

IDAHO PANHANDLE NATIONAL FORESTS

2450  
Commercial Sales - Proposed

04-2420-01

**ROAD #330 DECKS II**

STARS # 09101

**TIMBER SALE REPORT**  
**AND**  
**APPRAISAL**

CDA RIVER RANGER  
DISTRICT

SUPERVISOR'S OFFICE

Prepared \_\_\_\_\_  
By

Date \_\_\_\_\_

Reviewed for Advertisement

\_\_\_\_\_  
By

\_\_\_\_\_  
Date

Reviewed \_\_\_\_\_  
By

Date \_\_\_\_\_

Reviewed \_\_\_\_\_  
By

Date \_\_\_\_\_

I herby certify that this sale meets  
the requirements of Secretary's  
Regulation 36 CFS 223.30.

\_\_\_\_\_  
Staff Officer, Timber

\_\_\_\_\_  
Date

# Timber Sale Report

## I. Location

The sale area is 18 acres in size and is located within a portion of sections 25, 26, 36, T48N, R3E, section 31 T48N, R4E, and sections 5 & 6, T47N, R4E, Boise Meridian, Shoshone County, State of Idaho. The timber sale area is within the right-of-way clearing limits of the #330 Polaris Peak road from approximately mile post 6.1 to approximately mile post 9.0 and on the #330A Polaski Peak A road. Access to the #330 road is from the Big Creek exit on Interstate 90.

## II. Relationship to the Environmental Document and Other Uses

This timber sale is designed to remove decked right-of-way timber associated with road reconstruction of Forest Road 330 and new construction of Forest Road 330A. The road work was covered under the Placer Resource Area Environmental Assessment, approved by the Forest Supervisor on July 31, 2006. There was a Section 18.1 Review done to cover the relocation portion of the road work (see document). The road work was financed by the Shoshone County RAC, and was implemented under a service contract.

**This decked material was offered in the late fall of 2007. No bids were received. This material was then included in the Placer Stewardship Contract, but again no bids were received. These decks are now being reoffered as a separate project with some adjustments made for changing wood conditions.**

- A. Relationship to Private Land/Rights-of-Way: A road-use permit through the BLM has been secured to allow travel through their right-of-way.
- B. Threatened, Endangered and Sensitive Species: This project is not expected to have any impact on threatened or endangered species. Some sensitive plants have been observed in the resource area, but impacts were avoided through sale layout. For sensitive animal species some activities may impact individuals or habitat, but not likely to trend toward federal listing or loss of viability. Protection measures will still be added to C6.24# of the timber sale contract in the event that a TES Species is encountered during harvesting operations.
- C. Wetlands/Streamside Habitats: There are no riparian areas within the right-of-way clearing of this section of these roadways. Inland Native Fish standards will be met.
- D. Special Uses, Mining Claims, Range Allotments: There are no special uses, mining claims, or range allotments within the timber sale area.
- E. Noxious Weeds: No off-road equipment will be utilized to remove this decked timber. Equipment washing will not be necessary. If off-road equipment is brought in for any reason C6.351# Equipment washing will become applicable.
- F. Cultural Resources: There are no known cultural resource sites within the sale area. The timber sale contract will contain provision C6.24# which will provide protection in the event that a site is discovered.

G. Other: Log haul and road maintenance operations will be prohibited on Forest Roads during weekends and holidays. This restriction will be in effect at 4:00 pm on the day prior to the weekend or holiday.

H. Old Growth: Removal of decked right-of-way timber will have no effect on timber stands being managed for old growth habitat.

I. Roadless: Removal of decked right-of-way timber will have no effect on inventoried roadless areas.

### III. Timber Volumes

This timber was cruised prior to the reconstruction and relocation operation. The timber was cruised in the summer/fall of 2007. The bumper trees and reconstruction clearing limits were cruised using sample tree method, the relocation was cruised using fixed plots. The cruise is #00014 and dated 10-31-2007. The sampling error for the original sale was 11.8%. **The following adjustments have been made to the original timber volume to account for changed conditions: Fifty percent of the alpine fir volume was moved into pulpwood. All of the mountain hemlock volume was moved into pulpwood since sawtimber interest by local mills is limited due to the twisting grain of the wood. Twenty percent of the lodgepole volume was move to pulpwood to account for deterioration of some older logs, surfacing checking in exposed wood of smaller logs, and some limited blue-staining. Twelve percent of the remaining lodgepole volume was moved to defect to account for end checking of the logs. This is based on a loss of 2 foot per log for trees 3 logs in height. Two truck loads (20 ccf) of Douglas-fir was defected due to loss to firewood cutters. Roundwood is included in the non-saw category as pulpwood.** The first table shows the original sale volume. The second table shows the adjusted volume that will be carried through the contract.

**Original Offering (Volumes are in CCF)**

Unit	Acres	AF	GF	H	LP	DF	L	S	WP	Total Sawlogs	Non-Saw	Total	Logging System
1	18	32	4	27	309	44	5	3	2	426	43	469	Loader
<b>Total</b>	18	32	4	27	309	44	5	3	2	426	43	469	
<b>MBF</b>		18	2	12	147	23	2	1	1	206	30	236	
<b>Ton</b>		82	13	81	865	151	17	9	8	1226	112	1338	

**New Adjusted Contract Volumes (CCF)**

Unit	Acres	AF	GF	H	LP	DF	L	S	WP	Total Sawlogs	Non-Saw	Total	Logging System
1	18	16	4	0	217	24	5	3	2	271	148	419	Loader
<b>Total</b>	18	16	4	0	217	24	5	3	2	271	148	419	
<b>MBF</b>		9	2	0	104	13	2	1	1	132	80	212	
<b>Ton</b>		41	13	0	609	82	17	9	8	779	407	1186	

The cruise estimate was run using Flewelling volume equations. Non-saw is required removal with this contract.

This sale will be offered on a weight scaled basis. The net BDFT/CUFT ratio is 4.83. The net CCF/Ton ratio is 0.33. The tons/ccf ratio is 2.9. The average diameter of the right-of-way trees that were cut was

9.8 inches and the average defect for the original cut volume was 15%. Estimated number of cut trees is 3,660.

#### **IV. Marking Plan**

This timber sale will remove decked right-of-way logs along the #330 & 330A road from a single cutting unit. Marking is not relevant to this contract. The beginning and ending of the cutting unit is identified by yellow cutting unit boundary signs.

#### **V. Logging Plan**

The right-of-way timber was hand-felled and skidded to decking areas. The clearing contract required that most material be manufactured into 16.5 and 33 foot lengths, except for variations due to defect and top diameter. Some odd lengths are present in the decked material. The felling, bucking, and skidding costs will be included in the timber sale appraisal as a timber property value to increase the value of this decked material. A portion of the material in the decks may be beyond the reach of a hydraulic loader or self-loader and may require some tag line to reach.

#### **VI. Transportation System**

The decked timber will be hauled to I-90 on the #330 road to Interstate 90, then appraised to St. Regis, Montana. The timber sale purchaser will be responsible for road maintenance on the #330 road (county road at landfill site to end) and the #330A road. Purchaser should anticipate having to do final blading after haul. Dust abatement, commensurate with need and use, will be required but may not be needed depending on timing of haul.

#### **VII. Erosion Control**

There are no erosion control needs identified for this timber sale.

**Erosion control – Cost/CCF: \$0.00**

#### **VIII. Sale Area Improvement**

There is not an SAI plan associated with this timber sale.

#### **IX. Hazard Reduction**

The sequence of activities and activity costs are attached.

#### **Purchaser requirements:**

Purchaser will be required to clean system roads of all logging slash created by his operation and pile slash at deck locations unless otherwise agreed.

#### **Forest Service requirements:**

None

## **X. Other Provisions**

### A. Period of contract:

1. Normal operating season: June 15 to October 15.
2. Termination date: July 31, 2009.
3. Road Completion Date: Not applicable.

### B. Purchaser Fire Liability:

#### 1. Personnel and Equipment

Number Required	Item	Personnel
1	Sawyer	1
1	Loader	1
3	Truck drivers	3

#### 2. Cost Calculations

Total number of personnel	5
Number of hours per day	12
Total hours per crew day	60
Hourly rate for AD-3 firefighter	\$ 13.64
Average daily cost	\$818.40
Average fire length	5 days
Purchaser obligation for operation fire	\$4,092.00
Rounded up to nearest \$100	<b>\$4,100.00</b>

### C. Other Unique Requirements:

No log haul or road maintenance activities on weekends or holidays beginning at 4:00 pm on the day prior to the weekend or holiday on all forest roads.

## **XI. Notification of Forest Practices**

*(Check appropriate box)*

X	Harvest of forest tree species.
	Road construction associated with harvesting of trees.
	Reforestation.
	Use of chemicals or fertilizers for the purpose of growing or managing forest tree species.
	Slashing or use of fire resulting from harvest or other management activities.
	Helicopter yarding adjacent to private ownership.
	Site specific BMP's
	Lake Present?
	Class I stream present?

	Steep Slopes?
	Unstable or erodible soils present?
	Stream crossings anticipated?