock/mi	Total cuyd rock/road	\$/cuyd	Total
5000 seg 1	1.38	0	0	\$34.50	\$0.00
5000 seg 2	0.89	100	90	\$34.50	\$3,105.00
5000232	0.24	100	30	\$34.50	\$1,035.00
5087	1.13	50	60	\$34.50	\$2,070.00
5100	6.00	0	0	\$34.50	\$0.00
5100210	0.12	50	10	\$34.50	\$345.00
5100212	0.19	50	10	\$34.50	\$345.00
5100224	0.50	50	30	\$34.50	\$1,035.00
5100232	0.12	50	10	\$34.50	\$345.00
5100240	1.50	50	80	\$34.50	\$2,760.00
Waterbars***	waterbars	3 cy/waterbar	210	\$34.50	\$7,245.00
	70				
Totals	10.57		530		\$18,285.00

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

5000	18
5100240	35
5100212	9
5100224	8
	70

Detailed listing of Brush Disposal Activities (Working Copy)	(1) Proclaimed Forest Siuslaw	(2) District/Unit Central Coast Ranger District
(3) Sale Name ONA THIN STWD(15803)	(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 Pojects	
a) Subunit	b) Activity					a) Fund Code	b) No. of Units	c) Total Cost	a) No. of Units	b) Total Cost
061208BD15803000000	Fuel Inventory	N/A	HF	Acres	\$7.42	BDBD	649.0	\$4,816	649.0	\$4,816
061208BD15803000000	Burning of Piled Material	N/A	HF	Acres	\$22.31	BDBD	649.0	\$14,479	649.0	\$14,479
Subtotal for Fund Code BDBD								\$19,295		
061208BD15803000000	Rearrangement of Fuels	N/A	HF	Acres	\$559.00	PPPP	11.5	\$6,429		
061208BD15803000000	Piling of Fuels, Hand or Machine	N/A	HF	Acres	\$4.02	PPPP	649.0	\$2,609		
Subtotal for Fund Code PPPP								\$9,038		
15. Total BD work funded										\$19,295
16. National Program Support										\$7,911
17. Total Cost of Funded Work (Sum of line 15 and 16)(Required Bid Deposit Amount)										\$27,206

18. Remarks:	Combined Total Cost of BD Funded Work: \$27,206
	Forest Collection Rate: Assessment included in unit cost
	National Collection Rate for Program Support: 41%
	Inflation Rate: 2%
	Rate Remarks:
	PPPP does not include the Forest Collection Rate or National Collection Rate for Program Support.

Ona Thin BD Appraisal Narrative
 NEPA: Millwright-Beaver (40473)
 Sale #: 15803
 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.	649	649 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.	649	Burn 78 piles
1153 (Purchaser)	Piling of Fuels, Hand or Machine	Covering the piles with a 10X10 piece of plastic.	649	Cover 78 piles
1150 (Purchaser)	Rearrangement of Fuels	Roadside treatments which include: burning of piles, chipping, mastication or scattering.	11.5	11.5 acres

Required Activities Per Unit-

Unit 1:

Piles-

- Pile, cover and burn 14 landing piles on FSR 5100 and 2 piles 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 5100 into the unit, for a total of 4.4 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-

- Treat slash within 300 feet of the primary residence on North side of unit (N44°30'16.929" W123°59'56.132") to a quantity of 10 tons or less.
- Treatment can include handpile and burn, hauling, directional felling, chipping or mastication. Consider whole-tree yarding and slash disposal on landings to potentially eliminate the need for additional slash treatment.

Unit 2:

Piles-

- Pile, cover and burn 5 landing piles 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-

- Treat logging slash 25 feet from the edge of FS Road 5100 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 3:

Piles-

- Pile, cover and burn 3 landing piles on FSR 5100 and 2 piles on FSR5100212 and 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 4:

Piles-

- Pile, cover and burn 1 landing pile on FSR 5100 and 2 piles 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-

- Treat logging slash 25 feet from the edge of FS Road 5100 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 5:

Piles-

- Pile, cover and burn 3 landing piles 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-

- NA

Wildland Urban Interface-

- N/A

Unit 6:

Piles-

- Pile, cover and burn 3 landing piles 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-

- Treat logging slash 25 feet from the edge of FS Road 5100 into the unit, for a total of 1.4 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 6 landing FSR 5100240 and 2 piles 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-

- NA

Wildland Urban Interface-

- N/A

Unit 8:

Piles-

- Pile, cover and burn 2 landing piles 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-

- NA

Wildland Urban Interface-

- Treat slash within 300 feet of the primary residence on West side of unit (N44°30'16.929" W123°59'56.132") to a quantity of 10 tons or less.
- Treatment can include handpile and burn, hauling, directional felling, chipping or mastication. Consider whole-tree yarding and slash disposal on landings to potentially eliminate the need for additional slash treatment.

Unit 9:

Piles-

- Pile, cover and burn 4 landing piles on FSR 5000 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 5100 into the unit, for a total of 0.25 acres. Treat logging slash 25 feet from the edge of FS Road 5000 into the unit, for a total of 1.4 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.
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 2 landing piles on FSR 5000 and 3 piles 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 5000 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 11:

Piles-

- Pile, cover and burn 9 landings on FSR 5000 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-

- NA

Wildland Urban Interface-

- N/A

Unit 12:

Piles-

- Pile, cover and burn 8 landing piles 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-

- NA

Wildland Urban Interface-

- N/A

Unit 13:

Piles-

- Pile, cover and burn 3 landing piles 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-

- NA

Wildland Urban Interface-

- N/A

Unit 14:

Piles-

- Pile, cover and burn 4 landing piles on FSR 5087 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 5087 into the unit, for a total of 1.8 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 Ona Thin that there will be 78 landing piles to burn. The cost per pile for this sale is \$175 which is multiplied by 78 piles= \$13650 total to burn the estimated number of piles. Dollar per acre is calculated by: \$13,650 total pile burning cost /649 total acres=\$21.03/acre

EROSION CONTROL PLAN AND APPRAISAL

Forest: **Siuslaw**

District: **Central Coast**

Sale Name: **Ona Thin STWD**

CCF Volume: **24,229**

miles of temp.road: **4.75**

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	251	\$10.00	\$2,510.00
d. Scarifying				
e. Barriers	each	18	\$150.00	\$2,700.00
f. Seed	acres	4.6	\$425.60	\$1,957.77
(3) SKIDROADS & TRAILS				
a. Remove culverts/bridges				
b. Waterbars & cross drains	each	8	\$10.00	\$80.00
c. Brush dams				
d. Seed	acres	2.6	\$425.60	\$1,106.57
(4) FIRELINE STABILIZATION				
a. waterbars & cross drains	each	0		
b. Seed	acres	0		
(5) LANDING				
a. Drainage ditches	each	258	\$10.00	\$2,580.00
b. Scarifying				
c. Cut & fill stabilization				
d. Seed	acres	2.6	\$425.60	\$1,106.57
(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. Scarify temporary roads, landings, skid trails	Total			\$4,350.00
b.				
c.				
(10) TOTAL COSTS				\$16,390.91
(11) Cost per CCF for Appraisal				\$0.68

EROSION CONTROL WORKSHEET

Sale Name: **Ona Thin STWD**

Seeding

Acres that will need treating are as follows:

- A. Temporary Roads in the sale will be treated, total is about 25,098 feet in length, or about 9.2 acres of Temporary Roads of which about half will be seeded or about 4.6 acres. Road width is based on 16 feet.
- B. Ground-based area in the sale totals 104 acres, ground-based area covered by skid roads is about 10% or 10.4 acres of which a quarter will be seeded or about 2.6 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 129 for a total of about 12.9 acres of which 20% will be seeded or about 2.6 acres.

Erosion Control Structures

Cost is \$10.00 per cross drain x 517 crossdrains = \$5,170.00

Landings:	258
Firelines:	0
Skid Roads & Trails:	8
Temporary Roads:	251
Total:	517

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

18 Barriers X \$150.00 /barrier = \$2,700.00
(one barrier per road)