

Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name		Begin Terminus	End Terminus	
45893			MP 5.05 Road 6314S		
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos	
0.00	0.50	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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	0.50	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45893

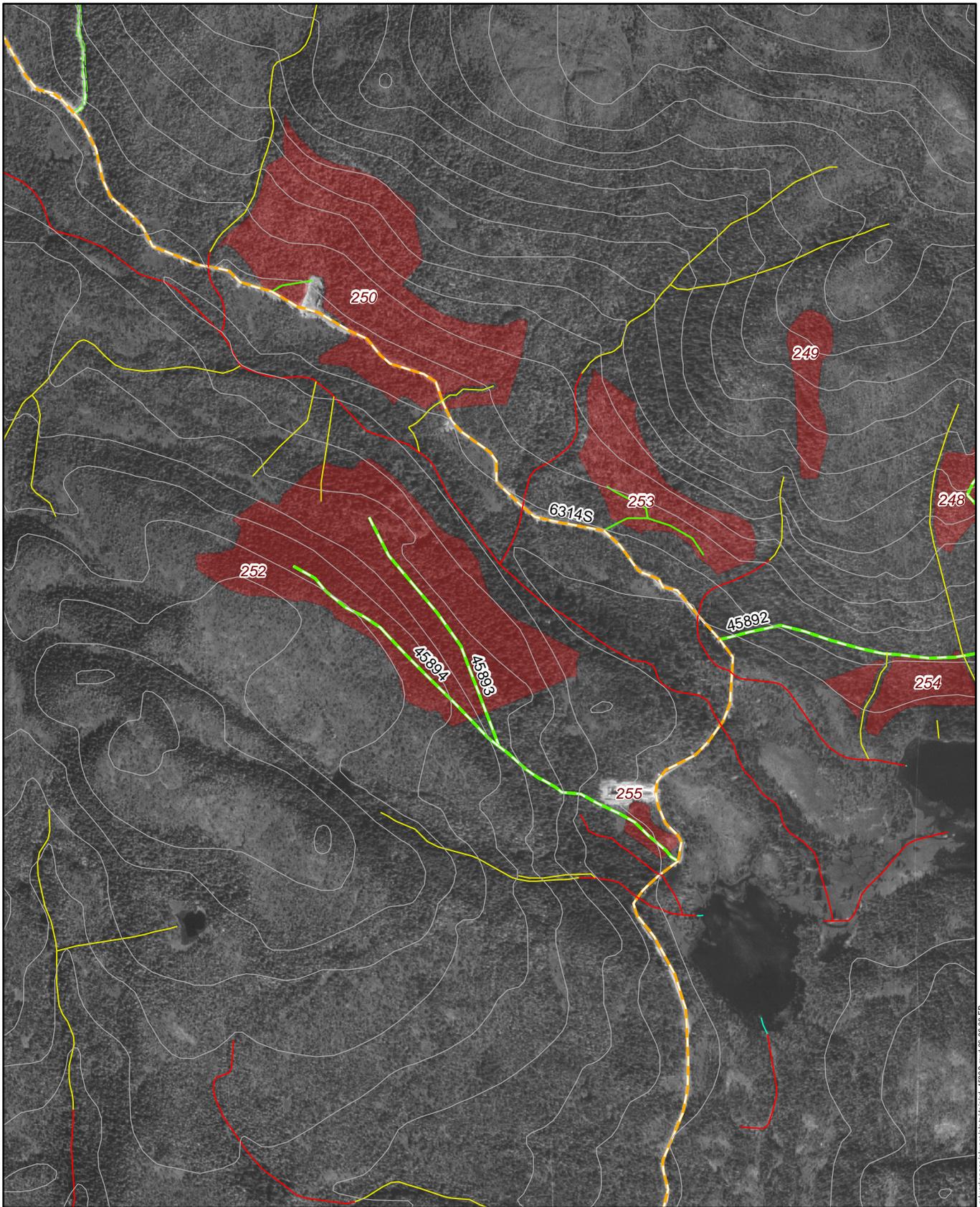
ROAD LOCATION: The road location begins climbing at start @ 10% through timber with 30-50% sideslopes.

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 at MP 4.95 of road 6314S. 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.

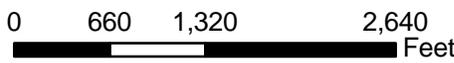


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Legend

- 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 45893



Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name	Begin Terminus		End Terminus	
45894		MP 5.05 Road 6314S			
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos	
0.00	0.90	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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)
0.00	0.90	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45894

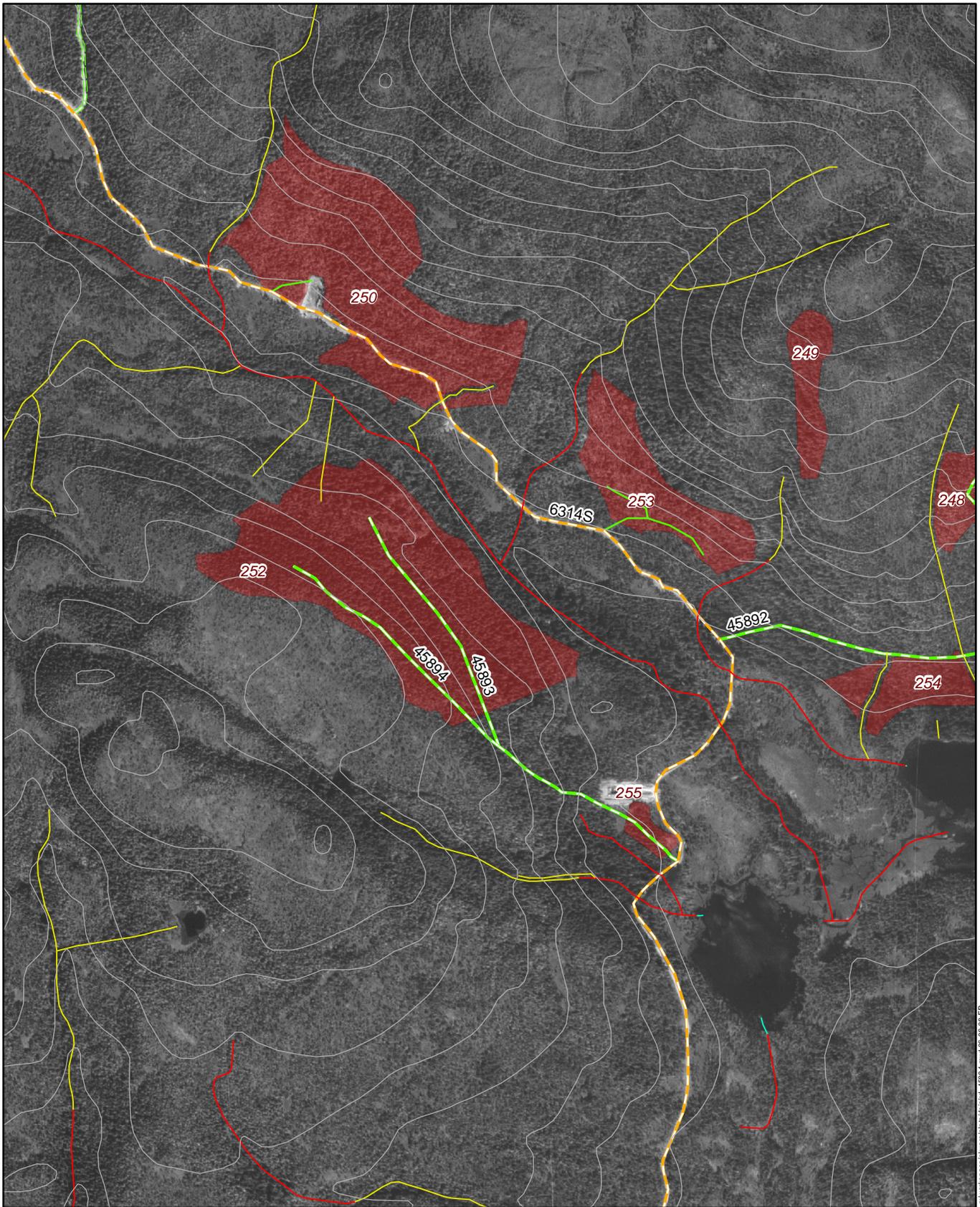
ROAD LOCATION: The road location begins climbing at start @ 10% through timber with 30-50% sideslopes.

WETLANDS: The proposed road crosses about 115 feet of wetland in Alternatives 2 and 3. The wetland is both muskeg/forested mosaic wetland and moss muskeg wetland. 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 MP 4.95 of road 6314S. 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.

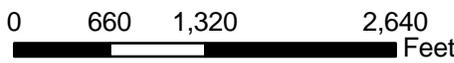


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Legend

- 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 45894



Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name		Begin Terminus	End Terminus	
45895			MP 4.608 Road 45803		
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos	
0.00	1.22	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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)
0.00	1.22	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45895

ROAD LOCATION: The road location starts in 10 year old clear cut and follows contour to end of clearcut @ 4+00 and enters timber. @ 5+00 cross streams that needs a 50' bridge. Road progress through timber @ 10-15% grade with 30% sideslopes to 24+00 and enter muskeg area for several hundred feet. Road location continues to climb @ 10% through timber with 30% sideslopes to reach muskeg area @ 48+00 for several hundred feet. The road then continues through timber to end.

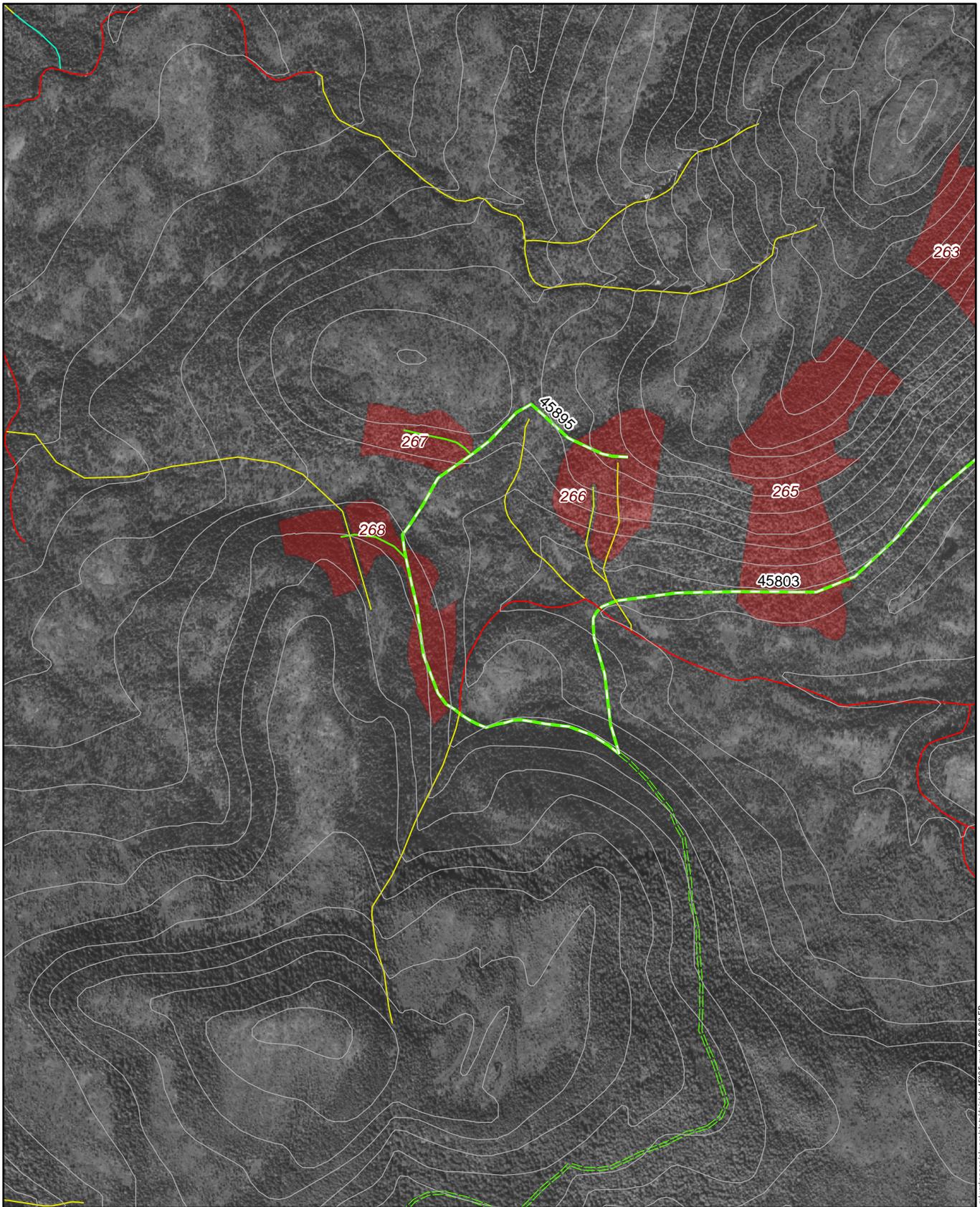
WETLANDS: The proposed road crosses about 605 feet of wetland in Alternative 3. The wetland is both muskeg/forested mosaic wetland and forested wetland. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Wetlands were unavoidable on some portions 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: Road location moved to avoid MMI-4 soils.

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 18+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 is one Class III stream at MP 0.31 that will require a 50ft log stringer bridge and 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.

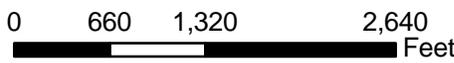


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Legend

- 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)
- Stream Class I
- Stream Class II
- Stream Class III
- Reconstructed Road
- New Temporary Road Construction

Road 45895



Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name		Begin Terminus	End Terminus	
45896			MP 1.60 Road 45803		
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos	
0.00	1.71	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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)
0.00	1.71	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45896

ROAD LOCATION: The road location gains elevation @ a 10% through timber to 50+00 then it is rolling along the contour with no appreciable gain in elevation with 20% sideslopes, area is timbered.

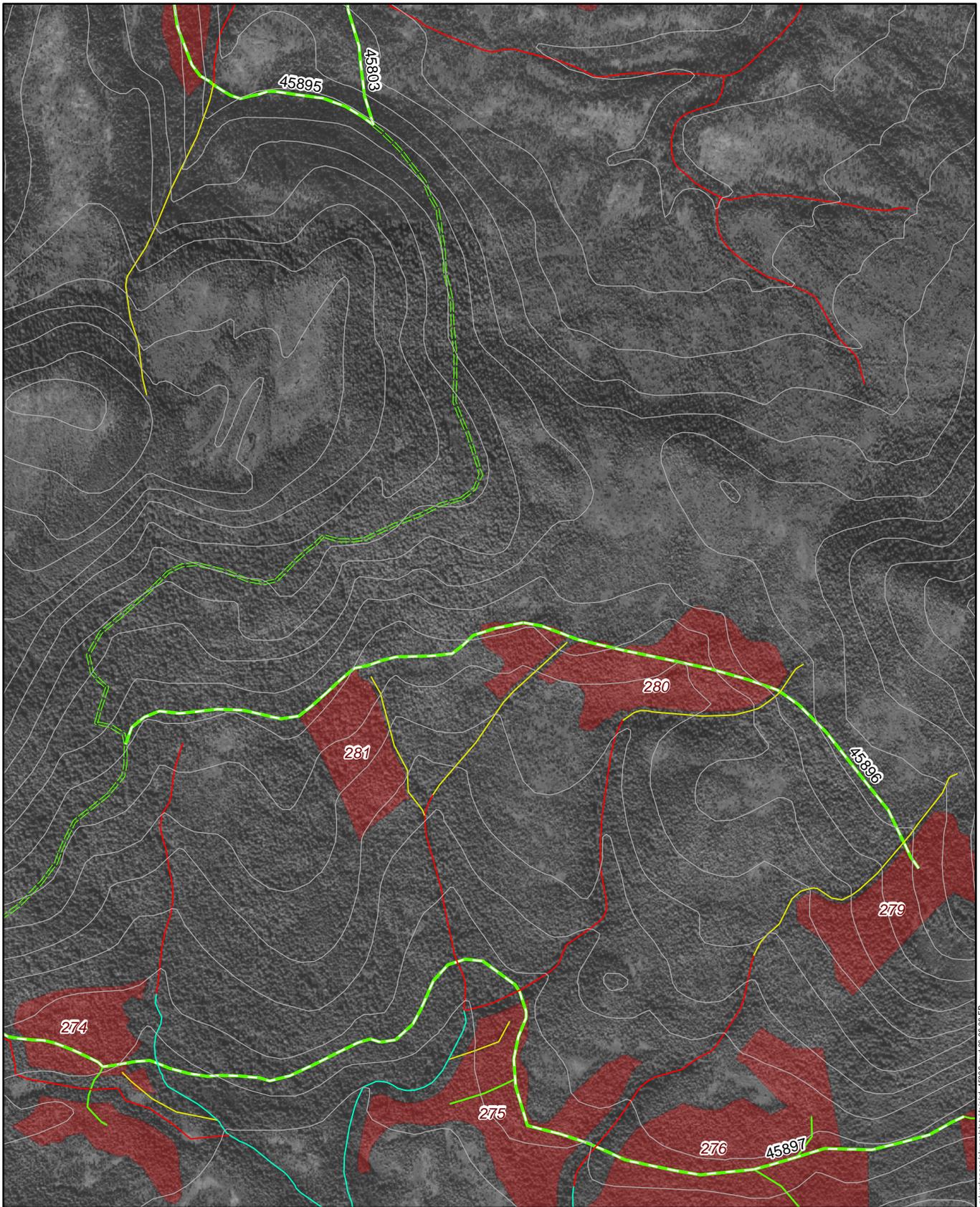
WETLANDS: The proposed road crosses about 496 feet of wetland in Alternative 3. The wetland type is muskeg/forested mosaic. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Wetlands were unavoidable on some portions of the location due to safety, 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: Road location modified to avoid MMI-4 soils (BMP 14.2).

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 1.30 of road 45803. 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 two Class III streams at MP: 1.30 and 1.65 that 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.

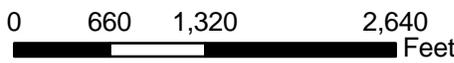


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Legend

- 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 45896



Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name		Begin Terminus	End Terminus	
45897			MP 0.44 Road 45803		
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos	
0.00	2.60	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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)
0.00	2.60	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

Highway Safety Act:	No	Jurisdiction:	National Forest ownership
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45897

ROAD LOCATION: The road location is rolling along the contour with no appreciable gain in elevation with 20% sideslopes, area is timbered.

WETLANDS: The proposed road crosses about 350 feet of wetland in Alternative 3. The wetland is muskeg/forested mosaic wetland and forested wetland. 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: Proposed road between units 275 and 276 was relocated to a stable section of the v-notch at approximately 300 feet elevation where the sideslopes are less than 65 percent (BMP 14.2)

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 0.91 of road 45803. 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: Stream crossing data was not field verified along segments of this road located between units. The most recent GIS stream layer and aerial photo interpretation was used to determine stream class along these segments. These segments will be field verified during layout should this alternative be chosen, and the State of Alaska will conduct Title 16 review of all proposed fish crossings prior to implementation.

1) Mile: 0.19 **AHMU:** III **Channel Type:** HC6 **Structure:** log stringer bridge

2) MP: 0.79 **AHMU:** I **Channel Type:** MM1 **Structure:** log stringer bridge

3) MP: 1.44 **AHMU:** II **Channel Type:** HC2 **Structure:** log stringer bridge

4) MP: 1.58 **AHMU:** II **Channel Type:** HC4 **Structure:** log stringer bridge

5) MP: 1.98 **AHMU:** II **Channel Type:** HC3 **Structure:** log stringer bridge

6) MP: 2.83 **AHMU:** II **Channel Type:** AF0 **BF Width:** 3.4ft **Incision:** 2.5ft **Substrate:** **Gradient:** 18% **Structure:** log stringer bridge

. Narrative: Maintain fish migration and avoid diverting surface drainage channels. Apply timing restrictions for Class I streams (BMP 14.6). Follow BMP 14.14, 14.15, 14.17 to minimize stream channel disturbance and related sediment production on all streams.

Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name		Begin Terminus		End Terminus
45898			MP 10.50 Road 6314S		
Begin MP	Length	Status	Map Quarter Quad		Photo year, roll, photos
0.00	0.42	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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)
0.00	0.42	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45898

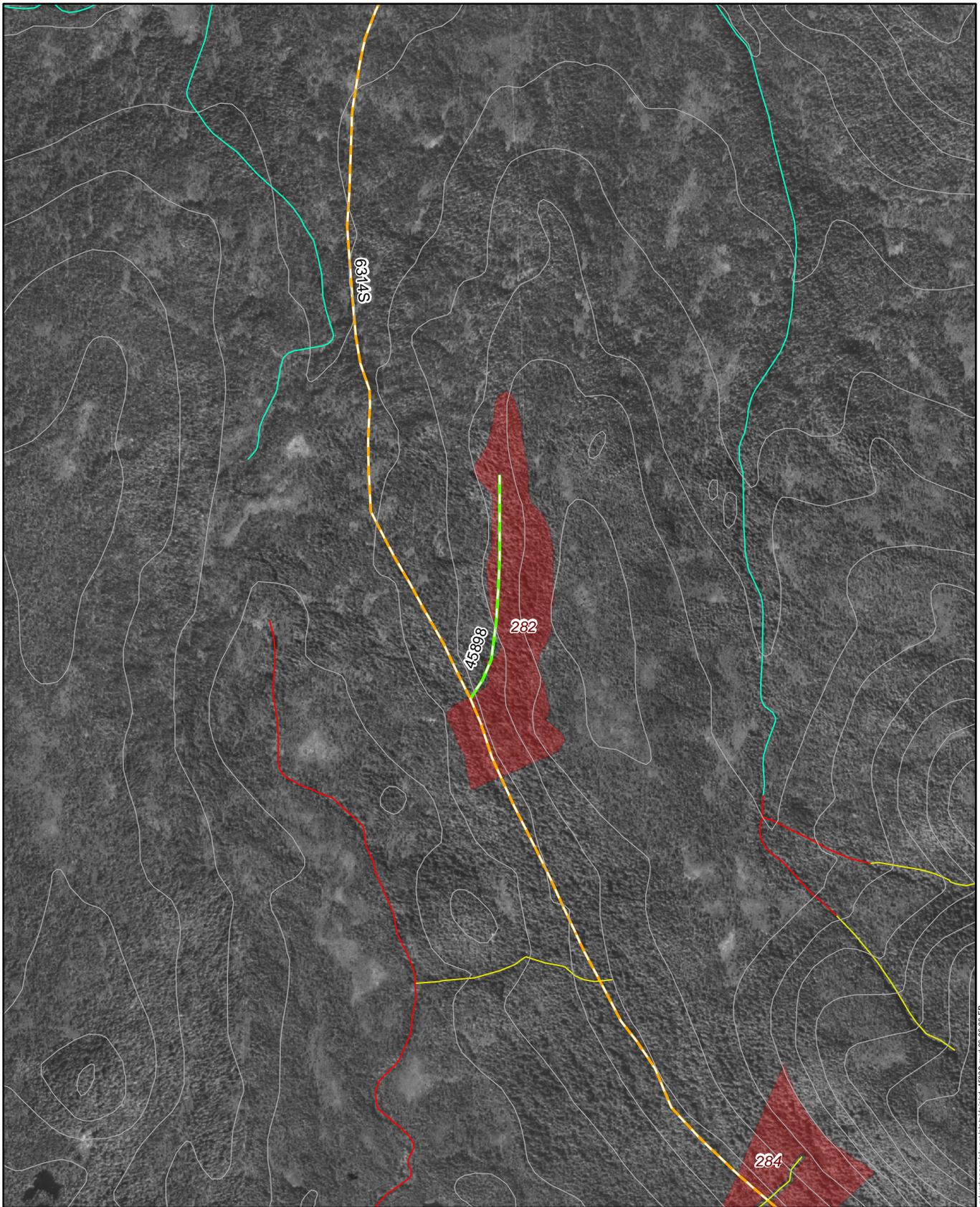
ROAD LOCATION: The road location climbs @ 15% through timber with sideslopes 30-50%.

WETLANDS: The proposed road crosses about 91 feet of wetland in Alternatives 2 and 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.

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 10.05 of road 6314S. 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.

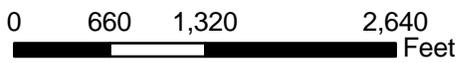


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Legend

- 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 45898



Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name	Begin Terminus		End Terminus	
45899		MP 0.63 Road 45803			
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos	
0.00	0.70	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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)
0.00	0.70	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45899

ROAD LOCATION: The road location climbs @ 15% through timber with sideslopes 30-60%.

WETLANDS: The proposed road crosses about 25 feet of wetland in Alternatives 2 and 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.

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 1.55 of road 45803. 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.

Road Management Objective

Project		System		Land Use Designation	
Central Kupreanof EIS		Kake			
Route No	Route Name		Begin Terminus	End Terminus	
45886			6314 MP 3.15		
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos	
0.00	0.09	Planned			

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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)
0.00	0.09	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45886

ROAD LOCATION: The road is located on fairly flat ground which slopes down hill at approximately 5% grade through timber. Road location will be adjusted to avoid first stream crossing if possible.

WETLANDS: The proposed road does not cross wetland.

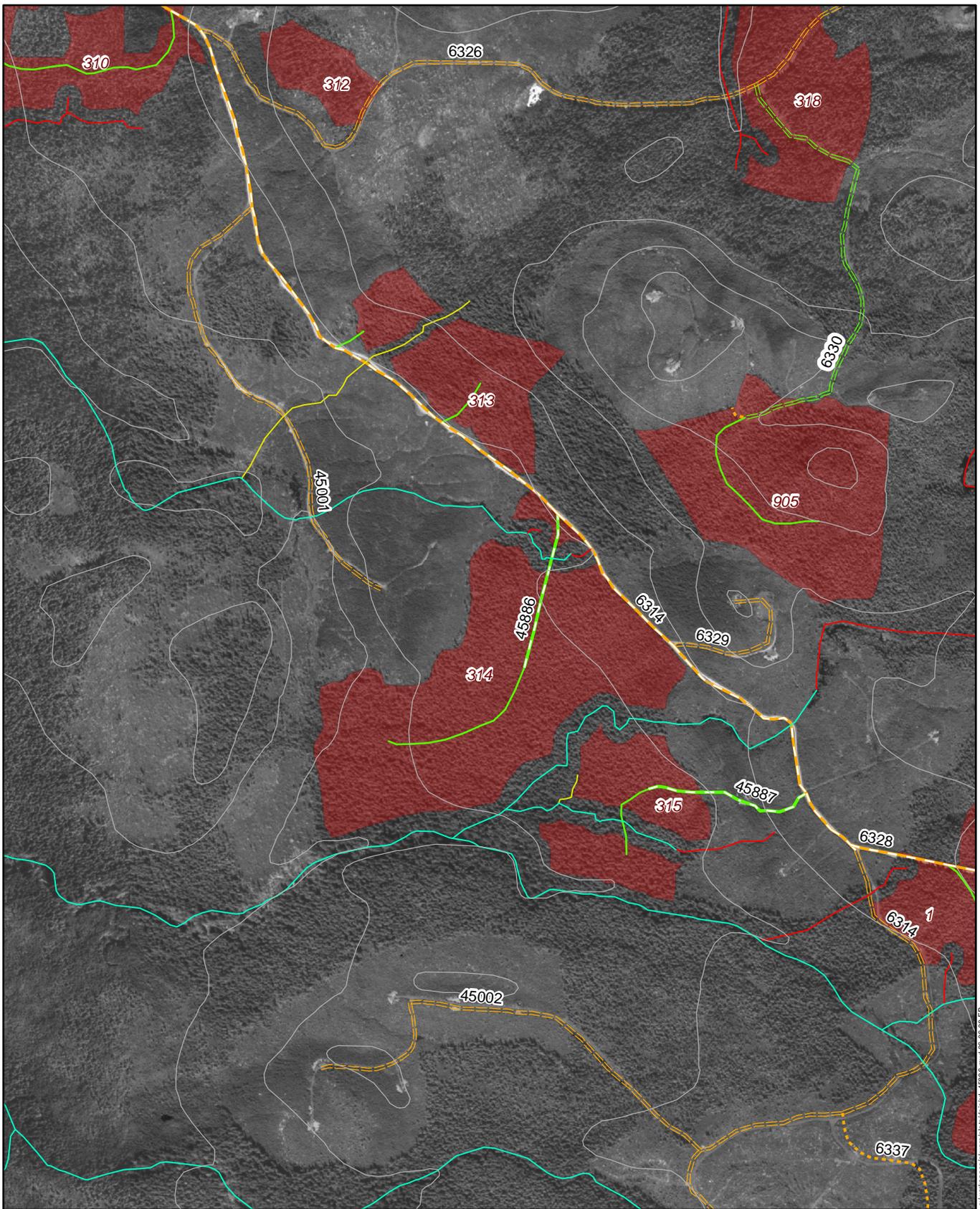
EROSION CONTROL: An erosion control plan for construction and maintenance will be developed by the contractor and approved by the Contracting Officer (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.8)

ROCK PITS: Possible rock pit is located near the beginning of road at intersection of 6314 at MP 3.40. 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: 0.09 AHMU: I Channel Type: MM1 BF Width: 2.9ft Incision: 1.5ft Gradient: 6%
Structure: 30ft log stringer bridge**

Narrative: Maintain fish migration and avoid diverting surface drainage channels. Timing restriction will be determined before implementation. (BMPs 14.6, 14.14, 14.17)

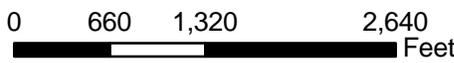


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Legend

- 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 45886



Road Management Objective

Project			System	Land Use Designation
Central Kupreanof EIS			Kake	
Route No	Route Name		Begin Terminus	End Terminus
45887			6314 MP 3.65	
Begin MP	Length	Status	Map Quarter Quad	Photo year, roll, photos
0.00	0.10	Planned		

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
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	0.10	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
Traffic Management Strategies	Encourage:	Hikers, bicycles	
	Accept:	High clearance vehicles	
	Discourage:	N/A	
	Prohibit:	N/A	
	Eliminate:	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 45887

ROAD LOCATION: The start of the road follows an old decommissioned temporary road that is grown over. 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 near the beginning of road at intersection of 6314 at MP 3.40. 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.

