

<p>Hauling</p>	<p>Assumes 9.5 hrs/day Assumes load avg. 55 m³/load Assumes loader production ~600 m³/day Assumes 1 hr. load & dump Assume 10.9 loads/day Assumes cycle time 3.5 hrs</p> <ul style="list-style-type: none"> • \$298,752 • <u>\$5.35/m³</u> 	<p>Assumes 160 m³/day (see App. B) (see also App. D)</p> <ul style="list-style-type: none"> • <u>\$8.46/m³</u> 	<p>Assumes 12 hrs/day Assumes 591 m³/day Assumes 1.33 hrs load & dump Assume 10.8 loads/day Assume "cycle time" of 4.45 hr</p> <ul style="list-style-type: none"> • \$384,109.17 • <u>\$6.88/m³</u> 	<ul style="list-style-type: none"> • \$323,333 • <u>\$8.08/m³</u> 	<p>Set truck load average to 60 m³/truck due to the bridge restriction; Assumes an average 4.5 hr. "cycle time" which permits 2 round trips per day for a total production of: 120 m³/day</p>
<p>Dry Land Sort & Booming</p>	<p>Assumes production tied to loader production (see above assumption's (10.9 load/day); Translates to 54 m³/hour Assumes \$0.40 m³ for supplies</p> <ul style="list-style-type: none"> • \$239,768 • <u>\$4.30/m³</u> 	<p>(See Appendix C)</p> <ul style="list-style-type: none"> • <u>\$2.34/m³</u> 	<p>Assumes 11 hour day with maximum productivity of 425 m³/day (7.7 loads/day) Translates to 39 m³/hour Assumes use of different front end loader with lower productivity Assumes \$0.72/m³ for supplies</p> <ul style="list-style-type: none"> • \$299,398.45 • <u>\$5.37/m³</u> 	<ul style="list-style-type: none"> • \$180,200 • <u>\$4.51/m³</u> 	<p>Assumes 5 man operation with 2 stacker operators, 1 bundler, 1 bucket & 1 boomman. The scaler is paid by Interfor. Reduces cost by 50% to reflect work done for Canfor.</p>
<p>Road Maintenance</p>	<p>Assumes average of 7 km to maintain. Assumes 8 hr. days Assumes use of 1 each of grader, cat & hoe Assumes 33 grader days Assumes hrs/year: grader - 261 cat - 27 hoe - 64 lowbed truck - 6 days</p> <ul style="list-style-type: none"> • \$26,603 • <u>\$0.48/m³</u> 	<p>(See Appendix C)</p> <ul style="list-style-type: none"> • \$36,652 • <u>\$0.72/m³</u> 	<p>Assumes use of same equipment w/ exception of hoe Assumes 10 hr days Assumes 65 grader days Assumes hrs/year: grader - 650 cat - 80 hoe - 100 lowbed truck - 6 days *note - Lineham admitted that the figure is too high b/c of the fact that Canfor should be paying for first 11 km</p> <ul style="list-style-type: none"> • \$80,868.70 • <u>\$1.45/m³</u> 	<ul style="list-style-type: none"> • \$647600 • <u>\$1.62/m³</u> 	<p>Includes camp handyman and watchman. Calculated cookhouse costs on manday basis. Assumes 50% to reflect Canfor contract</p>
<p>Camp</p>	<p>Assumes all prices (see App. 1 pg. H). Number of days for crew of each phase based on calculations making assumptions in above phases</p> <ul style="list-style-type: none"> • \$128,989 • <u>\$2.31/m³</u> 	<p>Deduct 20% for extra-contractual road building operatⁿ, then reduce by 50% for CANFOR share Assumes independent list of nec'y equip.</p> <ul style="list-style-type: none"> • \$136,897 • <u>\$2.68</u> 	<p>Assumes all prices (see Schedule C, pg. 11) Number of days for crew of each phase based on calculations making assumptions in above phases</p> <ul style="list-style-type: none"> • \$275,970.15 • <u>\$4.95/m³</u> 	<ul style="list-style-type: none"> • \$167,635 • <u>\$4.19/m³</u> 	<p>Includes camp handyman and watchman. Calculated cookhouse costs on manday basis. Assumes 50% to reflect Canfor contract</p>
<p>Crew Transportation</p>	<p>Assumes local agreement under IWA contract Assumes 24 passenger bus Assumes 6.5 hr. bus ride</p> <ul style="list-style-type: none"> • \$7,244 • <u>\$0.13/m³</u> 			<ul style="list-style-type: none"> • \$50,000 • <u>\$0.25/m³</u> 	<p>Uses current airfare into camp. Allows for cost of crew boat on Harrison Lake plus an allowance for trucking or flying freight.</p>