

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6000	Seal Point	MP 6.21 Road 6040		TTF	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	1.032	Existing	PBGD6		

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	16'	20	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for to TTF.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	1.032	2	2

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 20 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Road will remain open to high clearance vehicles.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6328	Jasper High	MP 3.96 Road 6314		Jct 6314 & 6315	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	7.844	Existing	PBGD5		

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	16'	30	Lowboy	Lowboy

#### Intended Purpose/Future Use

Serves as part of mainline road system.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	7.844	3	3

#### Maintenance Narrative

Road will be maintained to facilitate travel passenger car at 30 mph. All culverts, ditches and drainage structures will be serviced and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	All motorized vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Road will remain open to all traffic.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
6333	NICE	MP 4.16 ROAD 6326	SECTION 14
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	1.61	Existing	
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	I	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Road should remain open for the first 1.434 miles.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	1.61	2	1

### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph and all culverts, ditches and drainage structures will be serviced, and road brushed on this portion.

### Operation Criteria

<b>Highway Safety Act:</b>	No	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

### Travel Management Narrative

Maintain as maintenance level 2. Close road when funds are available. Road closure may include any combination of closure devices at the beginning of the road, pulling some or all drainage structures such as culverts, and/or gating. This road will be further evaluated for the most effective and efficient closure method prior to implementation.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

# Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
45800		MP 2.85 Road 6314s	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	1.033	Existing	
			<b>Photo year, roll, photos</b>

## General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Close road until needed in the future.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	1.033	1	1

### Maintenance Narrative

Road should be properly closed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles when open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles	
	<b>Eliminate:</b>	Motorized vehicles	

### Travel Management Narrative

This road is currently in storage. Most drainage structures have been removed to restore natural drainage pattern. They have re-vegetated with alder 4" to 8" in diameter. This road needs reconditioning done prior to use, requiring brushing, clearing of alder and drainage structures replaced.

All reconstructed roads will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
45806		mp 8.813 road 6314S	end of Shamrock unit
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	1.140	Existing	
		<b>Photo year, roll, photos</b>	

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	I	Shot rock	14'	10	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for silvicultural activities.

#### Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
0.00	0.555	2	1
0.555	1.140	1	1

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph for the first 0.55 mile and all culverts, ditches and drainage structures will be serviced, and road brushed on this portion.

#### Operation Criteria

<b>Highway Safety Act:</b>	NO	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles on open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles on closed section	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

#### Travel Management Narrative

Close road properly with other funds. Road closure may include any combination of closure devices at the beginning of the road, pulling some or all drainage structures such as culverts, and/or gating. This road will be further evaluated for the most effective and efficient closure method prior to implementation.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
45808	Screwdriver	MP 6.67 Road 6328	Section 1
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	3.883	Existing	PBGD5
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for silvicultural activities. Road should remain open for the first 2.788 miles.

#### Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
0.00	2.788	2	2
2.788	3.883	1	1

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph for open part and all culverts, ditches and drainage structures will be serviced, and road brushed on this portion. Remainder of road should be properly closed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles on open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles on closed section	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

#### Travel Management Narrative

Part of this road is currently in storage. Most drainage structures have been removed to restore natural drainage pattern. They have re-vegetated with alder 4" to 8" in diameter. This road needs reconditioning done prior to use, requiring brushing, clearing of alder and drainage structures replaced.

All reconstructed roads will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
45915		MP 12.71 Road 6314S	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	1.089	Existing	
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for silvicultural activities.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	1.089	1	1

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

This road is currently in storage. Most drainage structures have been removed to restore natural drainage pattern. They have re-vegetated with alder 4" to 8" in diameter. This road needs reconditioning done prior to use, requiring brushing, clearing of alder and drainage structures replaced.

All reconstructed roads will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access.. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6030	Goose Lake	MP 8.92 Road 6040		Section 8	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	13.288	Existing	PBGD6		

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	16'	30	Lowboy	Lowboy

#### Intended Purpose/Future Use

Serves as part of mainline road system.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	13.288	3	3

#### Maintenance Narrative

Road will be maintained to facilitate travel passenger car at 30 mph. All culverts, ditches and drainage structures will be serviced and road brushed.

#### Operation Criteria

**Highway Safety Act:** Yes      **Jurisdiction:** National Forest ownership

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles
	<b>Accept:</b>	All motorized vehicles
	<b>Discourage:</b>	N/A
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	N/A

#### Travel Management Narrative

Road will remain open to all traffic.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
6314	Jasper High	MP 12.325 Road 6040	Section 20
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	6.767	Existing	PBGD6
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	16'	30	Lowboy	Lowboy

#### Intended Purpose/Future Use

Serves as part of mainline road system to MP 3.96.

#### Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
0.00	3.96	3	3
3.96	4.85	2	2
4.85	6.767	2	decommission

#### Maintenance Narrative

Road will be maintained to facilitate travel passenger car at 30 mph to MP 3.96, high clearance vehicles to 4.85, decommission to end. All culverts, ditches and drainage structures will be serviced and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	All motorized vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Road will remain open to all traffic for first 3.96, to high clearance vehicles to 4.85, decommission to end.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
6326	Marble Knobs	MP 1.93 Road 6314	Section 18
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	8.076	Existing	
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

**Intended Purpose/Future Use**  
Access for silvicultural activities.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	8.076	2	2

### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

### Travel Management Narrative

Road will remain open to high clearance vehicles.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6339	Notch	MP 0.92 Road 6334		Section 25	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	1.71	Existing			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for silvicultural activities.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	1.71	2	2

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Road will remain open to high clearance vehicles.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>
Central Kupreanof EIS		Kake		
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>
45805		MP 1.42 Road 45803		
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>
0.00	0.387	Existing		

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for silvicultural activities.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	0.387	2	1

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Maintain open during project activities close after project complete. Road closure may include any combination of tanktraps at the beginning of the road, pulling some or all drainage structures such as culverts, and/or gating. This road will be further evaluated for the most effective and efficient closure method prior to implementation.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
45810		MP 0.82 Road 6315	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	1.190	Existing	
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Close road until needed in the future.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	1.190	1	1

### Maintenance Narrative

Check if verify if road is properly closed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles when open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles	
	<b>Eliminate:</b>	Motorized vehicles	

### Travel Management Narrative

This road is currently in storage. Most drainage structures have been removed to restore natural drainage pattern. They have re-vegetated with alder 4" to 8" in diameter. This road needs reconditioning done prior to use, requiring brushing, clearing of alder and drainage structures replaced.

All reconstructed roads will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

# Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
45803		MP 6.99 Road 6314S			
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	4.608	Existing			

## General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Road should remain open for the first 1.42 miles.

### Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
0.00	1.42	2	2
1.42	4.608	1	1

### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph for open part and all culverts, ditches and drainage structures will be serviced, and road brushed on this portion. Remainder of road should be properly closed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles on open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles on closed section	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

### Travel Management Narrative

Part of this road is currently in storage. Most drainage structures have been removed to restore natural drainage pattern. They have re-vegetated with alder 4" to 8" in diameter. This road needs reconditioning done prior to use, requiring brushing, clearing of alder and drainage structures replaced.

All reconstructed roads will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access.. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
6040	Kake Road	Kake Portage Jct	Section 27
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	17.138	Existing	PBGD6
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	16'	30	Lowboy	Lowboy

#### Intended Purpose/Future Use

Serves as part of mainline road system to MP 12.33

#### Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
0.00	12.33	3	3
12.33	17.138	2	2

#### Maintenance Narrative

Road will be maintained to facilitate travel passenger car at 30 mph to MP 12.33, high clearance vehicles to end. All culverts, ditches and drainage structures will be serviced and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	All motorized vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Road will remain open to all traffic for first 12.33, to high clearance vehicles to end.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

# Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6314s	Keku Strait	Jnct 6328			
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	14.11	Existing	PBGD6		

## General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	16'	30	Lowboy	Lowboy

### Intended Purpose/Future Use

Serves as part of mainline road system.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	14.11	3	3

### Maintenance Narrative

Road will be maintained to facilitate travel passenger car at 30 mph. All culverts, ditches and drainage structures will be serviced and road brushed.

### Operation Criteria

**Highway Safety Act:** Yes      **Jurisdiction:** National Forest ownership

**Traffic Management Strategies**

- Encourage:** Hikers, bicycles
- Accept:** All motorized vehicles
- Discourage:** N/A
- Prohibit:** N/A
- Eliminate:** N/A

### Travel Management Narrative

Road will remain open to all traffic.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
6327	Grebberg Mountain	MP 0.27 Road 6326	Section 9
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	1.12	Existing	
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Close road until needed in the future.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	1.121	2	1

### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

### Travel Management Narrative

This road will be closed and placed in storage within 10 years of timber sale activities. This closure will remove all culverts on live streams, helping restore natural drainage patterns. Cross drains and ditch relief culverts would be bypassed with deep water bars to minimize the cost of re-using these roads in the future. This road would remain in a self-maintaining state. Intermittent service road during the time of closed to vehicular traffic. 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. Maybe open and suitable for non-motorized uses.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
6330	Marble Knobs South	MP 1.22 Road 6326	Section 8
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	0.88	Existing	PBGD5
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Close road until needed in the future.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	0.880	2	1

### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles when open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles	
	<b>Eliminate:</b>	Motorized vehicles	

### Travel Management Narrative

This road will be closed and placed in storage within 10 years of timber sale activities. This closure will remove all culverts on live streams, helping restore natural drainage patterns. Cross drains and ditch relief culverts would be bypassed with deep water bars to minimize the cost of re-using these roads in the future. This road would remain in a self-maintaining state.

Intermittent service road during the time of closed to vehicular traffic. 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. Maybe open and suitable for non-motorized uses.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6334	Grebberg Ridge	MP 2.92 Road 6328		Section 14	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	2.142	Existing	PBGD5		

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for silvicultural activities.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	2.142	2	2

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Road will remain open to high clearance vehicles.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6336	Crash Ridge	MP 5.76 Road 6326		Section 13	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	2.196	Existing	PBGD5		

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

#### Intended Purpose/Future Use

Access for silvicultural activities.

#### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	2.196	2	2

#### Maintenance Narrative

Road will be maintained to facilitate travel pickup truck at 10 mph. All culverts, ditches and drainage structures will be serviced, and road brushed.

#### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	N/A	

#### Travel Management Narrative

Road will remain open to high clearance vehicles.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>	<b>Land Use Designation</b>
Central Kupreanof EIS		Kake	
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>	<b>End Terminus</b>
45807		MP 0.15 Road 45808	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>
0.00	0.594	Existing	
			<b>Photo year, roll, photos</b>

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Close road until needed in the future.

### Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
0.00	0.2	2	1
0.21	0.594	1	1

### Maintenance Narrative

Verify that road is properly closed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles when open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles	
	<b>Eliminate:</b>	Motorized vehicles	

### Travel Management Narrative

Part of this road is currently in storage. Most drainage structures have been removed to restore natural drainage pattern. They have re-vegetated with alder 4" to 8" in diameter. This road needs reconditioning done prior to use, requiring brushing, clearing of alder and drainage structures replaced.

All reconstructed roads will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6315		MP 7.44 Road 6328			
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	0.849	Existing			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log Truck	Log Truck

### Intended Purpose/Future Use

Access for silvicultural activities. Close road until needed in the future.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
0.00	0.849	1	1

### Maintenance Narrative

Verify that road is properly closed.

### Operation Criteria

<b>Highway Safety Act:</b>	Yes	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles when open section	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	Motorized vehicles	
	<b>Eliminate:</b>	Motorized vehicles	

### Travel Management Narrative

This road is currently in storage. Most drainage structures have been removed to restore natural drainage pattern. They have re-vegetated with alder 4" to 8" in diameter. This road needs reconditioning done prior to use, requiring brushing, clearing of alder and drainage structures replaced.

All reconstructed roads will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access.. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
45810		45810 MP 1.19			
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
1.19	1.49	Planned			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log truck	Log truck

### Intended Purpose/Future Use

Local road used for silvicultural activities, will be opened periodically, closed during times of inactivity.

Bmp	Emp	Operational Maintenance Level (Current Condition)	Maintenance Criteria Objective Maintenance Level (Desired Future Condition)
1.19	2.68	2	1

### Maintenance Narrative

Road will be maintained in "Active" status while road is open during timber haul; post timber haul road will be stored and maintained in "Inactive" status.

**AFR&P Regs. "Active" status:** Keep culverts, catch basins, ditches and ditch blocks functional. Grade as needed to maintain crown and running surface. Control roadside brush to maintain sight distance.

**AFR&P Regs. "Inactive" status:** Road is stored. Remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, and seed and fertilize disturbed soils. The road will be placed in a self maintaining state.

### Operation Criteria

<b>Highway Safety Act:</b>	No	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

### Travel Management Narrative

All newly constructed NFS road will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Site Specific Design Criteria

### *Road 45810*

**ROAD LOCATION:** The road steadily gains elevation from the beginning point at the existing Road 45810. The first 1400 feet is a steady climb @ 10% to 15% through timber with 20% sideslopes. From 1400 feet to 3500 feet is a steady climb @ 10% to 15% with timber sideslopes of 40 to 60%. At 3500 feet it enters edge of muskeg to 4300 feet. At 4300 feet climb @ 15% along steep side slope of 80 to 110% to gain bench at top. At 5500 feet it crosses stream needing a 60" diameter pipe. Road ends at steep cliffs at 7400 feet.

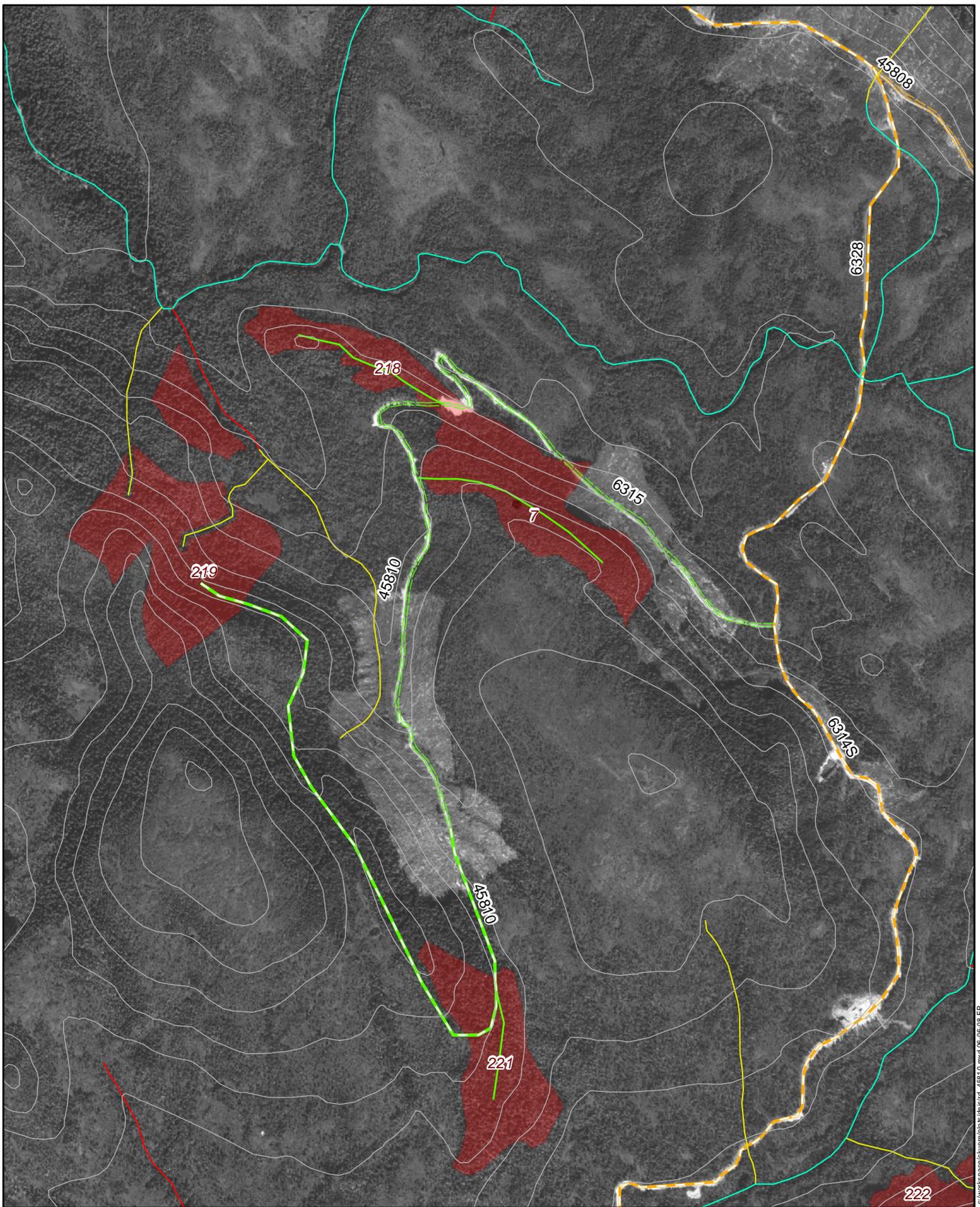
**WETLANDS:** The proposed road crosses about 454 feet of wetland in Alternative 3. The wetland type is muskeg/forested mosaic. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Wetlands were unavoidable on some portions of the location due to safety, engineering design constraints and consideration for other resources. Alternatives to the location on wetlands would mean longer higher cost roads that may have impacted similar areas of wetlands (BMP 14.2). Overlay construction is recommended to minimize disturbance to the wetland and ensure hydraulic connectivity of the roaded wetland with the surrounding areas (BMPs 12.5 and 14.17). This road meets silviculture exemption for 404 permitting through Army Corps of Engineers.

**SOILS:** A slope stability investigation will be completed by a soil specialist prior to implementation in areas where the proposed road crosses side slopes greater than 67%. The on-site investigation will follow Forest Plan protocols.

**EROSION CONTROL:** An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

**ROCK PITS:** Possible rock pit @ station 4+00. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries near potentially unstable sites where ground vibration may induce mass movement (BMP 14.6). Also during these periods, road construction that requires rock supplied from quarries shall be suspended in high risk areas on roads where rock hauling would increase the risk of mass failure (BMP 14.7). Follow BMP 14.18 for development and rehabilitation of rock sources.

**STREAM CROSSINGS:** There are no stream crossings that require site-specific design consideration for volume of flow, fish habitat, or other design complexity.

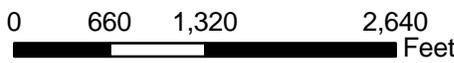


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**Legend**

- Proposed Unit
- Contours 100 ft.
- Road Suitable for Passenger Vehicles (ML3)
- High Clearance Vehicle Road (ML2)
- Basic Custodial Care (Closed Road) (ML1)
- New NFS Designated Road Construction (ML2)
- Reconstructed Road
- New Temporary Road Construction
- Stream Class I
- Stream Class II
- Stream Class III

**Road 45810**



## Road Management Objective

<b>Project</b> Central Kupreanof EIS		<b>System</b> Kake		<b>Land Use Designation</b> 	
<b>Route No</b> 6327	<b>Route Name</b> 		<b>Begin Terminus</b> 6327 MP 1.12	<b>End Terminus</b> 	
<b>Begin MP</b> 1.12	<b>Length</b> 1.07	<b>Status</b> Planned	<b>Map Quarter Quad</b> 	<b>Photo year, roll, photos</b> 	

### General Design Criteria and Elements

<b>Functional Class</b> Local	<b>Service Life</b> LI	<b>Surface</b> Shot rock	<b>Width</b> 14'	<b>Design Speed</b> 10	<b>Critical Vehicle</b> Log truck	<b>Design Vehicle</b> Log truck
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### Intended Purpose/Future Use

Local road used for silvicultural activities, will be opened periodically, closed during times of inactivity.

				<b>Maintenance Criteria</b>	
Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)		
1.12	2.19	2	1		

### Maintenance Narrative

Road will be maintained in "Active" status while road is open during timber haul; post timber haul road will be stored and maintained in "Inactive" status.

**AFR&P Regs. "Active" status:** Keep culverts, catch basins, ditches and ditch blocks functional. Grade as needed to maintain crown and running surface. Control roadside brush to maintain sight distance.

**AFR&P Regs. "Inactive" status:** Road is stored. Remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, and seed and fertilize disturbed soils. The road will be placed in a self maintaining state.

### Operation Criteria

<b>Highway Safety Act:</b>	No	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

### Travel Management Narrative

All newly constructed NFS road will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

# Site Specific Design Criteria

## *Road 6327*

**ROAD LOCATION:** The road begins by traversing a new thinning unit for the first 11+00 feet. The road location rise at about 5% with sideslopes of 10%. From 11+00 feet to 21+00 feet the area is timbered with sideslopes of 10 – 15 %. At 26+00 feet the location enters a 20 year-old clearcut with 20 – 30% sideslopes. A 30 foot deep V- notch is crossed at 36+50 feet a 60 foot bridge may be required. The old clearcut ends at 4050 feet. A 30 foot deep V- notch is crossed at 42+00 feet a 60 foot bridge may be required. The road continues through timber with 5% rise and 10 – 20% sideslopes to the end.

**WETLANDS:** The proposed road does not cross any wetland.

**EROSION CONTROL:** An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

**ROCK PITS:** Possible rock pit @ station 23+00 and 34+00. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries near potentially unstable sites where ground vibration may induce mass movement (BMP 14.6). Also during these periods, road construction that requires rock supplied from quarries shall be suspended in high risk areas on roads where rock hauling would increase the risk of mass failure (BMP 14.7). Follow BMP 14.18 for development and rehabilitation of rock sources.

### **STREAM CROSSINGS:**

- 1) **MP:** 0.55 **AHMU:** III **Channel Type:** HC5 **BF Width:** 6.5ft **Incision:** 14ft **Gradient:** 36%  
**Structure:** 60ft log stringer bridge
- 2) **MP:** 0.62 **AHMU:** III **Channel Type:** HC5 **BF Width:** 13ft **Incision:** 20ft **Gradient:** 33%  
**Structure:** 60ft log stringer bridge
- 3) **MP:** 0.73 **AHMU:** III **Channel Type:** HC5 **BF Width:** 6.5ft **Incision:** 14ft **Gradient:** 26%  
**Structure:** 30ft log stringer bridge
- 4) **MP:** 0.96 **AHMU:** III **Channel Type:** HC6 **BF Width:** 6ft **Incision:** 20ft **Gradient:** 20%  
**Structure:** 40ft log stringer bridge

These stream crossings may require site-specific design consideration for volume of flow, fish habitat, or other design complexity. Follow BMP 14.14 , 14.17 to minimize stream channel disturbances and related sediment production.



## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>		<b>Begin Terminus</b>	<b>End Terminus</b>	
45885			6326 MP 7.04		
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	0.06	Planned			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log truck	Log truck

#### Intended Purpose/Future Use

Local road used for silvicultural activities, will be opened periodically, closed during times of inactivity.

Bmp	Emp	Operational Maintenance Level (Current Condition)	Maintenance Criteria Objective Maintenance Level (Desired Future Condition)
0.00	0.06	2	1

#### Maintenance Narrative

Road will be maintained in "Active" status while road is open during timber haul; post timber haul road will be stored and maintained in "Inactive" status.

**AFR&P Regs. "Active" status:** Keep culverts, catch basins, ditches and ditch blocks functional. Grade as needed to maintain crown and running surface. Control roadside brush to maintain sight distance.

**AFR&P Regs. "Inactive" status:** Road is stored. Remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, and seed and fertilize disturbed soils. The road will be placed in a self maintaining state.

#### Operation Criteria

<b>Highway Safety Act:</b>	No	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

#### Travel Management Narrative

All newly constructed NFS road will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber sale activities and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Site Specific Design Criteria

### *Road 45885*

**ROAD LOCATION:** The road is located on fairly flat ground which slopes down hill at approximately 5% grade through timber.

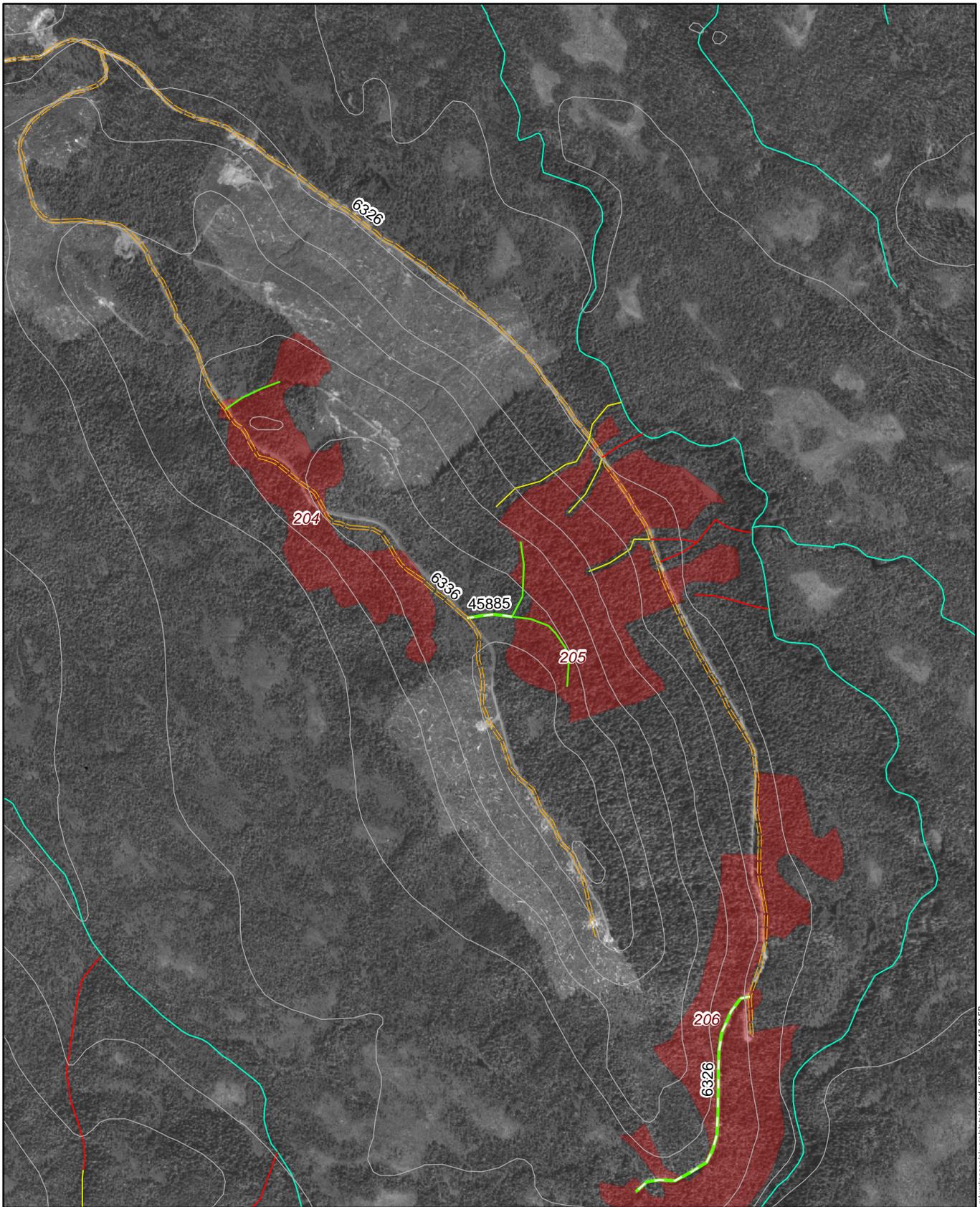
**WETLANDS:** The proposed road does not cross wetland.

**EROSION CONTROL:** An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

**ROCK PITS:** Possible rock pit is located on 6326 at MP 5.63. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries near potentially unstable sites where ground vibration may induce mass movement (BMP 14.6). Also during these periods, road construction that requires rock supplied from quarries shall be suspended in high risk areas on roads where rock hauling would increase the risk of mass failure (BMP 14.7). Follow BMP 14.18 for development and rehabilitation of rock sources.

#### **STREAM CROSSINGS:**

There are no major stream crossings on the section of road.



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**Legend**

- Proposed Unit
- Road Suitable for Passenger Vehicles (ML3)
- High Clearance Vehicle Road (ML2)
- Basic Custodial Care (Closed Road) (ML1)
- New NFS Designated Road Construction (ML2)
- Reconstructed Road
- New Temporary Road Construction
- Contours 100 ft.
- Stream Class I
- Stream Class II
- Stream Class III

**Road 45885**



## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>		<b>Begin Terminus</b>	<b>End Terminus</b>	
45891			6328 MP 2.70		
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	0.60	Planned			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log truck	Log truck

### Intended Purpose/Future Use

Local road used for silvicultural activities, will be opened periodically, closed during times of inactivity.

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Maintenance Criteria Objective Maintenance Level (Desired Future Condition)</b>
0.00	0.60	2	1

### Maintenance Narrative

Road will be maintained in "Active" status while road is open during timber haul; post timber haul road will be stored and maintained in "Inactive" status.

**AFR&P Regs. "Active" status:** Keep culverts, catch basins, ditches and ditch blocks functional. Grade as needed to maintain crown and running surface. Control roadside brush to maintain sight distance.

**AFR&P Regs. "Inactive" status:** Road is stored. Remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, and seed and fertilize disturbed soils. The road will be placed in a self maintaining state.

### Operation Criteria

<b>Highway Safety Act:</b>	No	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

### Travel Management Narrative

All newly constructed NFS road will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Site Specific Design Criteria

### *Road 45891*

**ROAD LOCATION:** The road steadily gains elevation between the beginning point at the existing Road 6328. The first 23+00 feet is a steady climb @ 15% through timber with 50% sideslopes. A 20 foot deep V- notch is crossed at 10+50 feet a 40 foot bridge may be required. At 12+00 a stream is crossed, a 36 inch pipe may be required. At 20+80 feet a stream is crossed, a 36 inch pipe may be required. From 21+00 to end the road continues to climb @ 15% through timber with 70% sideslopes.

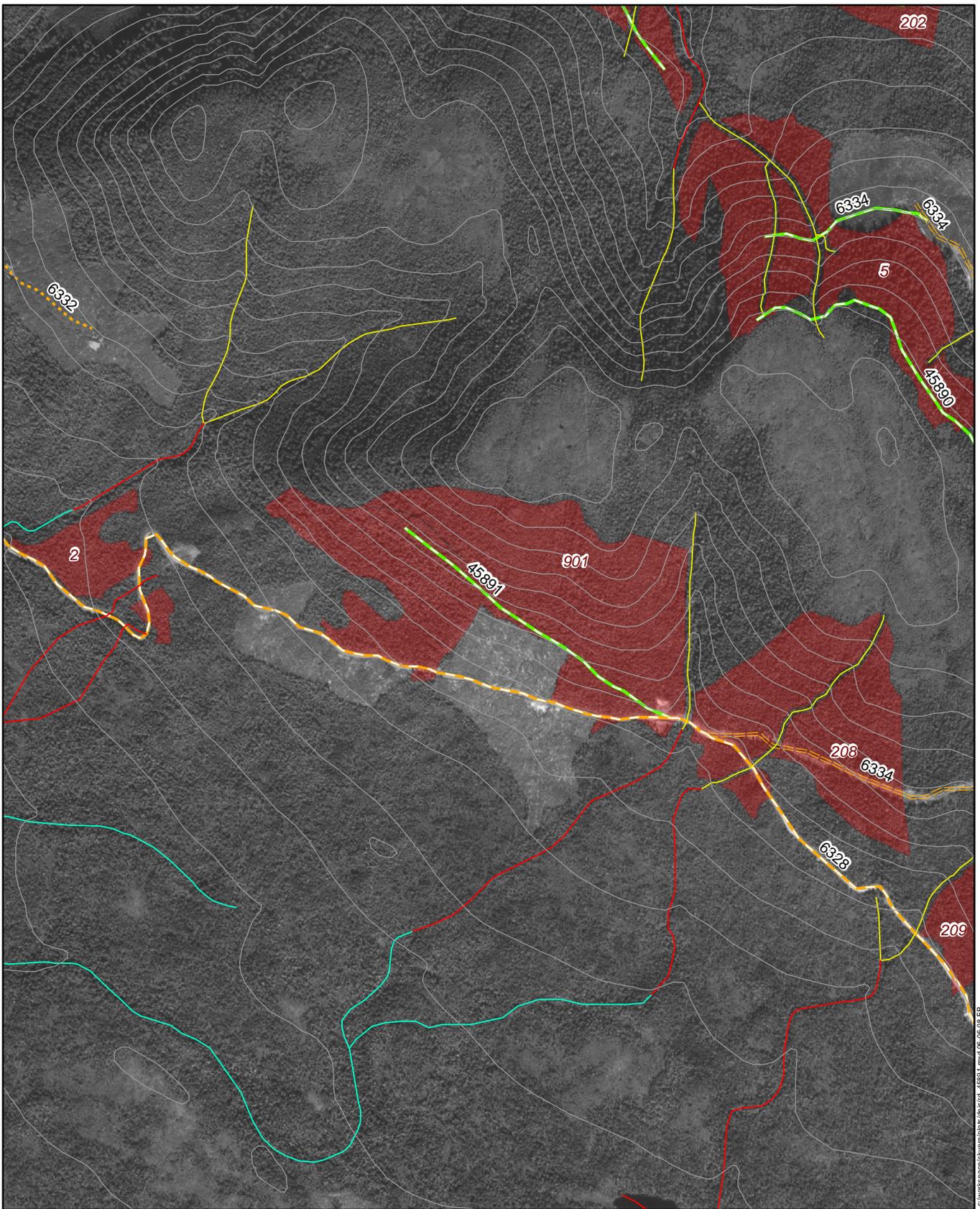
**WETLANDS:** The proposed road does not cross any wetland.

**SOILS:** A slope stability investigation will be completed by a soil specialist prior to implementation in areas where the proposed road crosses side slopes greater than 67%. The on-site investigation will follow Forest Plan protocols.

**EROSION CONTROL:** An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

**ROCK PITS:** Possible rock pit is located at beginning of road at intersection of 6328. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries near potentially unstable sites where ground vibration may induce mass movement (BMP 14.6).

**STREAM CROSSINGS:** There are three Class IV stream crossings at stations 10+50, 12+00, and 20+80 that may require site-specific design consideration for volume of flow, fish habitat, or other design complexity due to stream incision. Follow BMP 14.14, 14.17 to minimize stream channel disturbances and related sediment production.



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**Legend**

- Proposed Unit
- Road Suitable for Passenger Vehicles (ML3)
- High Clearance Vehicle Road (ML2)
- Basic Custodial Care (Closed Road) (ML1)
- New NFS Designated Road Construction (ML2)
- Reconstructed Road
- New Temporary Road Construction
- Contours 100 ft.
- Stream Class I
- Stream Class II
- Stream Class III

**Road 45891**



## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>		<b>Begin Terminus</b>	<b>End Terminus</b>	
6339			6339 MP 1.71		
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
1.71	0.70	Planned			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log truck	Log truck

### Intended Purpose/Future Use

Local road used for silvicultural activities, will be opened periodically, closed during times of inactivity.

### Maintenance Criteria

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>
1.71	2.41	2	1

### Maintenance Narrative

Road will be maintained in "Active" status while road is open during timber haul; post timber haul road will be stored and maintained in "Inactive" status.

**AFR&P Regs. "Active" status:** Keep culverts, catch basins, ditches and ditch blocks functional. Grade as needed to maintain crown and running surface. Control roadside brush to maintain sight distance.

**AFR&P Regs. "Inactive" status:** Road is stored. Remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, and seed and fertilize disturbed soils. The road will be placed in a self maintaining state.

### Operation Criteria

<b>Highway Safety Act:</b>	No	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

### Travel Management Narrative

All newly constructed NFS road will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Site Specific Design Criteria

### *Road 6339*

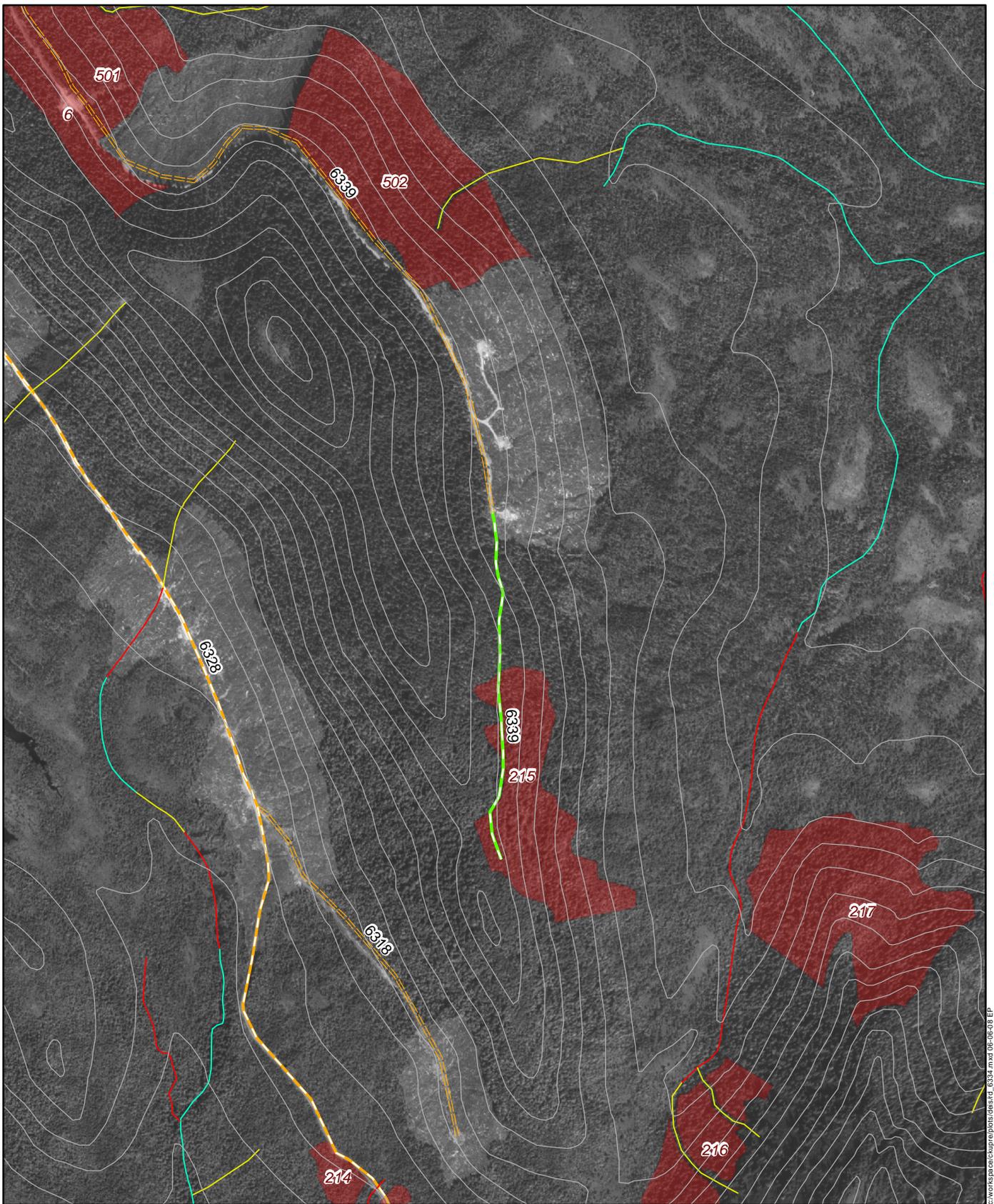
**ROAD LOCATION:** The road steadily gains elevation between the beginning point at the existing Road 6328. The first 13+00 feet is a steady climb @ 10 - 15% through timber with 30 to 50% sideslopes. The remainder of the road location is rolling along the contour with no appreciable gain in elevation with 30 to 50% sideslopes, also going through timber.

**WETLANDS:** The proposed road does not cross any wetland.

**EROSION CONTROL:** An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

**ROCK PITS:** Possible rock pit is located at beginning of road at start of this new section of 6339. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries near potentially unstable sites where ground vibration may induce mass movement (BMP 14.6). Also during these periods, road construction that requires rock supplied from quarries shall be suspended in high risk areas on roads where rock hauling would increase the risk of mass failure (BMP 14.7). Follow BMP 14.18 for development and rehabilitation of rock sources.

**STREAM CROSSINGS:** There are no stream crossings that require site-specific design consideration for volume of flow, fish habitat, or other design complexity.

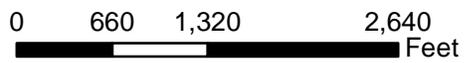


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**Legend**

- |  |   |
|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Proposed Unit  | <span style="display: inline-block; width: 20px; border-bottom: 2px solid green;"></span> New Temporary Road Construction |
| <span style="display: inline-block; width: 20px; border-bottom: 2px dashed orange;"></span> Road Suitable for Passenger Vehicles (ML3) | <span style="display: inline-block; width: 20px; border-bottom: 1px solid gray;"></span> Contours 100 ft.                 |
| <span style="display: inline-block; width: 20px; border-bottom: 2px dashed yellow;"></span> High Clearance Vehicle Road (ML2)          | <span style="display: inline-block; width: 20px; border-bottom: 1px solid cyan;"></span> Stream Class I                   |
| <span style="display: inline-block; width: 20px; border-bottom: 2px dotted orange;"></span> Basic Custodial Care (Closed Road) (ML1)   | <span style="display: inline-block; width: 20px; border-bottom: 1px solid red;"></span> Stream Class II                   |
| <span style="display: inline-block; width: 20px; border-bottom: 2px dashed green;"></span> New NFS Designated Road Construction (ML2)  | <span style="display: inline-block; width: 20px; border-bottom: 1px solid yellow;"></span> Stream Class III               |
| <span style="display: inline-block; width: 20px; border-bottom: 2px dashed gray;"></span> Reconstructed Road                           |   |

**Road 6339**



## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>	<b>Begin Terminus</b>		<b>End Terminus</b>	
6326		6339 MP 8.08		8.46	
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
8.08	0.50	Planned			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log truck	Log truck

### Intended Purpose/Future Use

Local road used for silvicultural activities, will be opened periodically, closed during times of inactivity.

### Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
8.08	8.58	2	1

### Maintenance Narrative

Road will be maintained in "Active" status while road is open during timber haul; post timber haul road will be stored and maintained in "Inactive" status.

**AFR&P Regs. "Active" status:** Keep culverts, catch basins, ditches and ditch blocks functional. Grade as needed to maintain crown and running surface. Control roadside brush to maintain sight distance.

**AFR&P Regs. "Inactive" status:** Road is stored. Remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, and seed and fertilize disturbed soils. The road will be placed in a self maintaining state.

### Operation Criteria

**Highway Safety Act:** No      **Jurisdiction:** National Forest ownership

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles
	<b>Accept:</b>	High clearance vehicles
	<b>Discourage:</b>	N/A
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	Motorized vehicles on closed section

### Travel Management Narrative

Road 6326 was part of the North Irish Timber Sale NEPA document. The 0.5 portion proposed for new NFS construction in the Central Kupreanof project area was built as a temporary road in North Irish and therefore does not show up on the USFS GIS roads layer. The adjacent unit was not harvested in North Irish and the section of temporary road was coded as decommissioned.

All newly constructed NFS road will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including fire wood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Site Specific Design Criteria

### *Road 6326*

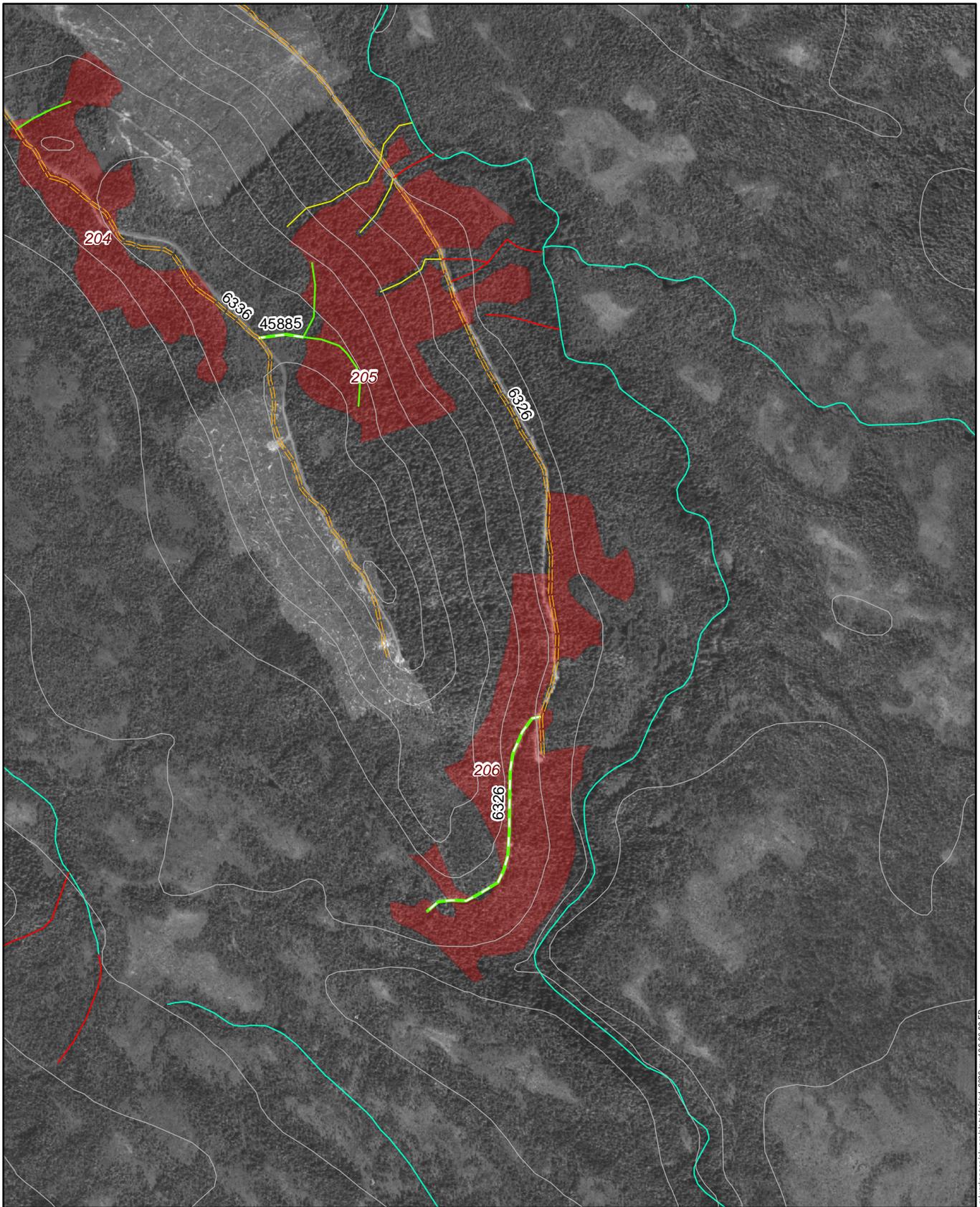
**ROAD LOCATION:** The road location is rolling along the contour with no appreciable gain in elevation with 30 to 50% sideslopes, also going through timber.

**WETLANDS:** The proposed road does not cross any wetland.

**EROSION CONTROL:** An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

**ROCK PITS:** Possible rock pit is located at MP 5.60 of existing road 6326. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries near potentially unstable sites where ground vibration may induce mass movement (BMP 14.6). Also during these periods, road construction that requires rock supplied from quarries shall be suspended in high risk areas on roads where rock hauling would increase the risk of mass failure (BMP 14.7). Follow BMP 14.18 for development and rehabilitation of rock sources.

**STREAM CROSSINGS:** There are no stream crossings that require site-specific design consideration for volume of flow, fish habitat, or other design complexity.

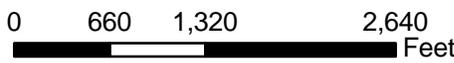


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**Legend**

- Proposed Unit
- Road Suitable for Passenger Vehicles (ML3)
- High Clearance Vehicle Road (ML2)
- Basic Custodial Care (Closed Road) (ML1)
- New NFS Designated Road Construction (ML2)
- Reconstructed Road
- New Temporary Road Construction
- Contours 100 ft.
- Stream Class I
- Stream Class II
- Stream Class III

**Road 6326**



## Road Management Objective

<b>Project</b>		<b>System</b>		<b>Land Use Designation</b>	
Central Kupreanof EIS		Kake			
<b>Route No</b>	<b>Route Name</b>		<b>Begin Terminus</b>	<b>End Terminus</b>	
45890			Intersection 6334 & 6339		
<b>Begin MP</b>	<b>Length</b>	<b>Status</b>	<b>Map Quarter Quad</b>	<b>Photo year, roll, photos</b>	
0.00	1.25	Planned			

### General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
Local	LI	Shot rock	14'	10	Log truck	Log truck

### Intended Purpose/Future Use

Local road used for silvicultural activities, will be opened periodically, closed during times of inactivity.

		<b>Maintenance Criteria</b>	
Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)
0.00	1.25	2	1

### Maintenance Narrative

Road will be maintained in "Active" status while road is open during timber haul; post timber haul road will be stored and maintained in "Inactive" status.

**AFR&P Regs. "Active" status:** Keep culverts, catch basins, ditches and ditch blocks functional. Grade as needed to maintain crown and running surface. Control roadside brush to maintain sight distance.

**AFR&P Regs. "Inactive" status:** Road is stored. Remove or bypass all drainage structures to restore natural drainage patterns, add water bars as needed to control runoff, and seed and fertilize disturbed soils. The road will be placed in a self maintaining state

### Operation Criteria

<b>Highway Safety Act:</b>	No	<b>Jurisdiction:</b>	National Forest ownership
<b>Traffic Management Strategies</b>	<b>Encourage:</b>	Hikers, bicycles	
	<b>Accept:</b>	High clearance vehicles	
	<b>Discourage:</b>	N/A	
	<b>Prohibit:</b>	N/A	
	<b>Eliminate:</b>	Motorized vehicles on closed section	

### Travel Management Narrative

All newly constructed NFS road will be managed as a maintenance level 2 open to motorized vehicle traffic during the life of these timber sale activities. They may remain open from five to ten years after this timber sale for other activities including firewood removal; these roads would be constructed or placed in a self maintaining hydrologic status. This would include the placement of drivable water bars or dips at all drainage culvert locations to direct water across the road in event that the culvert plugs. Other design elements like oversized culverts may be used to help reduce the need for routine drainage maintenance.

These roads would be intermittent service roads (maintenance level one) within ten years of timber harvest and physically blocked or natural vegetation allowed to eliminate motorized access. Drainage structures would remain in place with additional cross drains (water bars and dips), and the road would be considered stored. A review will be conducted at the time of closure for any additional resource concerns.

Approved \_\_\_\_\_  
District Ranger

\_\_\_\_\_  
Date

## Site Specific Design Criteria

### *Road 45890*

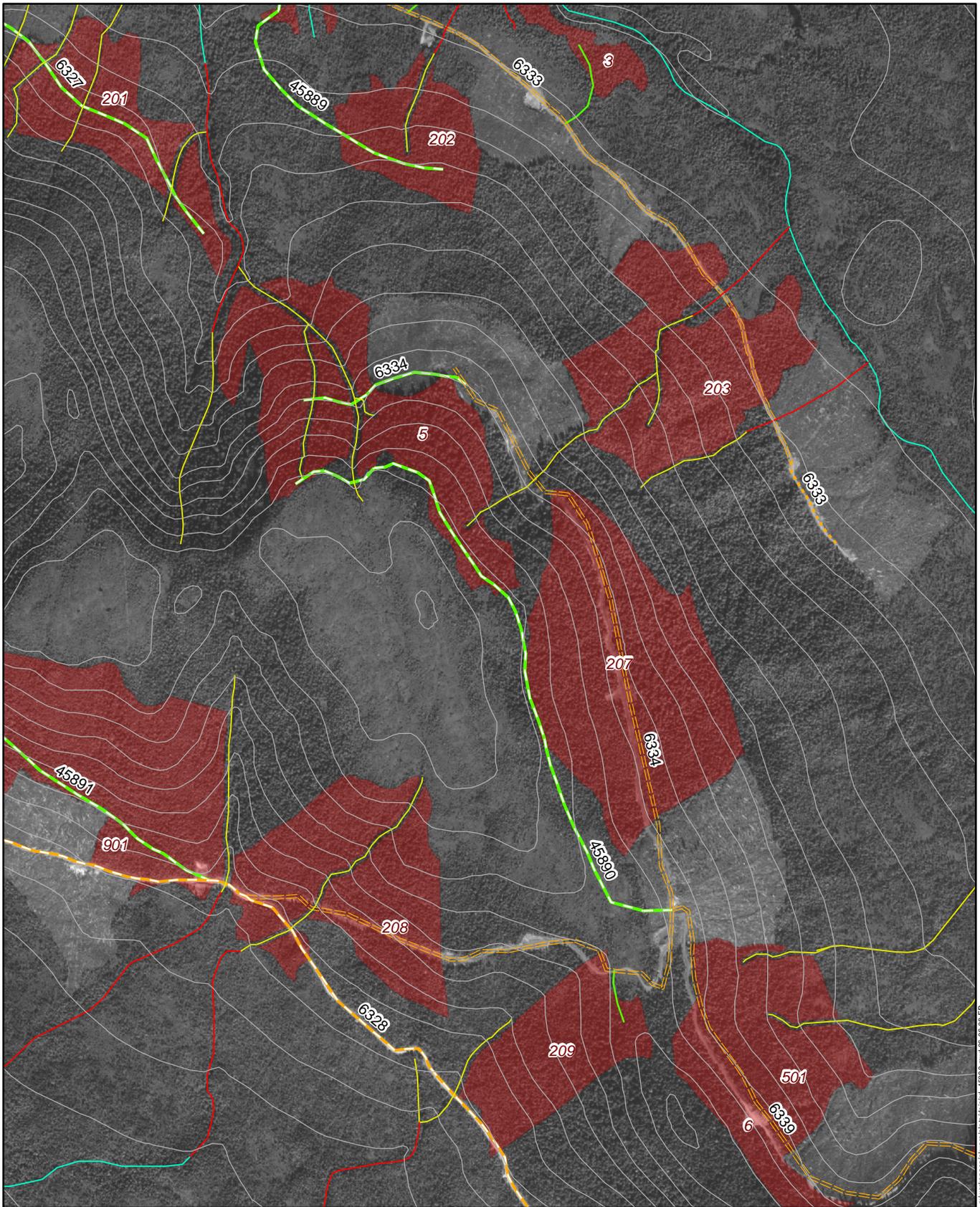
**ROAD LOCATION:** The road steadily gains elevation from the beginning point at the existing Road 6334. The first 20+00 feet is a steady climb @ 10 - 15% through timber with 30 to 50% sideslopes. The remainder of the road location is rolling along the contour with no appreciable gain in elevation with 30 to 50% sideslopes, also going through timber.

**WETLANDS:** The proposed road crosses about 674 feet of wetland in Alternatives 2 and 3. The wetland type is muskeg. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Wetlands were unavoidable on some portions of the location due to safety, engineering design constraints and consideration for other resources. Alternatives to the location on wetlands would mean longer higher cost roads that may have impacted similar areas of wetlands (BMP 14.2). Overlay construction is recommended to minimize disturbance to the wetland and ensure hydraulic connectivity of the roaded wetland with the surrounding areas (BMPs 12.5 and 14.17). This road meets silviculture exemption for 404 permitting through Army Corps of Engineers.

**EROSION CONTROL:** An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

**ROCK PITS:** Possible rock pit is located at 0.4 miles south of road at intersection of 6334. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries near potentially unstable sites where ground vibration may induce mass movement (BMP 14.6). Also during these periods, road construction that requires rock supplied from quarries shall be suspended in high risk areas on roads where rock hauling would increase the risk of mass failure (BMP 14.7). Follow BMP 14.18 for development and rehabilitation of rock sources.

**STREAM CROSSINGS:** There is one Class III stream crossing that may require site-specific design consideration for volume of flow, fish habitat, or other design complexity. Follow 14.14, 14.17 to minimize stream channel disturbances and related sediment production.



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**Legend**

- Proposed Unit
- Road Suitable for Passenger Vehicles (ML3)
- High Clearance Vehicle Road (ML2)
- Basic Custodial Care (Closed Road) (ML1)
- New NFS Designated Road Construction (ML2)
- Reconstructed Road
- New Temporary Road Construction
- Contours 100 ft.
- Stream Class I
- Stream Class II
- Stream Class III

**Road 45890**

