

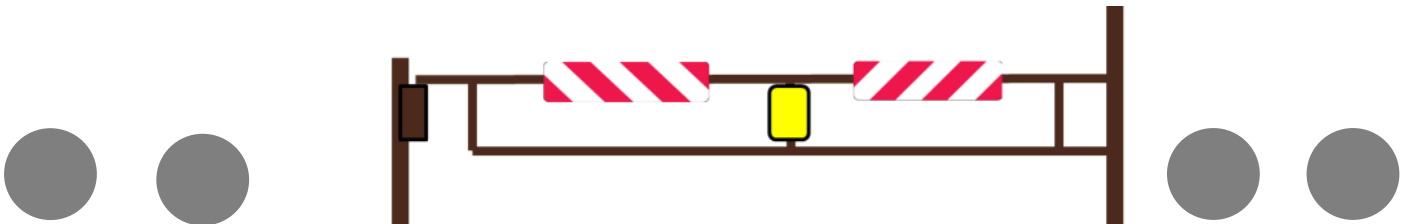
Attachment A

Contractor Sale Closure Requirements

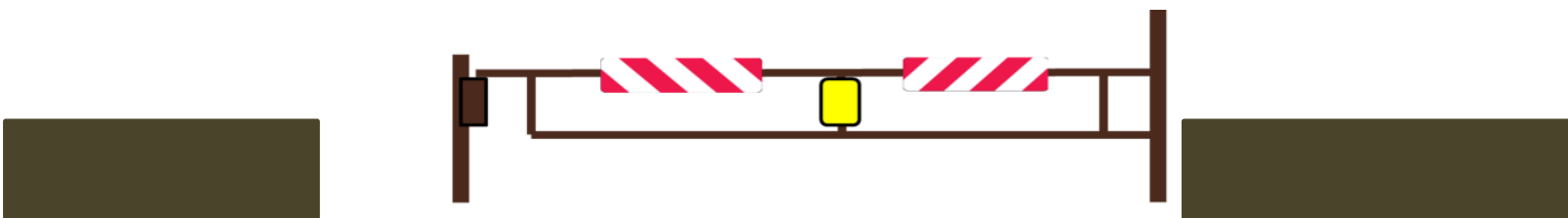
Gated Roads

For sales that occurred behind a locked gate, and harvesting occurred around the gate area, contractors are required to do one of the following:

1. Block the sides of the gates with rocks or stumps with root-balls.
 - a. Rocks must be between 3-4' in diameter
 - b. Stumps must be a minimum of 3' high.
 - c. No greater than 24" spacing between rocks or root-balls.
 - d. A 30" clearance should be left immediately adjacent to one gate post for foot traffic.
 - e. Barrier will extend from each side of the gate until vehicle traffic is not possible around the gate.



2. Block the sides of gates with a debris berm.
 - a. Berm should be a minimum of 4' high.
 - b. Shall consist of dirt, rocks, logs, and other dense/non-compressible materials.
 - c. A 30" clearance should be left immediately adjacent to one gate post for foot traffic.
 - d. Barrier will extend from each side of the gate until vehicle traffic is not possible around the gate.



Pushed in Roads

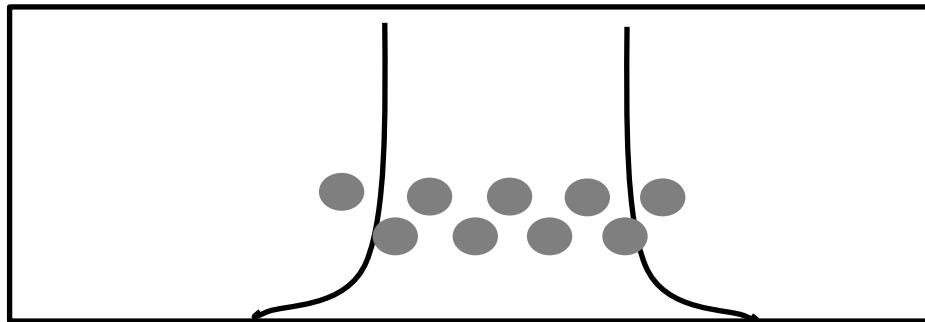
For sales that have roads pushed in **NOT** behind a gate, the contractor shall close the road in the following manner.

All roads, landings, & Primary Skid trails will need to be closed off that come out to an open road or motorized trail. The number of roads needed for a sale should be as minimal as possible & all skid trails should go to the sale road, not open public roads or motorized trails.

Options & Requirements:

Rock or Stump with Root-ball barrier

1. Utilize Rocks 3-4' in diameter or a minimum of 3' high root-balls placed not more than 24" apart from each other.
2. Rocks or Root-balls will be placed in two alternating rows that extend across the width of the Road/landing/skid trail until a point in which vehicle traffic is not possible around the berm due to vegetation, terrain, stumps, etc. (**NOTE: A dual row design is only needed for primary sale roads. Landings & Skid trails only need one row**).
3. For main sale roads, the berm will be placed 15' from the roadway edge, allowing enough room for a vehicle to park. On landings and skid trails, the berm shall be immediately adjacent to the ditch line.



Debris Berms: alternatively, a debris berm may be used. The debris berm should be made of non-compressible materials such as logs, root balls, rocks, and dirt. The same requirements above apply, except that only one row needs to be placed and at a 4' height, extending the entire width of the roadway and beyond the edge to prevent traffic.

***Earthen Berms shall not be used**

****When pulling out from a sale for an extended period of time, the contractor shall lay a tree or other object across the sale road to prevent vehicle entry.**

Attachment B

LOGGING OPERATIONS AND TRAIL/ROADWAY SIGNAGE

Contractors must take care when working on trails and roadways in order to prevent damage to regulatory signage, and to provide for the safety of other users. There are legal implications of removing regulatory signage, especially if it results in injury as a result of it missing. Guidance:

1. Contractors should avoid piling logs against signs. This damages the signs and makes them unreadable to users. Contractors should also avoid pulling signs without first notifying the department.
2. Contractors **shall not** pile logs within 25' of roadway or trail stop signs, or stop ahead signs. Stop signs and stop ahead signs **must never be removed. If it is necessary to remove one of these signs, the contractor must notify the department first before doing so, so that it can be properly re-positioned.** This poses a significant safety hazard to trail/road users- and can leave the contractor with legal responsibility.
3. Contractors **shall not**, under any circumstances, remove, or stack wood against or within 25' of a department open road street sign. These signs designate open roads within the forest and also have stop signs and regulatory signage attached.

23.33(8)(f)1.

1. No person may intentionally remove, damage, deface, move, obstruct, or interfere with the effective operation of any uniform all-terrain vehicle route or trail sign or standard or any uniform sign or standard for the operation of a utility terrain vehicle on an all-terrain vehicle route or trail if the sign or standard is legally placed by the state, any municipality or any authorized individual.