

Appendix H – Best Management Practices

Table G- 1. Best management practices

National Core Best Management Practices (USFS 2012)
Road Management Activities
<p>Road-1. Travel Management Planning and Analysis</p> <p>-Limit roads to the minimum practicable consistent with the purpose of specific operations, local topography, geology, and climate.</p> <ul style="list-style-type: none"> ü Use existing roads when practicable. <p>-Develop or update RMOs for each system road to include design criteria, operation criteria, and maintenance criteria to avoid, minimize, or mitigate adverse effects to soil, water quality, and riparian resources.</p>
<p>Road-2. Road Location and Design</p> <p>-Locate roads on stable geology.</p> <ul style="list-style-type: none"> ü Avoid hydric soils, inner gorges, overly steep slopes, and unstable landforms to the extent practicable. <p>-Locate roads as far from waterbodies as is practicable to achieve access objectives, with a minimum number of crossings and connections between the road and the waterbody.</p> <ul style="list-style-type: none"> ü Avoid sensitive areas such as riparian areas, wetlands, meadows, bogs, and fens, to the extent practicable.
<p>Road-3. Road Construction and Reconstruction</p> <p>-Use suitable construction techniques to create stable fills.</p> <p>-Construct pioneer roads using suitable measures to avoid & minimize adverse effects to soil, water quality, and riparian resources.</p> <ul style="list-style-type: none"> ü Confine construction of pioneer roads to the planned roadway limits. ü Use suitable erosion control measures. ü Avoid deposition of materials outside designated limits.

National Core Best Management Practices (USFS 2012)
<p>Road-4. Road Operations and Maintenance</p> <ul style="list-style-type: none"> -Ensure that drainage features are fully functional on completion of seasonal operations. ü Shape road surfaces to drain as designed. ü Construct or reconstruct drainage control structures as needed. ü Ensure that ditches and culverts are clean and functioning. -Maintain the road surface drainage system to intercept, collect, and remove water from the road surface and surrounding slopes in a manner that reduces concentrated flow in ditches, culverts, and over fill slopes and road surfaces. ü Clean ditches and catch basins only as needed to keep them functioning. ü Do not undercut the toe of the cut slope when cleaning ditches or catch basins. -Grade road surfaces only as necessary to meet the smoothness requirements of the assigned operational maintenance level and to provide adequate surface drainage.
<p>Veg-2. Erosion Prevention and Control</p> <ul style="list-style-type: none"> - Develop an erosion control and sediment plan that covers all disturbed areas including skid trails and roads, landings, cable corridors, temporary road fills, water source sites, borrow sites, or other areas disturbed during mechanical vegetation treatments. -Use suitable species and establishment techniques to cover or revegetate disturbed areas in compliance with local direction and requirements per FSM 2070 and FSM 2080 for vegetation ecology and prevention and control of invasive species.
<p>Road-6. Road Storage and Decommissioning</p> <ul style="list-style-type: none"> -Implement suitable measures to close and physically block the road entrance so that unauthorized motorized vehicles cannot access the road. ü Remove the road from the motor vehicle use map (MVUM) to include the change in the annual forestwide order associated with the MVUM. ü Establish effective ground cover on disturbed sites to avoid or minimize accelerated erosion and soil loss. ü Use suitable measures to ensure that the road surface drainage system will intercept, collect, and remove water from the road surface and surrounding slopes in a manner that reduces concentrated flow in ditches, culverts, and over fill slopes and road surfaces without frequent maintenance.

**National Core Best Management Practices
(USFS 2012)**

Road-10. Equipment Refueling and Servicing

-Plan for suitable equipment refueling and servicing sites during project design.

ü Allow temporary refueling and servicing only at approved locations, located well away from the AMZ, groundwater recharge areas, and waterbodies.

-Develop or use existing fuel and chemical management plans (e.g., Spill Prevention Control and Countermeasures [SPCC], spill response plan, and emergency response plan) when developing the management prescription for refueling and servicing sites.

-Use suitable measures around vehicle service, storage and refueling areas, chemical storage and use areas, and waste dumps to fully contain spills and avoid or minimize soil contamination and seepage to groundwater.

-Prohibit excess chemicals or wastes from being stored or accumulated in the project area.

-Remove service residues, used oil, and other hazardous or undesirable materials from NFS land and properly dispose them as needed during and after completion of the project.

-Clean up and dispose of spilled materials according to specified requirements in the appropriate guiding document.

-Report spills and initiate suitable cleanup action in accordance with applicable State and Federal laws, rules, and regulations.

ü Remove contaminated soil and other material from NFS lands and dispose of this material in a manner consistent with controlling regulations.