

Appendix B

Activity Cards

Appendix B

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Introduction to Appendix B

Activity cards (unit and road cards) are used to explain site-specific proposed activities and any resource concerns and responses. These activities include timber harvest units and proposed and existing roads needed for timber harvest. A complete set of both narratives and maps showing site-specific information were provided in the DEIS and can be found in the project record.

In response to comments received from the State between the Draft and Final EIS changes were made to a number of road cards. Some site specific design criteria related to the potential construction of new NFS road and temporary roads has been updated. A complete and updated set of road cards are provided in this FEIS.

The Record of Decision for the Central Kupreanof Timber Harvest will include those activity cards for all units and roads associated with the Selected Alternative.

Introduction to Road Management Objectives

Purpose and Use

The Road Management Objectives (RMOs) presented in this appendix establishes the intended purpose and display design maintenance and operation criteria (as per FSH 7709.55) for each National Forest System road in the Central Kupreanof Timber Harvest project area. The information on the RMO form is part of a permanent database that can be updated periodically as access needs, issues, and budgets change. Proposed new roads and existing roads with planned reconstruction or maintenance have a second section with site specific design criteria that will be used during design, construction, and initial monitoring of any road work proposed in this document. The road segments are described using mileposts (MP) as beginning and ending points (Beginning milepost = Bmp; Ending milepost = Emp). Lengths are given in miles (mi). Road width is given in feet. Culverts are identified as cmp. See Figure B-1 for a map of the Central Kupreanof Timber Harvest project area showing existing road locations.

General Design Criteria

The general design criteria provide various descriptions of the type of road and the intended purpose and future use of the road. From this information, the maintenance and operation criteria can be developed. All Central Kupreanof Timber Harvest roads are constructed and maintained for silvicultural purposes, and will apply the practices described in BMP 12.5. Therefore, they meet the criteria for a silvicultural exemption from permitting under the Clean Water Act Section 404. General Design Criteria and Elements are shown on the Road Management Objectives portion of the road cards and are defined as follows:

- **Functional Class:** Local (L), Collector (C), and Arterial (A) classifications
- **Service Life:** Long (L) or Short (S), Constant (C) or Intermittent (I)

Maintenance Criteria

The maintenance criteria include a discussion of how the road is to be maintained, centering on three strategies:

- **Active:** provide frequent cleanout of ditches and catch basins to assure controlled drainage. Control roadside brush to maintain sight distance. Grade as needed to maintain crown and running surface.
- **Storm Proof:** provide water bars, rolling dips, out sloping, etc., to assure controlled runoff until any needed maintenance can be

performed on the primary drainage system. Control roadside brush to maintain passage.

•**Storage:** remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, revegetate.

The active maintenance strategy is applied to roads that are open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. These roads are assigned Maintenance Level 3. The active maintenance strategy will also at times be applied to roads intended only for use by high clearance vehicles, or Maintenance Level 2 roads. This will usually be the case when log haul is expected in the near future.

An intermediate maintenance strategy is to storm proof, or to stabilize the road by providing roadway features such as drivable water bars and out sloping to control runoff in case the primary drainage system of culverts and ditches is overwhelmed during a storm event. Each culvert will be evaluated as to where the water would go if the culvert were to fail to carry the high flow. A water bar or out slope at this location will minimize the potential for erosion of long stretches of ditch line or roadway. This is intended to be the primary maintenance strategy applied to roads assigned Maintenance Level 2.

Storage is intended to be the primary maintenance strategy on intermittent use roads during their closure cycle. Road storage is defined in FSH 5409.17 as “the process/action of closing a road to vehicle traffic and placing it in a condition that requires minimum maintenance to protect the environment and preserve the facility for future use.” In this strategy, the bridges and culverts on live streams may be completely removed to restore natural drainage patterns. Cross drains and ditch relief culverts will be bypassed with deep water bars but may be left in place to minimize the cost of re-using these roads in the future. Roads in storage are left in a self-maintaining state in order to use more road maintenance funds on the open drivable roads on the island. Maintenance Level 1, closure and basic custodial maintenance, is assigned.

The interdisciplinary team went through a process defining road management considerations leading to the maintenance strategy to be applied to each road in the project area. The Road Cards show the desired future condition of each road in the project area as a result of the process. The work needed to meet the objectives can be accomplished on the roads along the haul route in resultant contracts.

Work needed on other roads to meet the desired objective would be scheduled as funding allows.

**Operations
Criteria**

The operations criteria include a presentation of each of the five traffic management strategies identified in FSM 7731 (encourage, accept, discourage, prohibit, and eliminate) to be applied to different traffic classes on each road. The traffic management narrative describes what actions will be taken in order to apply each strategy. For example, if the strategy “eliminate” is prescribed for standard passenger and high clearance vehicles, the narrative describes the method to accomplish this, such as removal of stream crossing. Traffic management strategies for the NFS roads are displayed on the Road Management Objectives (Road Cards).

**Site Specific
Design Criteria**

The site-specific design criteria section includes road location objectives, wetland information, erosion control, proposed rock borrow sources, and all streams within the project area with proposed construction or rehabilitation of stream crossing structures. Log stringer bridges will be the preferred method of stream crossing on all Class III unless site conditions warrant a different crossing structure. Use of bridges will reduce or eliminate impacts on streams from fill material on streams necessary for culvert installations, and the impacts from the subsequent removal of the culverts when the roads are put in to storage.

Prior to actual construction of roads and stream crossings, the final location, structure type and design criteria are designed to meet all applicable Forest Plan Standards and Guidelines, Forest Service Manual and Handbooks, Best Management Practices and MOUs with Alaska Department of Fish and Game (when applicable). Best Management Practices (BMPs) are used to assure soil and water resources are considered in transportation planning activities.

Table B-3 Fish stream crossings on NFS roads proposed for reconstruction¹

Road #	Mile Post	Stream Class	Channel Type
45803	.04	2	HC2
45803	.20	2	HC2
45803	.23	2	HC5
45808	2.79	2	HC3
45808	3.49	1	MM1
45808	3.74	1	MM1

¹ The following BMPs will be implemented for all reconstructed and temporary road: 12.17, 14.5, 14.6, 14.8, 14.9, 14.12, 14.14, 14.15, 14.17. See road cards 45803, 45808, 45897, and 45886 for Class I and II stream crossing information on newly constructed NFS road.

Operational and Objective Maintenance Levels

Operational Maintenance Levels indicate the level of road maintenance, either Maintenance Level 2 or 3, during sale-related activities. Objective Maintenance Levels indicate the long-term maintenance plan for the roads as described in the following definitions. Maintenance Levels (MLs) discussed in the Road Management Objectives (RMOs) includes Maintenance Level 1, 2, and 3. The definitions for maintenance levels are from the Forest Service Handbook 7709.58. The purpose of the ML is to define the level of service provided by, and maintenance required for, a specific road or segment.

Maintenance Level 1

Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate." Roads are closed by barrier, bridge removal or organic encroachment and are monitored for resource protection.

Maintenance Level 2

Assigned to roads open for use by high clearance vehicles. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized

uses. Log haul may occur at this level. Appropriate traffic management strategies are either to (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.

**Maintenance
Level 3**

Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car and are subject to the provisions of the Highway Safety Act. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or Users.

AFRPA Status

AFRPA Class: Alaska Forest Resources and Practices Act. Under this Act, all roads will be maintained as "Active" during harvest-related activities. After these activities are completed, the AFRPA classes on the road cards will be implemented. These classes include:

Active

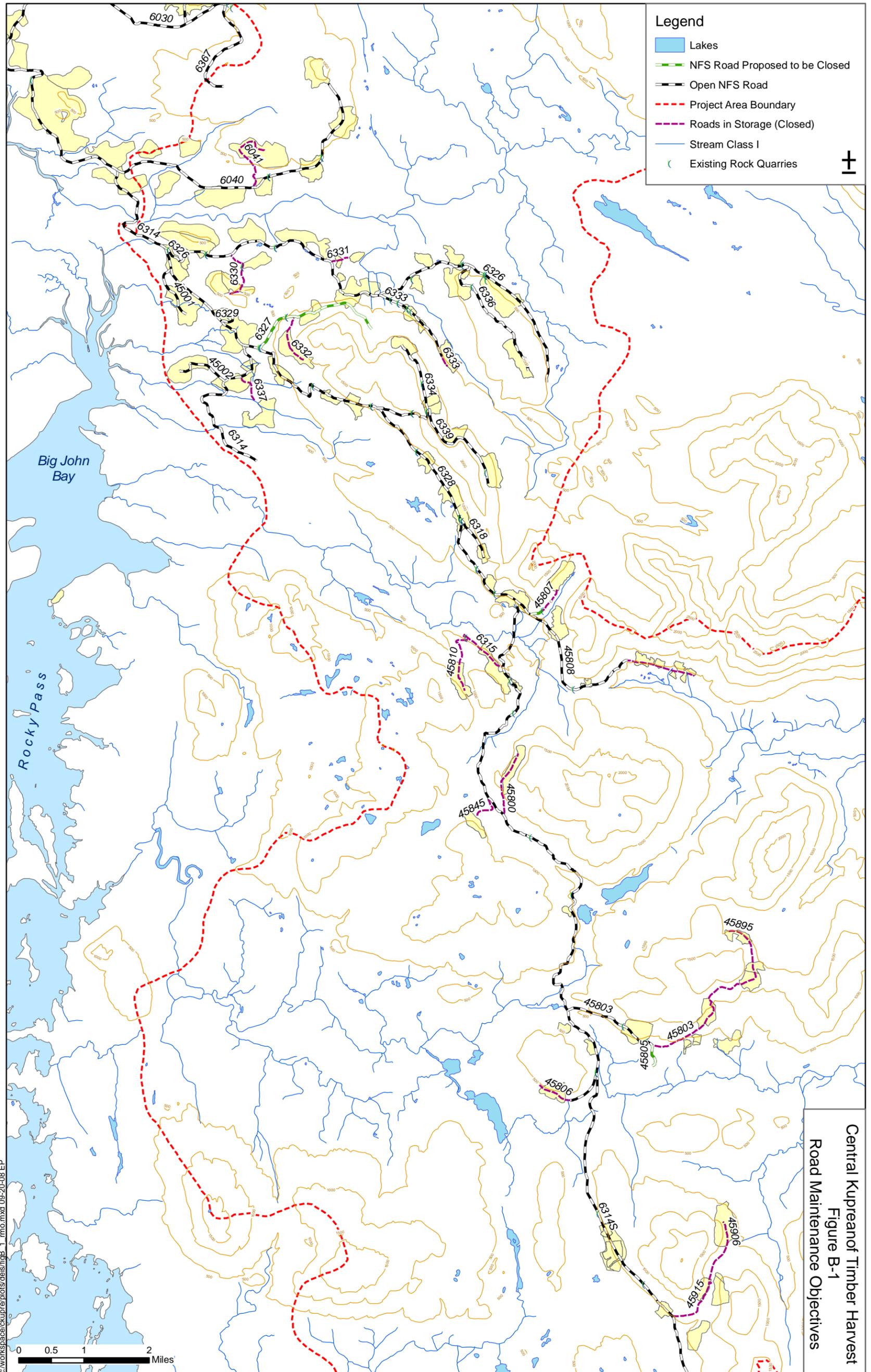
A forest road being actively used for hauling logs, pulpwood, chips, or other major forest products, or rock and other road building materials.

Inactive

A forest road on which commercial hauling is discontinued for one or more logging seasons, and the forest landowner desires continuation of access for fire control, forest management activities, occasional or incidental use for forest products harvesting, or similar activities.

Closed

A road is closed when the following activities have been completed: a road is outsloped or waterbarred, or is left in a condition suitable to control erosion. The ditches are also left in a condition suitable to control erosion, and bridges, culverts, and fills are removed from surface waters.



Legend

- Lakes
- NFS Road Proposed to be Closed
- Open NFS Road
- Project Area Boundary
- Roads in Storage (Closed)
- Stream Class I
- Existing Rock Quarries

Central Kupreanof Timber Harvest
Figure B-1
Road Maintenance Objectives

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