

**TRANSACTION APPRAISAL APPENDIX**

**CARD A:**

Forest 04 District 01 Sale No. 09101 Qtr./FY 1/09

State 16 County 079 Sale Name Road 330 Decks II

Gross  
Compartment 117 Sale Acres 18 Legal T48N R4E, T47N R4E, T47N R3E

**CARD B:**

Bid Date 10/10/08 Sale Size 6 Status SBA N Appraisal Base Period N/A

Zone 2 Salvage N Price Method 1 Planned Sale Area Improvement Collection \$ 0.00

Term Date 7/31/09 Contract Date \*\*\*\*\* Contract Number \*\*\*\*\* Contract Form 6

Contract Officer S Method of Sale S Regulation 6 Cut Acres (total) 18

Clearcut, Seed Tree & Rights-of-Way Acres 18 Volume 271 Cost Share Recovery N

**CARD E: (See Schedule of Items and Transportation Appendice)**

Road Cost Code 1 (sawtimber)  
(which component carries specified road costs) (pulp or cedar)

Specified Road Construction: Miles \_\_\_ PCL \_\_\_ (whole \$'s)

Specified Road Reconstruction: Miles \_\_\_ PCL \_\_\_ (whole \$'s)

Appraisal Point (City, State) St. Regis, MT Haul Miles 66 (weighted to nearest whole mile)

Temporary Road Construction: Miles 0.00 Cost 000 (whole \$'s)

Basic Data Period N/A Adjusted to: N/A Contr. Funds N/A (whole \$'s)

Timber Property 27.03 Road Profit 6 (used to develop specified road estimate)

**CARD F: (See Road Maintenance Appendice & Sale Report)**

Code for

Product X 1 Sawtimber

Road Maintenance: Deposits/C 0.95 Total Mntc./C 7.41

Slash Disposal: Deposits/C 0.00 Total BD/CCF 2.54

Erosion Control/C 0.00 Misc/C      Snag/C 0.00 Unusual Condition 19.19

**CARD G:**

Paved Haul Miles 56.8 (nearest 1/10 mile)

Tractor Yarding: 18 Acres 271 Volume 100 External Yarding (feet) Distance

Cable Yarding:      Acres      Volume      External Yarding (feet) Distance

Skyline Yarding:      Acres      Volume      External Yarding (feet) Distance

Heli. Yarding:      Acres      Volume      External Yarding (feet) Distance

**CARD H:**

(1) Adjustment of Base Rates to Protect Regeneration Costs

Sale Volume	271 CCF x \$0.25/CCF (sawlog)	\$	67.75
	148 CCF x \$0.25/CCF (non-sawlog)	\$	37.00
Total (NFF)		\$	104.75
Regeneration Costs		\$	0.00
Regeneration Costs + NFF		\$	104.75
Total Value at Minimum Rates		\$	1774.00
Amount of Increase Needed		\$	0.00
Increase per CCF (sawlog)		\$	0.00

Cards E & F - TRANSPORTATION APPENDICE

Haul Route:

(a) Haul Route A: 419 CCF

(1) Unpaved Roads:

Road No.	Termini	Surface	Miles
330A	midpoint to 330	Native	1.4
330	330A to county	Native	9.0

(2) Paved Roads:

Road No	Termini	Surface	Miles
County	330 to I-90	Paved	1.6
I-90	Big Creek to St Regis	Paved	53.2
SR 135	Mill Site	Paved	2.0
Total:			56.8

(b) Road Maintenance: Maintenance will need to be completed on the BLM as well as the FS portion of the #330 road. Surface replacement will only be collected on the FS portion.

(1) Roads to be Maintained:

Rd. No	Name	Termini	Surface	Miles
330(BLM)	Mount Polaris	county to FS	Native	6.1
330(FS)	Mount Polaris	BLM to 330A	Native	2.9
330A	Mount Polaski	330 to end	Native	2.8

(2) Recurrent Maintenance

Road No.	Miles	Cost/CCF /Mile	% Ttl. Vol.	Cost/CCF Purchaser	Forest Service
#330(blm)	6.1	1/ \$0.19	100	\$1.16	
#330(fs)	2.9	1/ \$0.19	100	\$0.55	
#330A	2.8	1/ \$0.19	75	\$0.40	
Totals:				\$2.11	

(3) Additional Maintenance Allowance

Purchaser will need to spot blade the full length of the #330 road and the #330A road to smooth running surface. Spot blading – 11.8 miles x \$100/mile = \$1180. Additional maintenance allowance is \$1180/271 ccf = \$4.35.

(3) Deferred Maintenance

Road No.	Miles	Cost/CCF /Mile	% Ttl. Vol.	Cost/CCF	
				Purchaser	Forest Service
#330(fs)	2.9	2/ \$0.10	100		\$0.29
#330A	2.8	2/ \$0.10	75		\$0.21
Totals:					\$0.50

(4) Surface Replacement:

Road No.	Miles	Cost/CCF /Mile	% of Ttl. Vol.	Cost/CCF	
				Purchaser	Forest Service
#330(fs)	2.9	3/ \$0.09	100		\$0.26
#330A	2.8	3/ \$0.09	75		\$0.19
Total:					\$0.45

(5) Road Maintenance Summary:

Rate/CCF (Card F)

Recurrent Maintenance (Purchaser)	\$6.46
Road Reconditioning (Purchaser)	\$
Recurrent Maintenance (FS)	\$0.00 (Deposit)
Deferred Maintenance (FS)	\$0.50 (Deposit)
Surface Replacement (FS)	\$0.45 (Deposit)

Total = \$7.41

Timber Property Value:

1. This timber is located in decks along the #330 and #330A road. Felling and bucking and skidding cost need to be in the value of this timber. Costs from R1 Amendment 2409.22, 21-21.11.

F&B cost = \$26.72/mbf (divided by 2 since additional bucking is expected) = \$13.36

Tractor yarding cost = \$39.99/mbf

Total cost = \$53.35/mbf

$\$53.35/\text{mbf total} \times .5067 \text{ ccf/mbf conversion} = \$27.03/\text{ccf}$

Unusual Condition Adjustment (included in Timber Sale Appraisal):

1. It is anticipated that a portion (20%) of the decked logs are beyond the reach for a standard hydraulic loader or self-loader. The purchaser will likely have to attach some tag line to reach these logs. Since yarding costs have been added back into the appraisal as timber property value, an unusual condition adjustment will be made to account for a portion of the material needing to be yarded to the roadway. Since the original yarding cost was based on tractor yarding this right-of-way timber, and since yarding distances will be short, ground-based yarding will be utilized in this appraisal adjustment.

$\$39.99/\text{mbf} \times 20\% \text{ of the volume (42mbf)} = \$1679.58$   
 $\$1679.58/271\text{ccf} = \$6.20/\text{ccf}$

2. Purchaser is expected to have to sort sawtimber from pulpwood within the decks. This will increase the loading cost associated with removal of this timber. A 50% increase in loading cost will be added as an unusual condition adjustment.

$\$17.00/\text{mbf} \times 0.5 = \$8.50/\text{mbf} \times 212 \text{ mbf} = \$1802.00/271\text{ccf} = \$6.65/\text{ccf}$

3. Some mills will reduce the delivered log price when sawtimber products are not being delivered in lengths that are preferred by that particular mill site. Since this material is already cut into log lengths, many of which are likely not preferred, a ten percent reduction in appraised stumpage value will be made to account for reduced stumpage value. The original appraised value was  $\$63.38/\text{ccf}$  for sawtimber, therefore a reduction of  $\$63.38 \times 271 \text{ ccf} \times .10 = \$1717.60/271 \text{ ccf} = \$6.34/\text{ccf}$  will be made.

Total:  $\$19.19/\text{ccf}$

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|------------------------------------|--|
| 1/ RECURRENT MTNC. - Native W/Dust | $\$0.19/\text{CCF/mile}$ (purchaser)                 |
| 2/ DEFERRED MTNC. - Brushing:      | $\$0.10/\text{CCF/mile}$ (includes OH and inflation) |
| 3/ SURFACE RPLCMT. - Native W/Dust | $\$0.09/\text{CCF/mile}$ (includes OH and inflation) |