Sale Location:
T43N-R6W parts of Sections 27 and 28
Namakagon Twp, Bayfield County, WI
Great Divide Ranger District
Chequamegon-Nicolet National Forest

Good Neighbor Authority Timber Sale Map
Wisconsin Department of Natural Resources
Sale Name: Gold Oak East
Acres: 196
Tract # 8001-08-18

DNR Contact:
Pete Wisdom   715-634-7425

Legend
- Section Corners
- PrivateBdry_DashRed
- GoldOak_Transportation Layer
- East sale proposed connector road location
- Snowmobile Trail 8
- Orange Painted Slashes
- Gold Oak East Slashes
- No Cut Areas
- Gold Oak Central Sale
- Gold Oak West Sale

Harvest Specifications:

NOTE: See prospectus for additional harvest specifications.

Oak Wilt restrictions apply to this sale. No harvesting is allowed between April 15 to July 15. See prospectus for additional holiday and weekend operation restrictions near recreational trails.

Harvest all aspen, paper birch, and ironwood containing 2 or more pulpstick, all balsam fir containing 3 or more pulpsticks, and all trees marked with blue paint. Utilize all trees cut to a 4 inch top diameter or smaller. Do not cut any orange or red marked trees.

Boundary Markings
- Exterior boundaries, as well as some interior boundaries, are marked with orange paint. (Boundaries immediately adjacent to Lost Land Lake Road and Snowmobile Trail # 8 are not painted orange, as the roads serve as the boundary.) Red paint indicates a former private ownership boundary where logging operations are prohibited.
Prospectus: “Gold Oak East” Timber Sale

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
GOOD NEIGHBOR AUTHORITY PROJECT
Great Divide Ranger District
Chequamegon-Nicolet National Forest
TRACT #8001-08-18

SALE NAME: Gold Oak East
Location: T43N R6W portions of Sections 21, 27, and 28, all in the Town of Namakagon, Bayfield County, WI
Sale Area: 196 Acres
Sale Type: Scaled Sale. (Mill Scale for cordwood, with logs to be scaled on site by GNA sale administrator/personnel.)

<table>
<thead>
<tr>
<th>SPECIES</th>
<th>ESTIMATED VOLUME</th>
<th>ADVERTISED VALUE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPEN</td>
<td>220 CDS</td>
<td>$26.20/CD</td>
</tr>
<tr>
<td>RED OAK*</td>
<td>770 CDS</td>
<td>$11.90/CD</td>
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<tr>
<td>MIXED HARDWOODS**</td>
<td>1000 CDS</td>
<td>$22.40/CD</td>
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<tr>
<td>WHITE BIRCH</td>
<td>110 CDS</td>
<td>$18.70/CD</td>
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<tr>
<td>BASSWOOD</td>
<td>120 CDS</td>
<td>$7.50/CD</td>
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<tr>
<td>BALSAM FIR</td>
<td>15 CDS</td>
<td>$6.60/CD</td>
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<tr>
<td>RED OAK LOGS</td>
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<td>$208.00/MBF</td>
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<tr>
<td>BASSWOOD</td>
<td>35 MBF</td>
<td>$105.00/MBF</td>
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<td>HARD MAPLE</td>
<td>47 MBF</td>
<td>$150.00/MBF</td>
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<tr>
<td>MIXED HARDWOODS***</td>
<td>16 MBF</td>
<td>$107.00/MBF</td>
</tr>
<tr>
<td>WHITE BIRCH</td>
<td>23 MBF</td>
<td>$112.00/MBF</td>
</tr>
</tbody>
</table>

Minimum Acceptable Bid: $ 90,756.00

- * The oak cordwood volume estimate shown above only includes live tree volume.
  Harvest of dead and down oak is optional, not required, and the price will be fixed at $5.00 per cord.
  No volume estimate is provided of dead and down oak, and the price and volume will not be reflected or counted as part of the bid value because it is an optional harvest and merchantability of the wood is questionable.
- **Mixed Hardwood cordwood is estimated to be 48% hard maple, 52% soft maple, with very minor amounts other hardwood species.
- *** Mixed Hardwood log volume is primarily soft maple.

Harvest Requirements - General:
- Note that additional required harvest instructions are shown on the timber sale map.
- Sale will be a scaled sale using a 30 day billing period.
- No bid bond is required at the time of bidding, but a performance bond of 15% of the total sale value will be required of the winning bidder within 6 weeks of bid opening, or at the time of contract signing, whichever is sooner.
- Contract length is 2 years, with extensions possible consistent with State timber sale policy.
- Equipment must be cleaned and inspected before entering and leaving the sale area to prevent the introduction/spread of invasive species.
Prospectus: “Gold Oak East” Timber Sale

- **Do not cut red or orange paint marked trees.**
- The sale’s boundaries are indicated by orange and red paint, and by Snowmobile Trail #8. Snowmobile Trail #8 has not been painted, but serves as a common boundary with the adjacent sale, “Gold Oak Central”. Orange paint may indicate an exterior, or interior boundary, and red painted boundaries on the north end of the sale indicate a change in more restrictive management due to deed restrictions. Areas outside the red painted line do not allow for the use of equipment or harvesting activities.
- Leave all standing snag and den trees that do not pose a safety hazard.
- Utilization will be to at least a 4” top.
- Care must be used while felling, bucking and skidding to protect the residual stand.
- Keep all logging debris within sale boundaries. Slash must be pulled back 10 feet from private property boundaries as well as public roadways and recreational trails.
- Slash height must be 24” or less within 100 feet of the Lost Land Lake Road. **All other areas slash height will be 36” or less.**

**Harvest Requirements- Seasonal Restrictions:**
- Harvesting operations are limited to July 15- April 15 over the entire sale area due to oak wilt restrictions.
- If winter harvest when snowmobile trails are open, then operations are not allowed on weekends (noon Friday through midnight Sunday) and holidays (daylight hours on Memorial Day, 4th of July, and Labor Day, Christmas Eve and Day, New Year’s Eve and Day). Restrictions apply for areas within 100 yards of snowmobile recreational trail.
- Harvesting only allowed during times of dry or frozen ground. Rutting is restricted per Wisconsin Water Quality BMPs and section # 19 of the timber sale contract “Soil Disturbance and Rutting”.

**Harvest Requirements- Roads and Skid Trails:**
- Snowmobile Trail # 8 runs between the Gold Oak Central Sale and the Gold Oak East Sale. If utilized by the purchasers, 4” of snow must be left on the Trail # 8 surface during the snowmobile season. In addition, if separate purchasers are awarded the Central and East sales and both purchasers wish to utilize the roadbed of Trail # 8, they must agree to a mutual use/maintenance agreement with the DNR sale administrator.
- “Logging Operations Ahead” signs (DOT approved) will need to be placed on the Lost Land Lake Road by the contractor during times of timber hauling.
- Decking locations will be discussed and agreed to at a pre-sale meeting.
- Decking is not allowed adjacent to the Lost Land Lake Road without township permission, and obtaining permission from the Township will be the responsibility of the purchaser.
- All roads utilized, except Lost Land Lake Road and Snowmobile Trail # 8, will be temporary roads and the contractor will be required to properly decommission the temporary roads after sale completion. Typically, this means returning the road to its’ presale condition or better by shaping, grading, seeding, and to inhibit the future use of the roads by motorized vehicles by placing large rocks, berms, stumps and slash at entrances from public roadways. If berms are constructed they can consist of soil piled 4.5 feet high, but they must be built so they do not cause water to pond adjacent to them. If boulders are utilized they should be large enough so they cannot be moved with manpower or truck, and wide enough to block access. If a gate is currently in place, berming will not be necessary.
- Where temporary haul roads meet Lost Land Lake Road, the contractor is required to apply 6” thickness of pit run gravel on the temporary road for 100’ from town road during non-frozen conditions.
- Any new temporary road construction will require the advance approval of the timber sale administrator.
- Temporary Roads shall have the road base constructed to a width of 12 feet or narrower, and with vegetative clearing of trees and brush not to exceed a width of 25 feet. Exceptions to the 12 foot maximum width of the road base may be granted by the sale administrator. Exceptions would typically be granted for sections of temporary roads where tight turns, curves, and terrain create a need so that trucks and equipment can be operated safely.