

Traffic Management Strategies	Encourage:	N/A
	Accept:	Non-motorized use after road is closed year round.
	Discourage:	N/A
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachele Huddleston-Lorton
District Ranger

June 28, 2013
Date

Site Specific Design Criteria Road 3015230

Route Basics:

The purpose of this road is to provide access to Units 578-77 and 578-87. The proposed road reconstruction has an approximate length of 1.92 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3015200.

Road Location:

Road directly accesses Units 578-77 and 578-87. Grades are favorable to 18%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

No Class I, II, III or IV stream crossings are present along this road segment. Multiple non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information is based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: Recommend road storage as early as possible after harvest activities are completed because of proximity to the Honker Divide Large OGR and importance of this area to wolves.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities. Storage activities typically include culvert

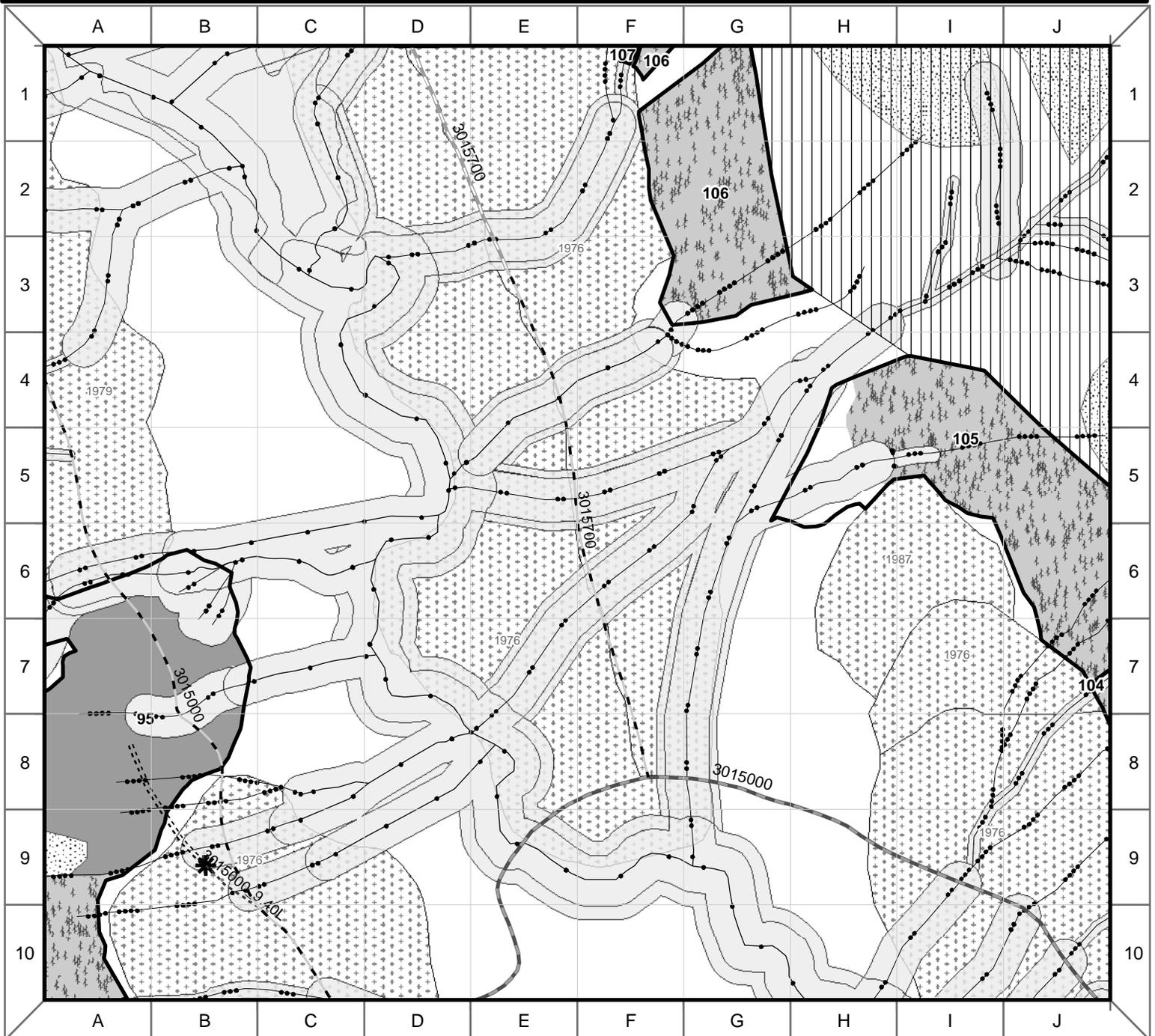
removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: Because of its proximity to the Scenic River corridor and Snakey Lakes, consider storing road, soon after harvest activities are completed.

Heritage Resources: No concerns

Road Number: 3015700

Record of Decision



<ul style="list-style-type: none"> --- Proposed Reconstructed Road Proposed System Road (reopened Decommissioned) Proposed Temporary Road (reopened Decommissioned) --- Proposed System Road Proposed Temporary Road 	<ul style="list-style-type: none"> == State Highway --- National Forest System Road - Open --- National Forest System Road - Stored --- Non-National Forest System Road * Rock Pit 	<p>Old Growth</p> <ul style="list-style-type: none"> Helicopter Shovel or Cable Partial Cut <p>Young Growth</p> <ul style="list-style-type: none"> Systematic Strip Thin Uniform Crown Thin 	<ul style="list-style-type: none"> — Class 1 Stream ••• Class 2 Stream ••• Class 3 Stream ••• Class 4 Stream 	<ul style="list-style-type: none"> Legacy Visual Buffer Deferred (within Original Unit Reconnaissance Area) Original Unit Reconnaissance Area 	<ul style="list-style-type: none"> Past Harvest Riparian Management Area Roadless 2001 Lake
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<u>Project:</u> Big Thorne EIS		<u>System:</u> Prince of Wales Island	<u>Land Use Designation:</u> Timber Production
<u>Route No</u> 3015700	<u>Route Name</u>	<u>Begin Terminus</u> 3015000 MP 8.71	<u>End Terminus</u> 3015700 MP 0.50
<u>Begin MP</u> 0.00	<u>Length</u> 0.50	<u>Status</u> Existing	

General Design Criteria and Elements

<u>Functional Class</u> LOCAL	<u>Service Life</u> IS	<u>Surface</u> Shot Rock	<u>Width</u> 14'	<u>Design Speed</u> 10	<u>Critical Vehicle</u> Low boy	<u>Design Vehicle</u> Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities are completed, the road would be placed in storage and would not be designated for public motor vehicle use. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	0.50	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	N/A
	Accept:	Non-motorized use after road is closed year round.
	Discourage:	N/A
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachele Huddleston-Lorton
District Ranger

 June 28, 2013
Date

**Site Specific Design Criteria
Road 3015700****Route Basics:**

The purpose of this road is to reduce the required helicopter yarding distance for Units 580-106 and 580-107. The proposed road reconstruction has an approximate length of 0.50 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3015000.

Road Location:

Road approaches Units 580-106 and 580-107. Grades are adverse to 8%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

One Class I stream crossing is present at mile post 0.38 (cell E4) and an existing stream crossing structure is already in place. The stream has 225m of available upstream habitat, based on GIS. Two Class II stream crossings are present along this road segment and, at both stream crossings, an existing structure is already in place. The Class II stream crossing locations are as follows: mile post 0.18 (cell F6; available upstream habitat is 302m, based on GIS) and mile post 0.26 (cell E5/F5; available upstream habitat is 302m, based on GIS). Three Class IV streams and multiple non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. All structures that do not meet fish passage standards (red pipes) would be removed during road storage. Instream work related to the crossing, if any, would be carried out under current timing restrictions and concurrence from the State would be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: Recommend road storage as early as possible after harvest operations because of access into the upper North Thorne River watershed and the general unroaded character of the area.

Botany: No concerns

Invasive Species: Orange hawkweed, narrowleaf hawksbeard, and common tansy are known along the first several miles of the NFS road 3015000. Monitoring will be done to ensure that the infestations are not spread as a result of project activities.

Lands/Minerals/Geology/Karst: No concerns

Soil and Water:

Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

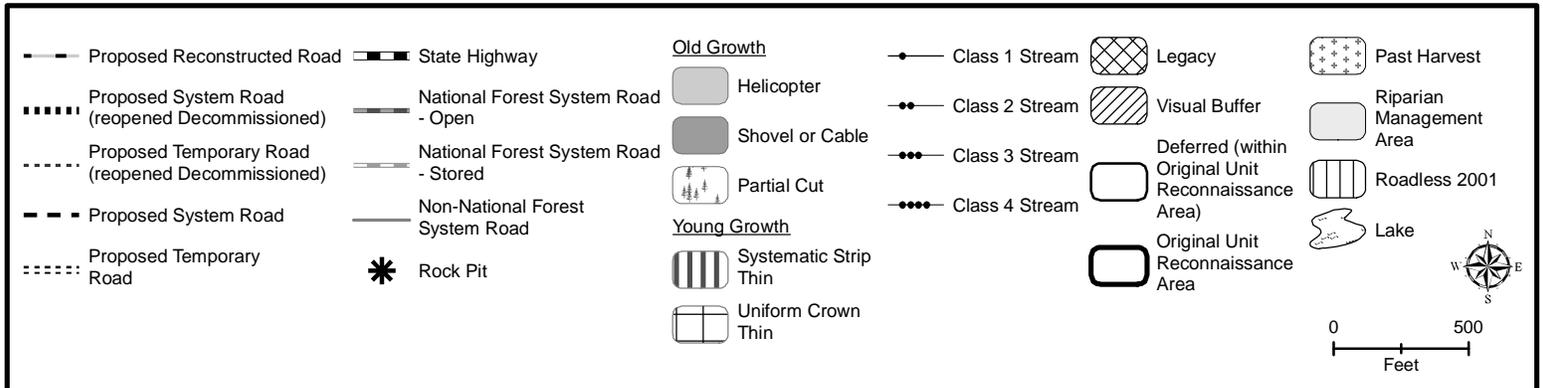
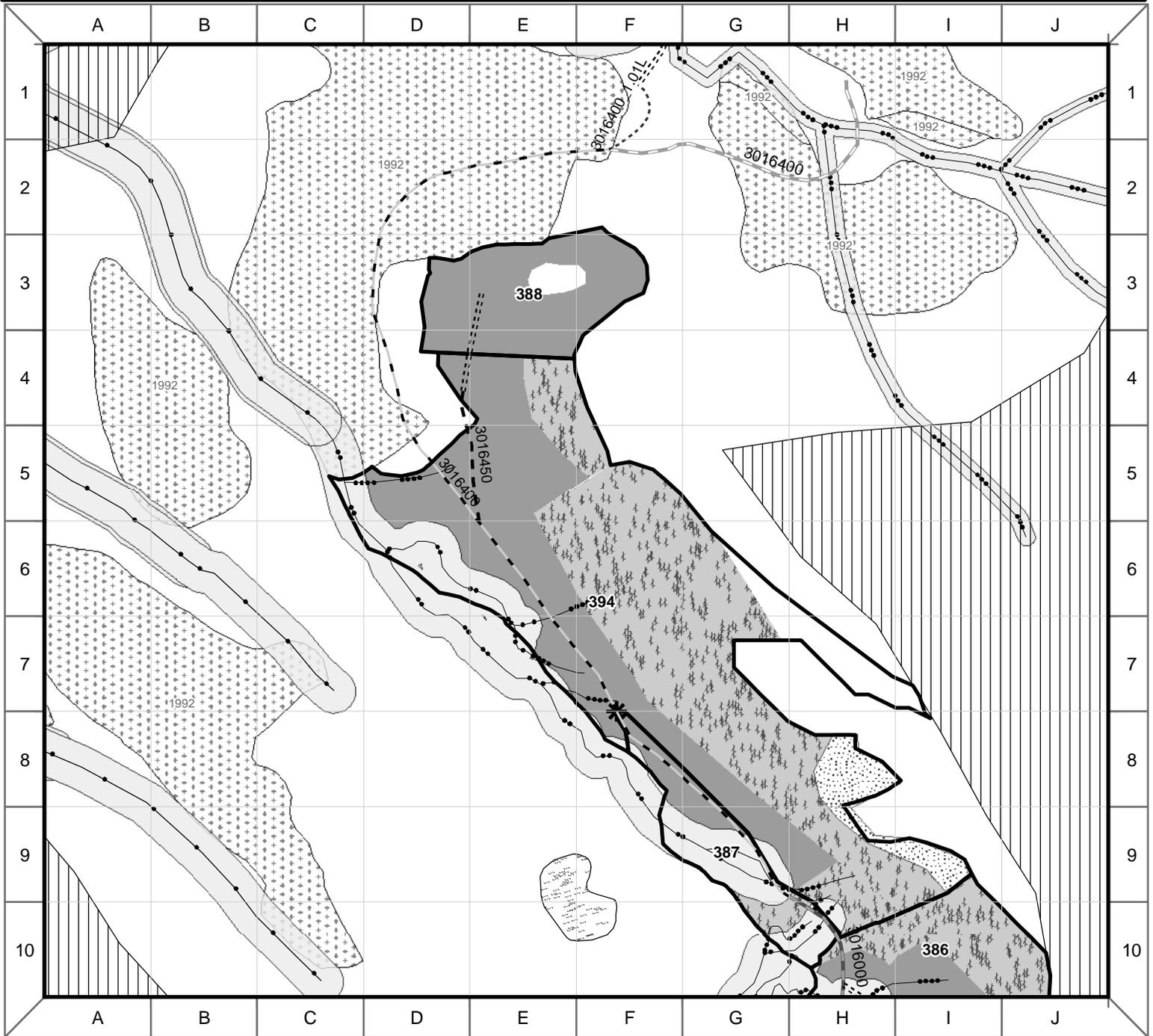
Scenery/Recreation: Recommend road storage as early as possible after harvest operations because of roaded finger that is surrounded by the Thorne roadless area.

Heritage Resources: No concerns

Appendix 2

Road Number: 3016400

Record of Decision



Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape

Route No
3016400

Route Name

Begin Terminus
3016000 MP 5.19

End Terminus
Proposed Temporary Road

Begin MP
0.00

Length
1.00

Status
Existing

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities are completed, the road would be placed in storage and would not be designated for public motor vehicle use. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
0.00	1.00	2	1	Active during haul, Inactive while stored

Maintenance Narrative

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

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act: No

Jurisdiction: USFS National Forest Ownership

Other System NFST – National Forest System Trail

Service Life IS – Intermittent Stored Service

System NFSR – National Forest System Road

Site Specific Design Criteria Road 3016400

Route Basics:

The purpose of this road is to provide access to Units 575-387, 575-392, and 575-394. The proposed road reconstruction has an approximate length of 1.00 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3016000.

Road Location:

Road accesses Units 575-387, 575-392, and 575-394. Grades are favorable to 8%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

No Class I, II or III stream crossings are present along this road segment. Six Class IV stream crossings and multiple non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: Recommend road storage as early as possible after harvest activities are completed because road is an extension of the Honker Road, which is generally kept closed (gated) due to wildlife concerns. It is adjacent to the Honker Divide Large OGR and closure would help minimize human impacts and maintain connectivity for wolves on the edge of large OGR.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

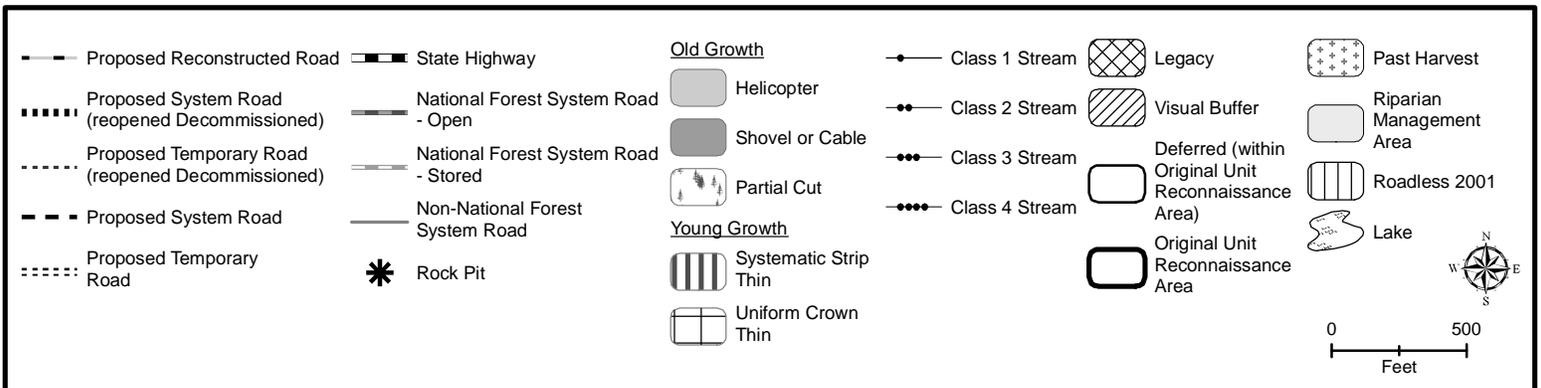
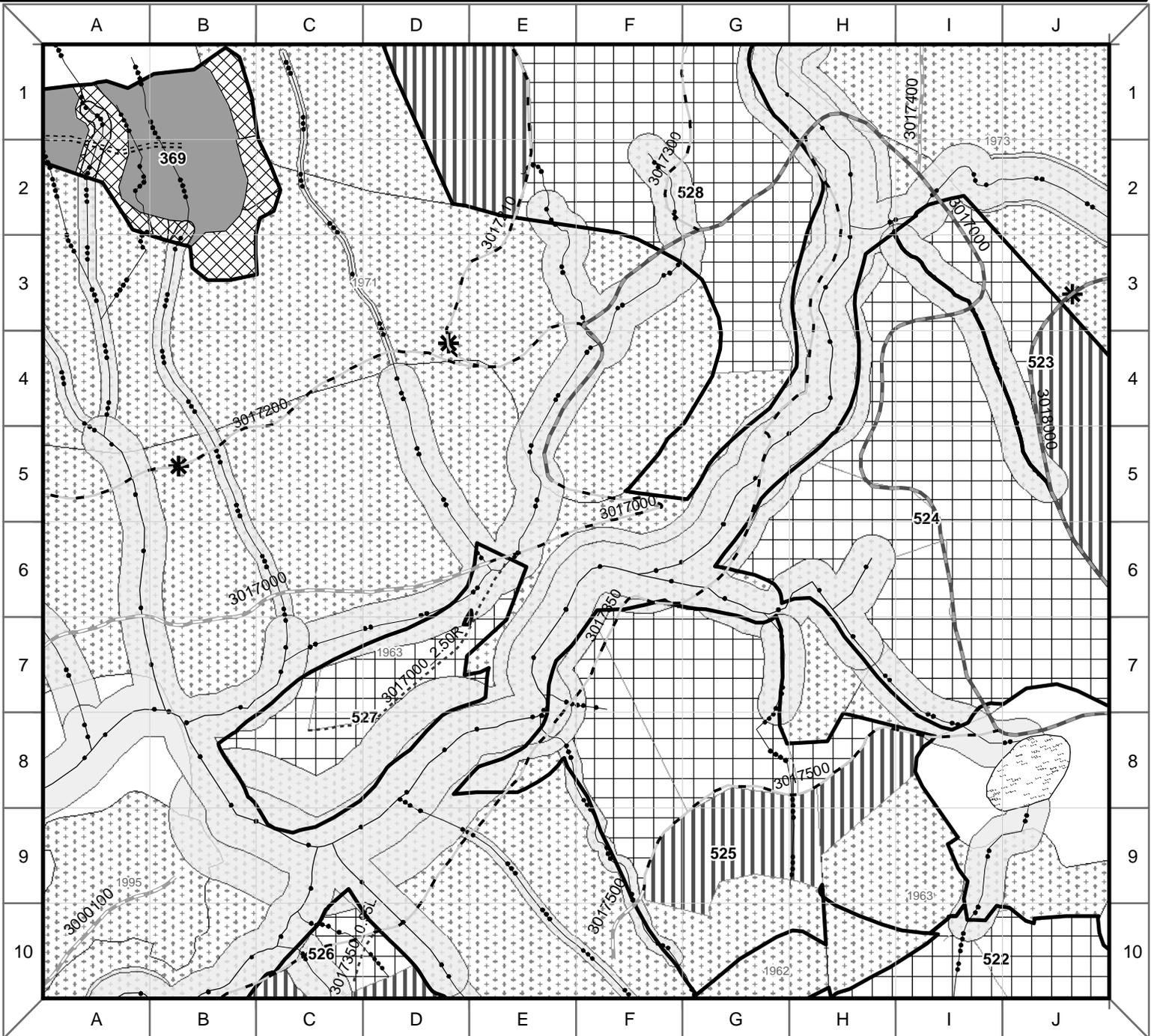
Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Road Number: 3017000

Record of Decision



Project: Big Thorne EIS		System: Prince of Wales Island	Land Use Designation: Modified Landscape
Route No 3017000	Route Name	Begin Terminus 3017000 MP 2.76	End Terminus Unit 579-527
Begin MP 2.59	Length 0.28	Status Existing	

General Design Criteria and Elements

Functional Class LOCAL	Service Life IS	Surface Shot Rock	Width 14'	Design Speed 10	Critical Vehicle Low boy	Design Vehicle Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of the 1 to 5 year period, the road is not designated for public motor vehicle use as a road, and is dual designated as National Forest System Trail and managed as OHV motorized trail. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage with OHV, between periods of operation, closed to highway vehicles.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
2.59	2.87	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

Other system off highway vehicle (ohv) trail: A road or trail that is closed to all highway legal vehicle traffic, has a vegetative clearing width of approximately 6 feet is maintained and the OHV trail is monitored for resource protection. OHV are vehicles designed or retro-fitted primarily for recreational use off road. This classification includes all-terrain vehicles, mini-bikes, amphibious vehicles, off highway motorcycles, motorized trail bikes, and dune buggies, 50 inches or less in width. During the time it is closed it will be managed as a trail.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

**Site Specific Design Criteria
Road 3017000**

Route Basic:

The purpose of this road is to provide access to Unit 579-527. The proposed road reconstruction has an approximate length of 0.28 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3017000.

Road Location:

Road accesses Unit 579-527. Grades are favorable to 6%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

This road segment crosses one Class II streams and occasional non-stream drainages. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 2.59	AHMU Class II	Channel Type PAB	Substrate O-SA
Max. Width 6.1m	Max. Depth	Gradient 1-2%	
Structure Log Culvert/Bridge	Passage Yes	Timing dates 6/15-9/01	

Narrative: This crossing is located in cell E6 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Dolly Varden char presence has been verified. Available upstream habitat is 397m, based on GIS. Instream work related to the crossing will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: Orange hawkweed is known within the first mile of the NFS road 3017000. Monitoring will be completed to ensure that the infestation is not spread as a result of project activities.

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

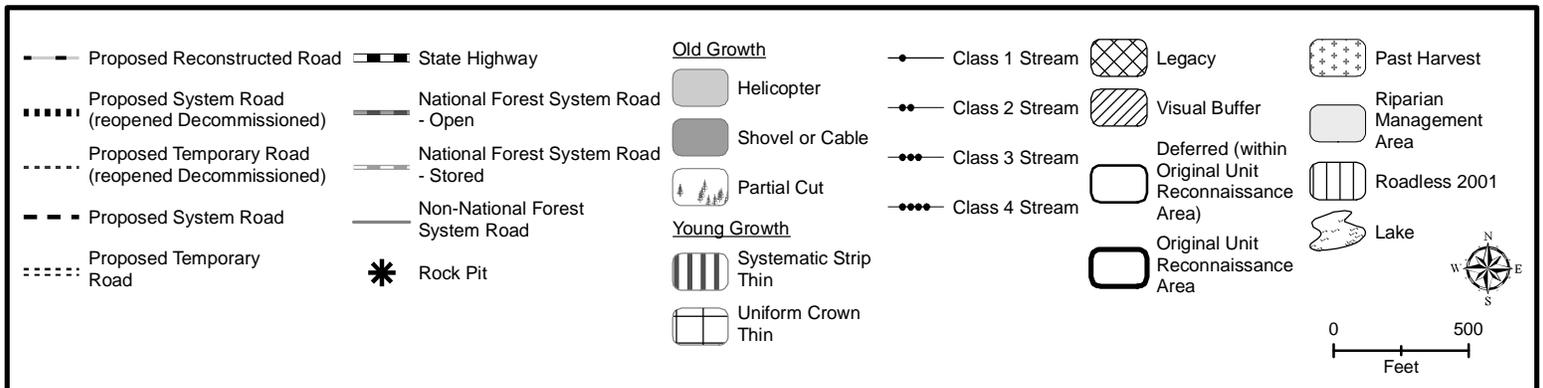
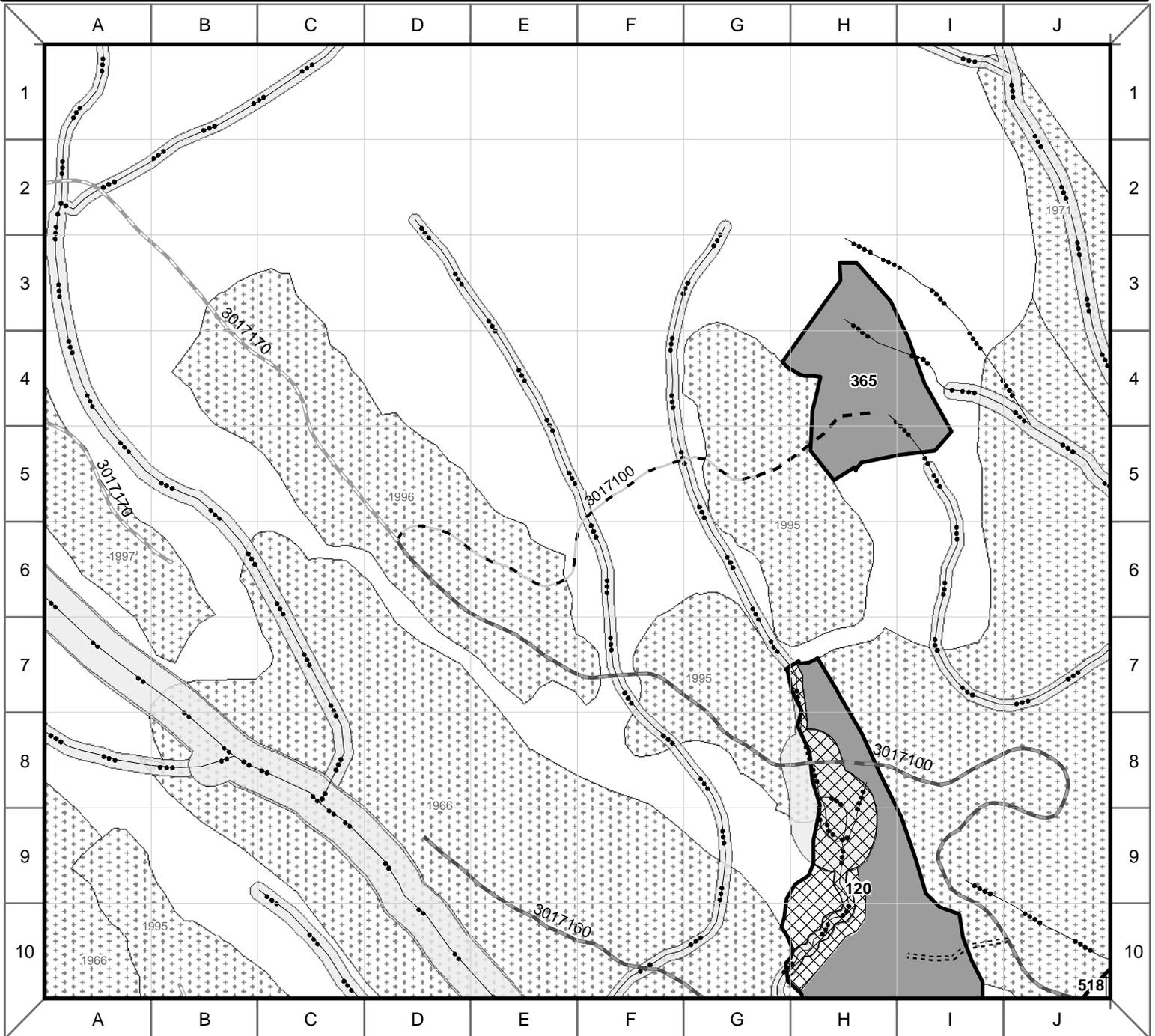
Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3017100

Record of Decision



Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

 June 28, 2013
Date

Site Specific Design Criteria Road 3017100

Route Basic:

The purpose of this road is to provide access to Unit 579-365. The proposed road reconstruction has an approximate length of 0.42 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3017100.

Road Location:

Road accesses Unit 579-365. Grades are favorable to 15%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

Two Class III stream crossings are present along this road segment. Existing structures are already in place at both Class III stream crossings and are listed at the following locations: mile post 3.21 (cell F5) and mile post 3.32 (cell F5). Note: the Class III stream at mile post 3.32 been surveyed, however, the other Class III stream has not been surveyed. Multiple non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns

Botany: No concerns

Invasive Species: Orange hawkweed is known within the first mile of the NFS road 3017100. Monitoring will be completed to ensure that the infestation is not spread as a result of project activities.

Lands/Minerals/Geology/Karst: No concerns

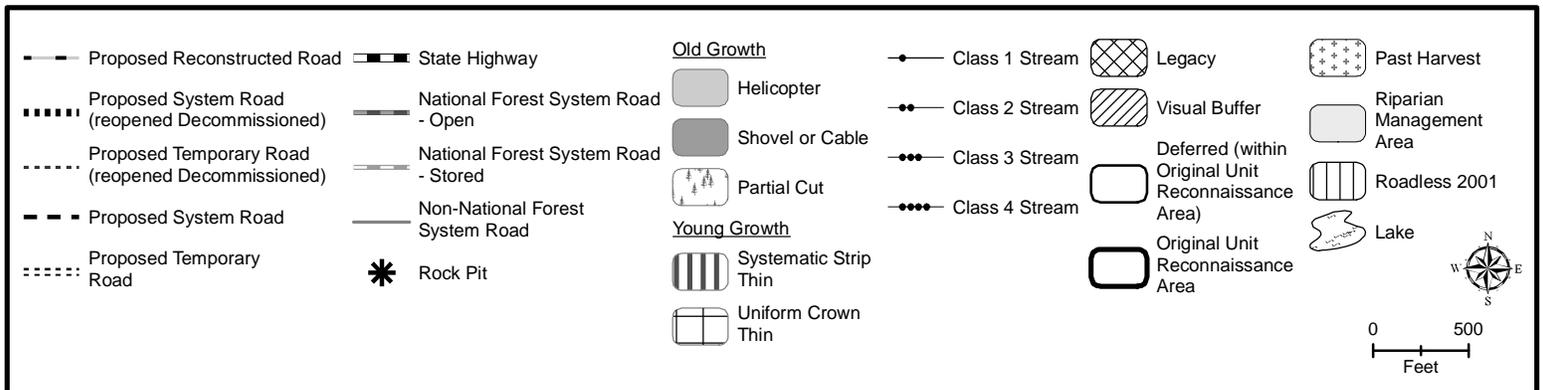
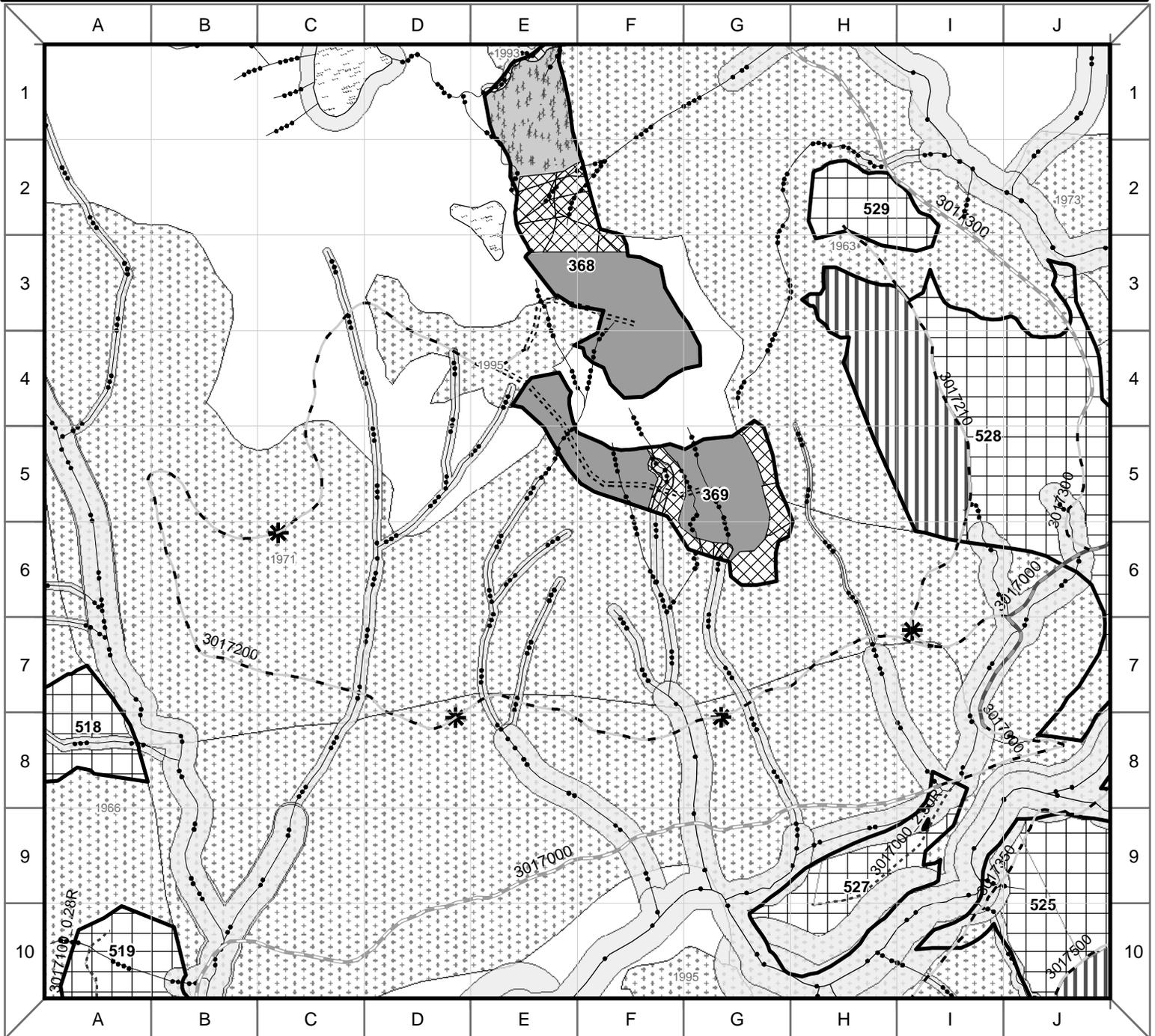
Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Road Number: 3017200

Record of Decision



Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Timber Production
Modified Landscape

Route No 3017200	Route Name	Begin Terminus 3017000 MP 2.92	End Terminus Proposed Temporary Road
Begin MP 0.00	Length 2.24	Status Existing	

General Design Criteria and Elements

Functional Class LOCAL	Service Life IS	Surface Shot Rock	Width 14'	Design Speed 10	Critical Vehicle Low boy	Design Vehicle Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
0.00	2.24	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act: No

Jurisdiction: USFS National Forest Ownership

Other System NFST – National Forest System Trail

Service Life IS – Intermittent Stored Service

System NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

 June 28, 2013
Date

Site Specific Design Criteria
Road 3017200

Route Basics:

The purpose of this road is to provide access to Units 579-368, 579-369, 579-528, and 579-529. The proposed road reconstruction has an approximate length of 2.24 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3017000.

Road Location:

Road accesses Units 579-368, 579-369, 579-528, and 579-529. Grades are favorable to 18%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

One Class II stream crossing is present along this road segment (see below). Six Class III stream crossings are present along this road segment. Existing structures are already in place at all six Class III stream crossings and are listed at the following locations: mile post 0.20 (cell H7), mile post 0.40 (cell G7), mile post 0.71 (cell E7), mile post 0.75 (cell E7), mile post 0.95 (cell C7), and mile post 1.95 (cell C3). Another Class III stream ends at the road at mile post 2.11, therefore it is not a stream crossing. Note: none of the Class III streams along this road segment have been surveyed. Four Class IV streams and multiple non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.47	AHMU Class II	Channel Type HCL	Substrate
Max. Width	Max. Depth	Gradient	
Structure Log Culvert	Passage Yes	Timing dates Needed	

Narrative This crossing is located in cell F7 on the road card map. Available upstream habitat is 78m, based on GIS. This stream reach has not been surveyed. An additional survey will be conducted prior to implementation to determine fish presence and timing restrictions. The structure that will be installed at this crossing will be designed to accomplish fish passage. Instream work related to the crossing, if any, will be carried out under current timing and concurrence from the State will be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

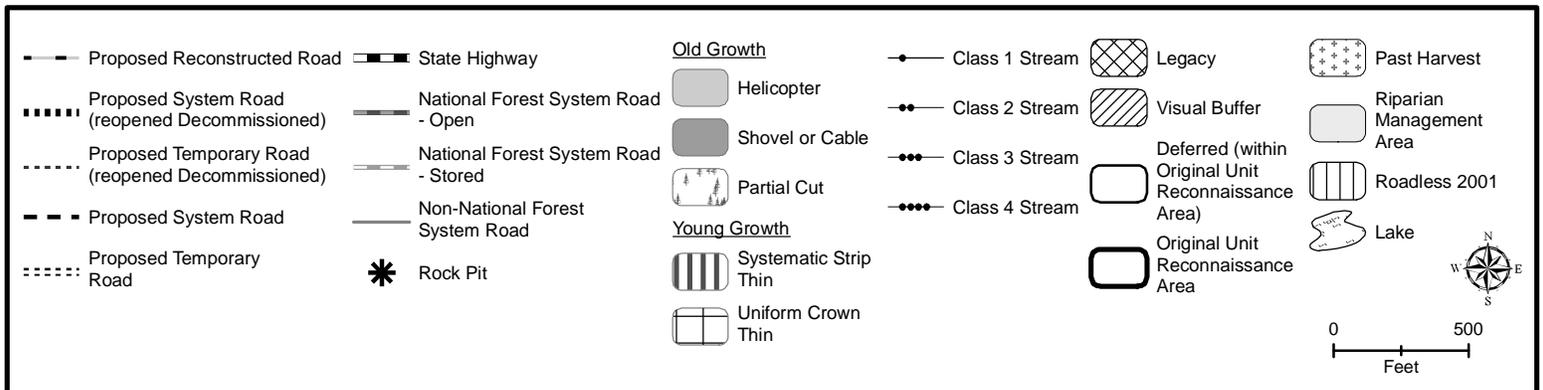
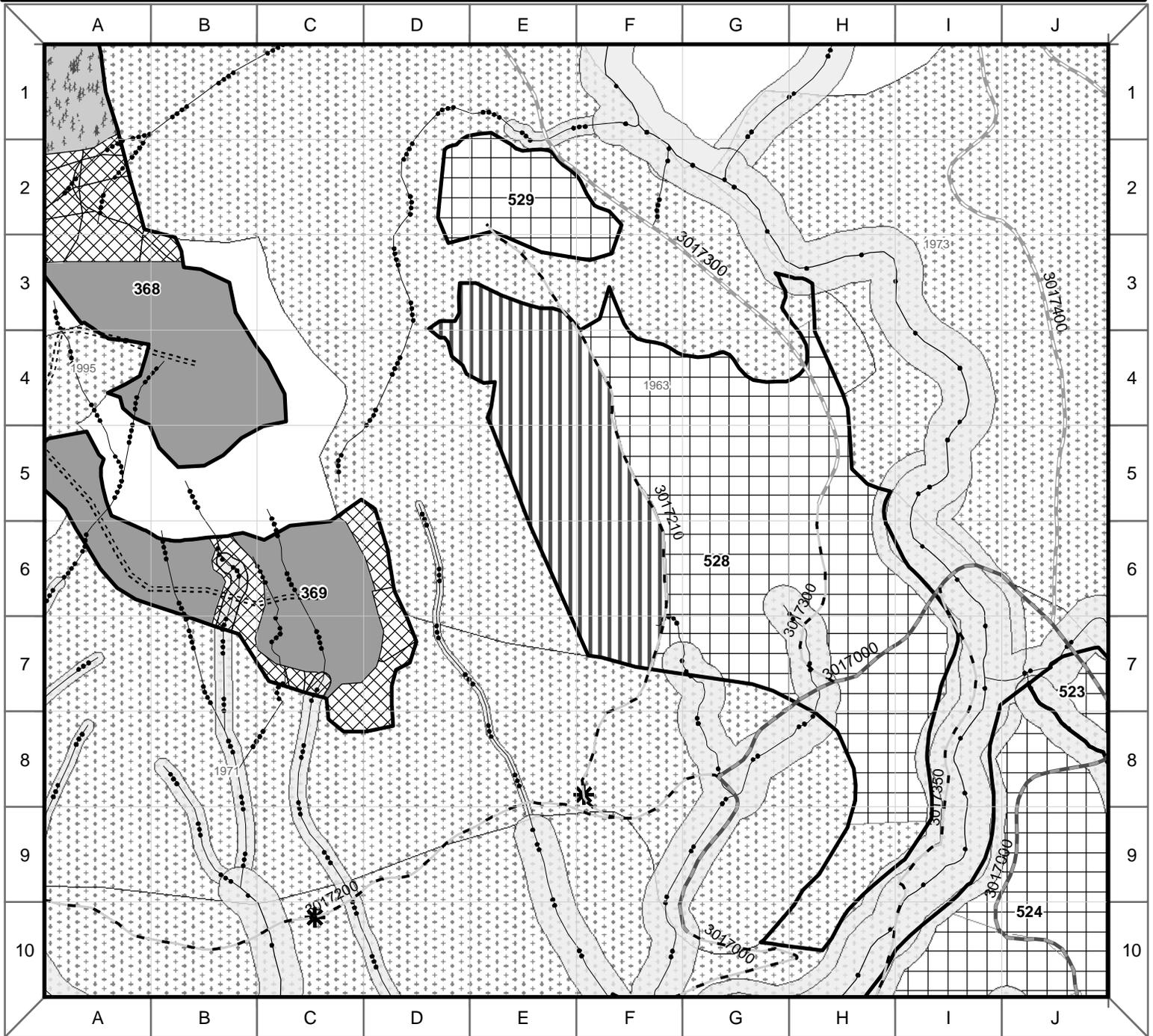
Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3017210

Record of Decision



Project: Big Thorne EIS		System: Prince of Wales Island	Land Use Designation: Modified Landscape
Route No 3017210	Route Name	Begin Terminus 3017200 MP 0.11	End Terminus Unit 579-529
Begin MP 0.00	Length 0.65	Status Existing	

General Design Criteria and Elements

Functional Class LOCAL	Service Life IS	Surface Shot Rock	Width 14'	Design Speed 10	Critical Vehicle Low boy	Design Vehicle Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	0.65	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

June 28, 2013
Date

Site Specific Design Criteria Road 3017210

Route Basics:

The purpose of this road is to provide access to Units 579-528 and 579-529. The proposed road reconstruction has an approximate length of 0.65 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3017200.

Road Location:

Road accesses Units 579-528 and 579-529. Grades are favorable to 18%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

No Class I, II or III stream crossings are present along this road segment. One Class IV stream crossing and occasional non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape

Route No
3017300

Route Name

Begin Terminus
3017000 MP 3.07

End Terminus
Unit #528

Begin MP
0.00

Length
0.19

Status
Existing

General Design Criteria and Elements

<u>Functional Class</u>	<u>Service Life</u>	<u>Surface</u>	<u>Width</u>	<u>Design Speed</u>	<u>Critical Vehicle</u>	<u>Design Vehicle</u>
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities are completed, the road would be placed in storage and would not be designated for public motor vehicle use. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	0.19	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

- Highway Safety Act:** No
- Jurisdiction:** USFS National Forest Ownership
- Other System** NFST – National Forest System Trail
- Service Life** IS – Intermittent Stored Service
- System** NFSR – National Forest System Road

**Site Specific Design Criteria
Road 3017300**

Route Basics:

The purpose of this road is to provide access to Unit 579-528. The proposed road reconstruction has an approximate length of 0.19 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3017000.

Road Location:

Road accesses Unit 579-528. Grades are favorable to 6%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

This road segment crosses two Class II streams and existing stream crossing structures are already in place at both crossings. The first existing structure (red pipe) is located at mile post 0.02 (cell E6) and has 57m of available upstream habitat, based on UA surveys. The second existing structure is located at mile post 0.06 (cell E6) and has 47m of available upstream habitat, based on GIS. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water:

Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

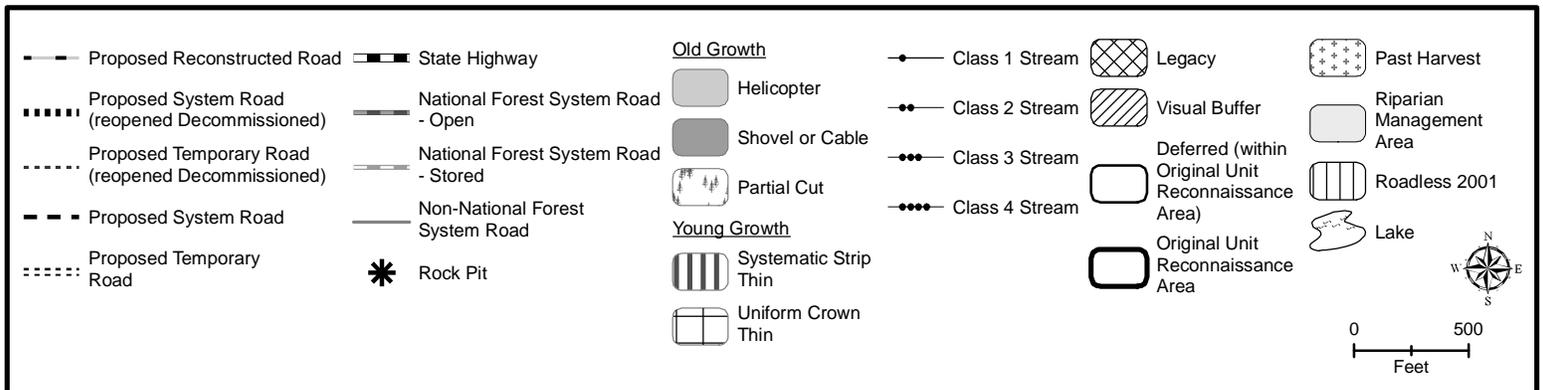
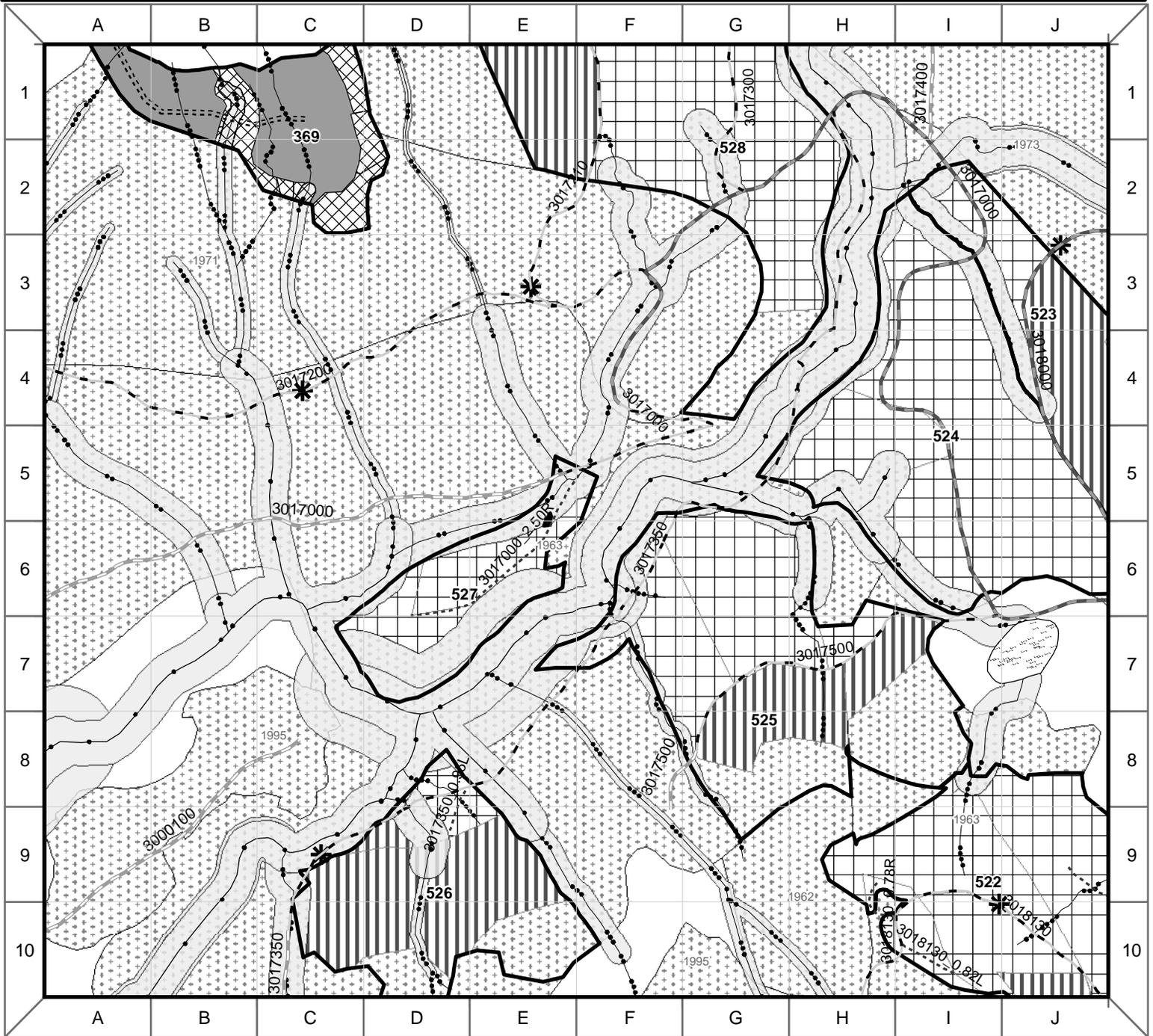
Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3017350

Record of Decision



<u>Project:</u> Big Thorne EIS		<u>System:</u> Prince of Wales Island	<u>Land Use Designation:</u> Modified Landscape
<u>Route No</u> 3017350	<u>Route Name</u>	<u>Begin Terminus</u> 3017000 MP 2.92	<u>End Terminus</u> Unit 586-526
<u>Begin MP</u> 0.00	<u>Length</u> 1.24	<u>Status</u> Existing	

General Design Criteria and Elements

<u>Functional Class</u> LOCAL	<u>Service Life</u> IS	<u>Surface</u> Shot Rock	<u>Width</u> 14'	<u>Design Speed</u> 10	<u>Critical Vehicle</u> Low boy	<u>Design Vehicle</u> Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities are completed, the road would be placed in storage and would not be designated for public motor vehicle use. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	1.24	2	1	Active during haul, Inactive while stored

Maintenance Narrative

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

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	N/A
	Accept:	Non-motorized use after road is closed year round.
	Discourage:	N/A
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

 June 28, 2013
Date

Site Specific Design Criteria Road 3017350

Route Basics:

The purpose of this road is to provide access to Units 579-526 and 579-525. The proposed road reconstruction has an approximate length of 1.24 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3017000.

Road Location:

Road accesses Units 579-526 and 579-525. Grades are favorable to 10%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

This road segment crosses three Class I streams, three Class II streams, one Class III stream, two Class IV streams and multiple non-stream drainages. One of the three Class I stream crossings has been removed during past road storage (see below). Existing stream crossing structures are already in place at two of the three Class I stream crossings and are listed at the following locations: mile post 0.47 (cell G5; available upstream habitat is 559m) and mile post 0.93 (cell E8; available upstream habitat is 122m). Available upstream habitat for the streams at mile posts 0.47 and 0.93 are based on UA surveys. Existing stream crossing structures are already in place at every Class II stream crossing and are listed at the following locations: mile post 0.83 (cell E7; available upstream habitat is 54m), mile post 1.02 (cell D8/D9; available upstream habitat is 123m), and mile post 1.19 (cell C9/C10; available upstream habitat is 168m). Available upstream habitat for the streams at mile posts 0.83 and 1.02 are based on UA surveys, and available upstream habitat for the stream at mile post 1.19 is based on GIS. Approximately 1,360meters of the existing road prism was built in the riparian area of a Class I stream. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.31	AHMU Class I	Channel Type FPM	Substrate GR-CO
Max. Width 2m	Max. Depth	Gradient 1-2%	
Structure Bridge	Passage Yes	Timing dates 7/15-9/01	

Narrative: This crossing is located in cell H4 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Coho salmon and Dolly Varden char presence have been verified. Available upstream habitat is 945m, based on GIS. Instream work related to the crossing, if any, will be carried out under current

timing restrictions and concurrence from the State will be solicited prior to starting the work.

B) MP 0.70	AHMU Class III	Channel Type HCD	Substrate SA-GR
Max. Width 1.2m	Max. Depth	Gradient 20%	
Structure CMP	Passage No	Timing dates	

Narrative: This crossing is located in cell F6 on the road card map.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape

Route No
3017500

Route Name

Begin Terminus
3017000 MP 4.18

End Terminus
Unit 579-525

Begin MP
0.00

Length
0.42

Status
Existing

General Design Criteria and Elements

<u>Functional Class</u>	<u>Service Life</u>	<u>Surface</u>	<u>Width</u>	<u>Design Speed</u>	<u>Critical Vehicle</u>	<u>Design Vehicle</u>
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	0.42	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

June 28, 2013
Date

**Site Specific Design Criteria
Road 30173500**

Route Basics:

The purpose of this road is to provide access to Unit 579-525. The proposed road reconstruction has an approximate length of 0.42 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3017000.

Road Location:

Road accesses Unit 579-525. Grades are favorable to 9%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

One Class II stream, one Class IV stream and multiple non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.01	AHMU Class II	Channel Type PAB	Substrate SI-GR
Max. Width 2m	Max. Depth	Gradient 2%	
Structure Log Culvert/Bridge	Passage Yes	Timing dates 6/15-9/01	

Narrative This crossing is located in cell G5 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Dolly Varden char presence has been verified. Available upstream habitat is 422m, based on GIS. Instream work related to the crossing will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

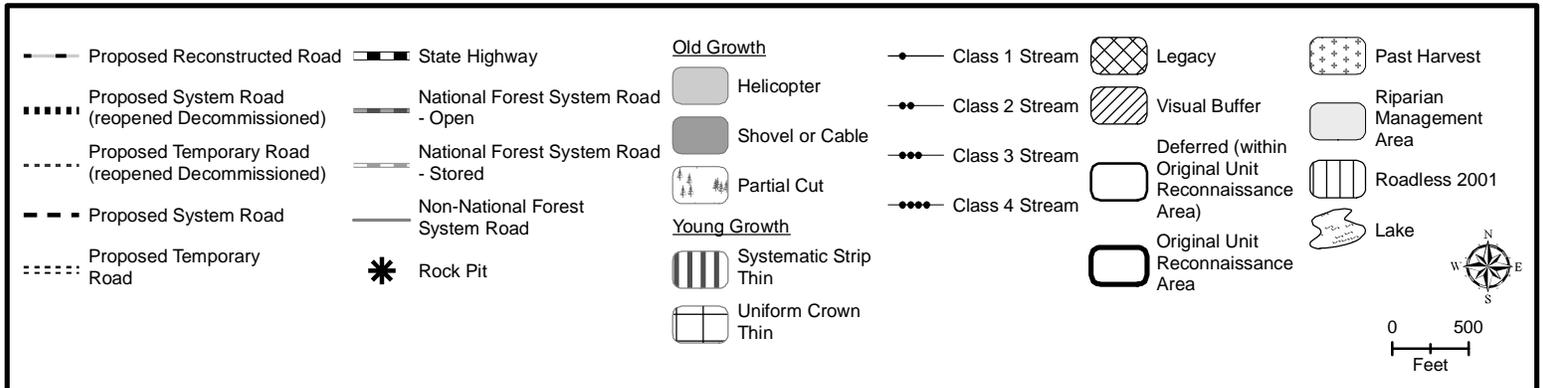
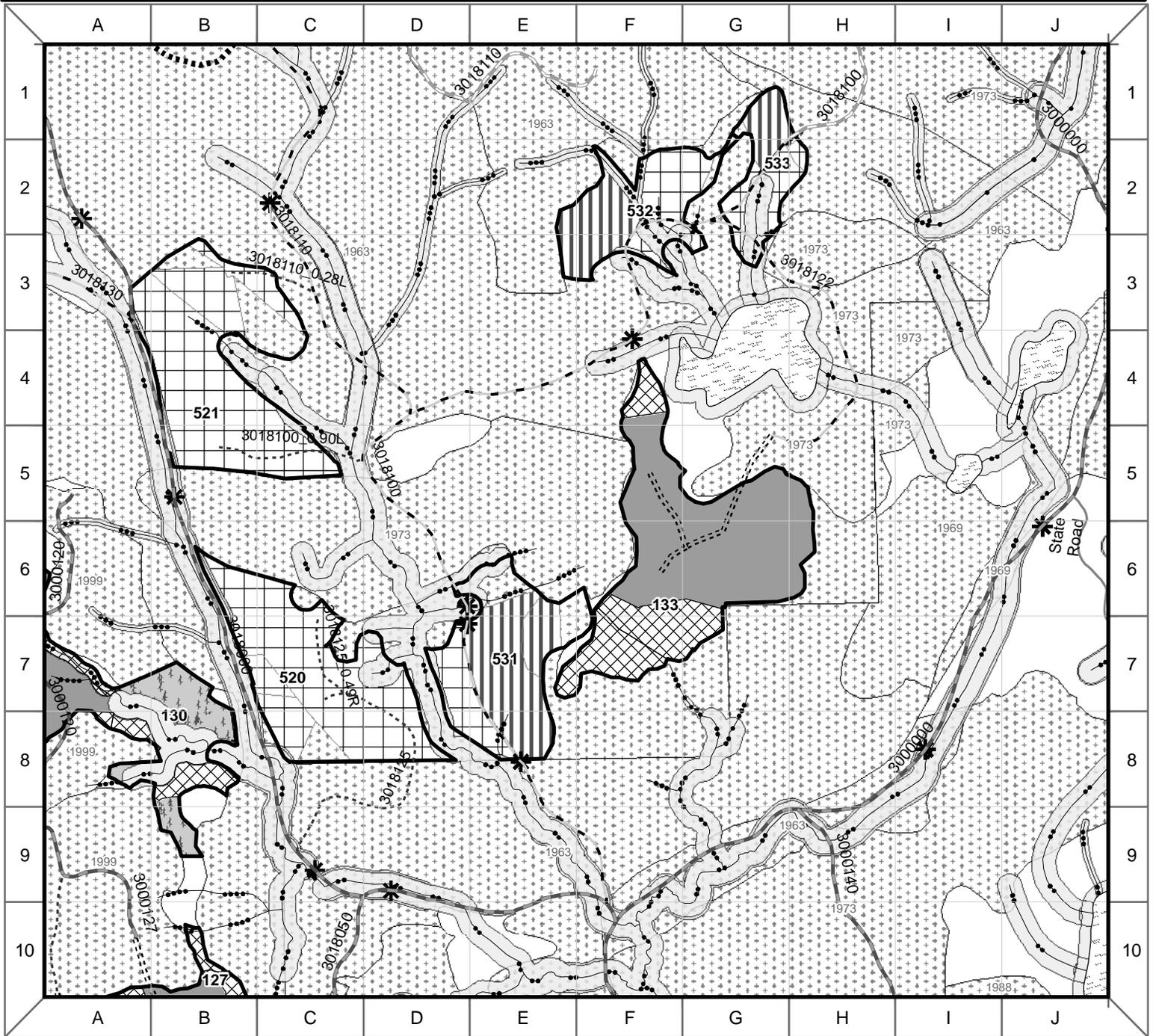
Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3018100

Record of Decision



Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape
Non-National Forest

Route No
3018100

Route Name

Begin Terminus
3018000 MP 0.03

End Terminus
Unit 586-533

Begin MP
0.00

Length
1.92

Status
Existing

General Design Criteria and Elements

<u>Functional Class</u>	<u>Service Life</u>	<u>Surface</u>	<u>Width</u>	<u>Design Speed</u>	<u>Critical Vehicle</u>	<u>Design Vehicle</u>
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities are completed, the road would be placed in storage and would not be designated for public motor vehicle use as a road, and is dual designated as National Forest System Trail and managed as OHV motorized trail. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage with OHV, between periods of operation, closed to highway vehicles.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	1.92	2	1	Active during haul, Inactive while stored

Maintenance Narrative

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

ATM

Other system off highway vehicle (OHV) trail: A road or trail that is closed to all highway legal vehicle traffic, has a vegetative clearing width of approximately 6 feet is maintained and the OHV trail is monitored for resource protection. OHV are vehicles designed or retro-fitted primarily for recreational use off road. This classification includes all-terrain vehicles, mini-bikes, amphibious vehicles, off highway motorcycles, motorized trail bikes, and dune buggies, 50 inches or less in width. During the time it is closed it will be managed as a trail.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	N/A
	Accept:	OHV and Non-motorized use after road is closed year round.
	Discourage:	N/A
	Prohibit:	N/A
	Eliminate:	Highway vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and highway legal vehicle use will be eliminated. It is open and suitable for OHV and non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachele Huddleston-Lorton
District Ranger

June 28, 2013
Date

Site Specific Design Criteria Road 3018100

Route Basics:

The purpose of this road is to provide access to Units 586-521, 586-531, 586-532, 586-533, and 586-133. The proposed road reconstruction has an approximate length of 1.92 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018000 and the first 0.3 mile of the route is on state land.

Road Location:

Road directly accesses Units 586-521, 586-531, 586-532, and 586-533. Grades are favorable to 15%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

Five Class II streams, five Class IV streams and multiple non-stream drainages are present along this road segment. Existing stream crossing structures are already in place at every Class II stream crossing and are listed at the following locations: mile post 0.60 (cell D6; available upstream habitat is 33m), mile post 0.63 (cell D6; available upstream habitat is 152m), mile post 0.74 (cell D6; available upstream habitat is unknown), mile post 0.89 (cell D5; available upstream habitat is 155m; red pipe), and mile post 1.56 (cell F3; available upstream habitat is 15m). Available upstream habitat for the streams at mile posts 0.60, 0.63, 0.74 and 1.56 is based on GIS, and available upstream habitat for the stream at mile post 0.89 is based on UA surveys. The Class II stream crossings at mile posts 0.74 and 0.89 are not depicted on the road card map, and the stream at mile post 0.74 has not been surveyed. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. All structures that do not meet fish passage standards (red pipes) would be removed during road storage. If necessary, an additional survey would be conducted during storage to determine fish presence and timing restrictions. Instream work related to the crossing, if any, would be carried out under current timing restrictions and concurrence from the State would be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: Orange hawkweed is known near the beginning of NFS road 3018100. Monitoring will be completed to ensure that the infestation is not spread as a result of project activities.

Lands/Minerals/Geology/Karst: The first 0.3 mile of the route is on state land.

Soil and Water:

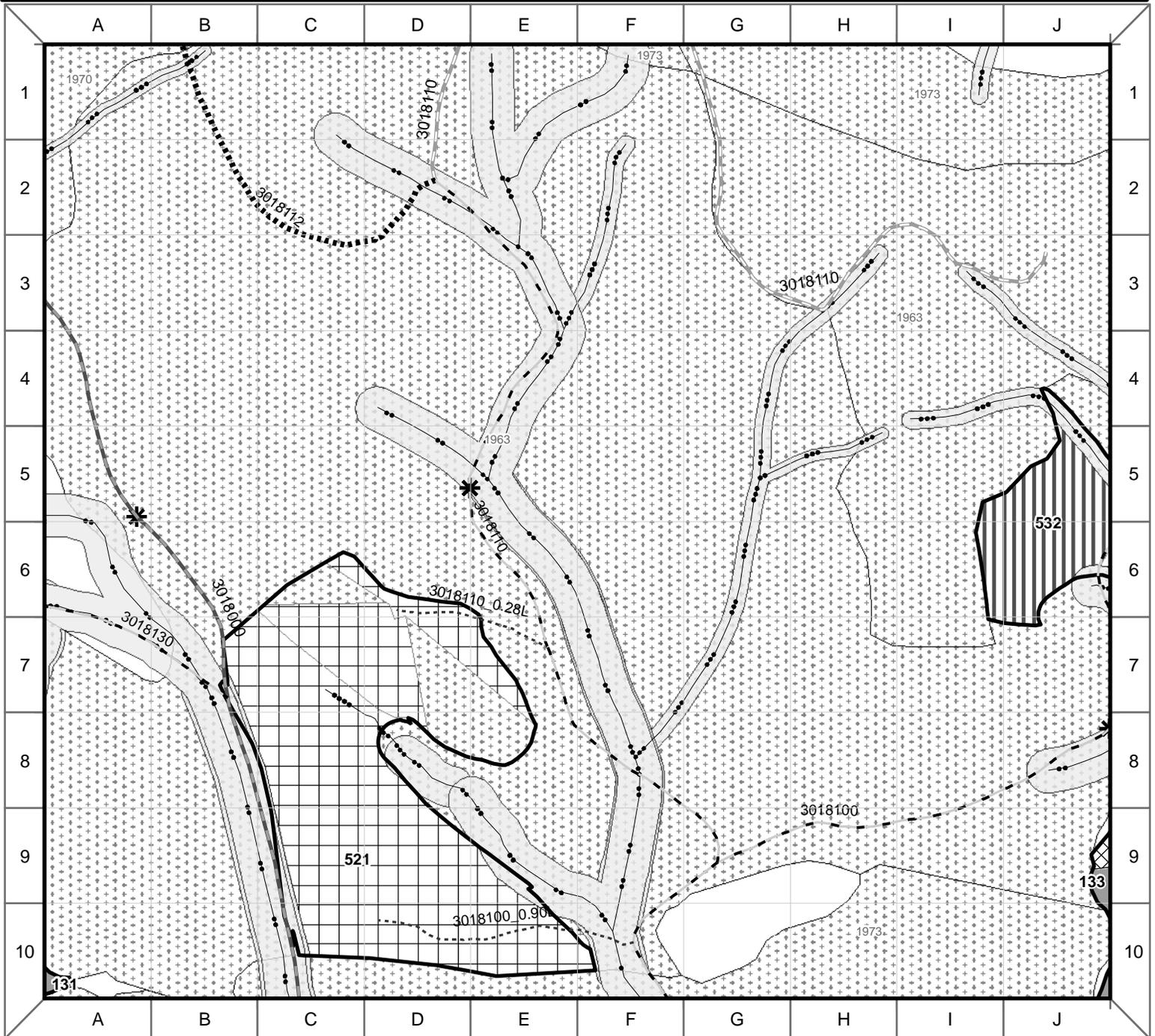
There are multiple areas along this road segment in which water from non-streams is collecting in blocked inboard ditches or flowing down the road causing the road prism to erode. Inboard ditches need to be cleared and established and structures installed so as not to impede natural flows. Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Road Number: 3018110

Record of Decision



<ul style="list-style-type: none"> --- Proposed Reconstructed Road Proposed System Road (reopened Decommissioned) Proposed Temporary Road (reopened Decommissioned) --- Proposed System Road Proposed Temporary Road 	<ul style="list-style-type: none"> ==== State Highway --- National Forest System Road - Open --- National Forest System Road - Stored --- Non-National Forest System Road * Rock Pit 	<p>Old Growth</p> <ul style="list-style-type: none"> Helicopter Shovel or Cable Partial Cut <p>Young Growth</p> <ul style="list-style-type: none"> Systematic Strip Thin Uniform Crown Thin 	<ul style="list-style-type: none"> — Class 1 Stream ••• Class 2 Stream ••• Class 3 Stream ••• Class 4 Stream 	<ul style="list-style-type: none"> Legacy Visual Buffer Deferred (within Original Unit Reconnaissance Area) Original Unit Reconnaissance Area 	<ul style="list-style-type: none"> Past Harvest Riparian Management Area Roadless 2001 Lake
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<u>Project:</u> Big Thorne EIS		<u>System:</u> Prince of Wales Island	<u>Land Use Designation:</u> Modified Landscape
<u>Route No</u> 3018110	<u>Route Name</u>	<u>Begin Terminus</u> 3018100 MP 0.99	<u>End Terminus</u> 3018112
<u>Begin MP</u> 0.00	<u>Length</u> 0.80	<u>Status</u> Existing	

General Design Criteria and Elements

<u>Functional Class</u> LOCAL	<u>Service Life</u> IS	<u>Surface</u> Shot Rock	<u>Width</u> 14'	<u>Design Speed</u> 10	<u>Critical Vehicle</u> Low boy	<u>Design Vehicle</u> Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities are completed, the road would be placed in storage and would not be designated for public motor vehicle use as a road, and is dual designated as National Forest System Trail and managed as OHV motorized trail. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage with OHV, between periods of operation, closed to highway vehicles.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	0.80	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul road will be stored and maintained in “Inactive” status.

ATM

Other system off highway vehicle (OHV) trail: A road or trail that is closed to all highway legal vehicle traffic, has a vegetative clearing width of approximately 6 feet is maintained and the OHV trail is monitored for resource protection. OHV are vehicles designed or retro-fitted primarily for recreational use off road. This classification includes all-terrain vehicles, mini-bikes, amphibious vehicles, off highway motorcycles, motorized trail bikes, and dune buggies, 50 inches or less in width. During the time it is closed it will be managed as a trail.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	N/A
	Accept:	OHV and Non-motorized use after road is closed year round.
	Discourage:	N/A
	Prohibit:	N/A
	Eliminate:	Highway vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and highway legal vehicle use will be eliminated. It is open and suitable for OHV and non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

 June 28, 2013
Date

**Site Specific Design Criteria
Road 3018110**

Route Basic:

The purpose of this road is to provide access to Units 586-521 and 579-523. The proposed road reconstruction has an approximate length of 0.8 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018100. This road is currently in storage and will require reconstruction to allow access.

Road Location:

Road indirectly accesses Units 586-521 and 579-523. Grades are favorable to 17%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

This road segment crosses three Class II streams and existing stream crossing structures are already in place at all three crossings. The first existing structure is located at mile post 0.11 (cell F8) and has 710m of available upstream habitat, based on UA surveys. The second existing structure (red pipe) is located at mile post 0.47 (cell E5) and has 141m of available upstream habitat, based on UA surveys. The third existing structure (red pipe) is located at mile post 0.55 (cell E4) and has 568m of available upstream habitat, based on UA surveys. A fourth Class II stream crossing is depicted in cell E2 (mile post 0.76) on the road card map, however, this stream crossing does not exist but is a non-stream drainage. Multiple non-stream drainages are present along this road segment. Approximately 640 meters of the existing road prism was built in the riparian area of a Class II stream. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: There are a couple of areas along this road segment in which water from non-streams is collecting in blocked inboard ditches or flowing down the road causing the road prism to erode. Inboard ditches need to be cleared and established and structures installed so as not to impede natural flows. Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

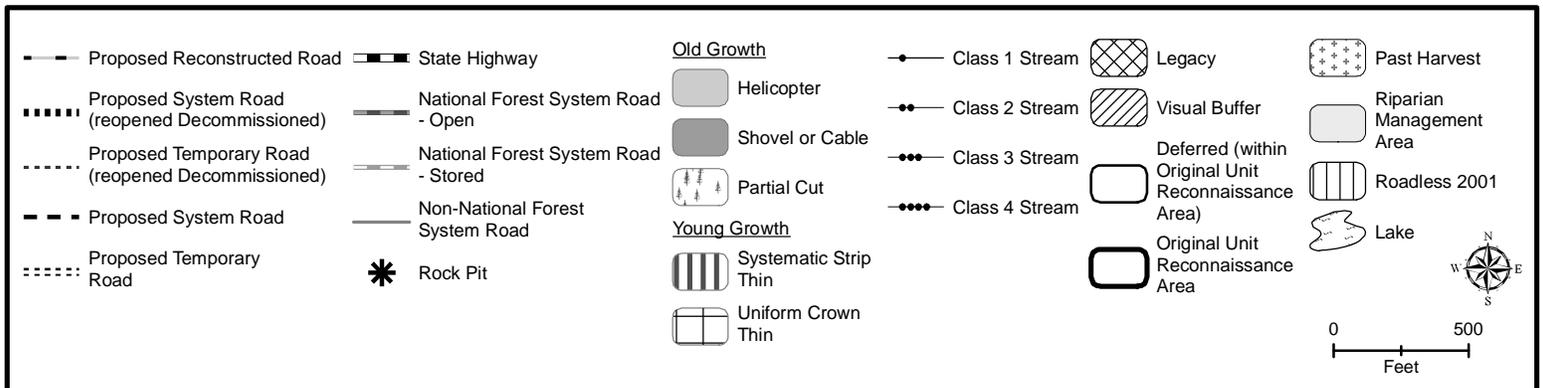
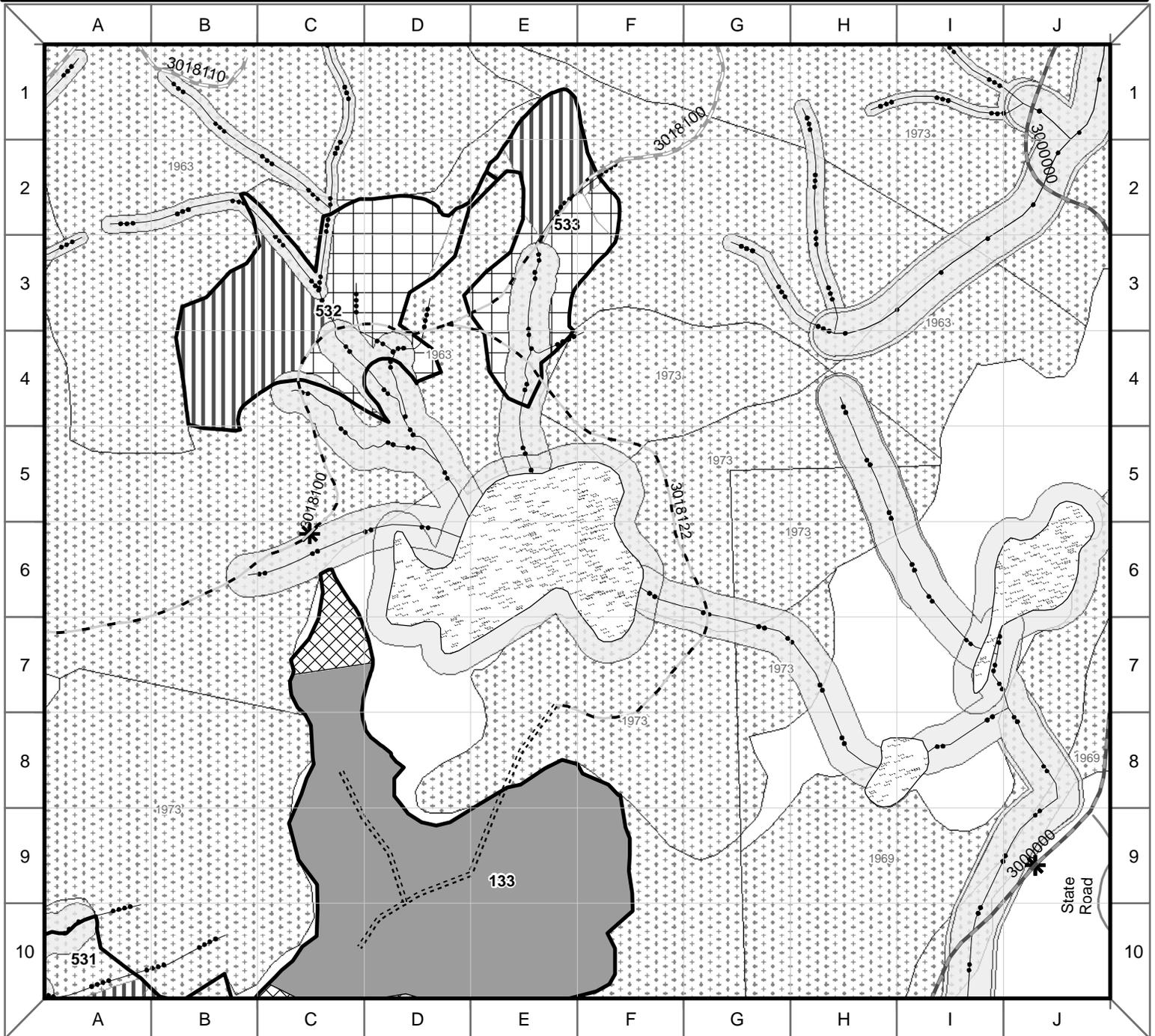
Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3018122

Record of Decision



Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape

Route No
3018122

Route Name

Begin Terminus
3018100 MP 1.72

End Terminus
Proposed Temporary Road

Begin MP
0.00

Length
0.59

Status
Existing

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
0.00	0.59	2	1	Active during haul, Inactive while stored

Maintenance Narrative

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

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act: No

Jurisdiction: USFS National Forest Ownership

Other System NFST – National Forest System Trail

Service Life IS – Intermittent Stored Service

System NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

 June 28, 2013
Date

Site Specific Design Criteria Road 3018122

Route Basics:

The purpose of this road is to provide access to Units 586-133 and 586-533. The proposed road reconstruction has an approximate length of 0.59 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018100. This road is currently in storage and will require reconstruction to allow access.

Road Location:

Road indirectly accesses Units 586-133 and 586-533. Grades are favorable to 10%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

This road segment crosses three Class II streams and occasional non-stream drainages. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.07	AHMU Class II	Channel Type HCO	Substrate O-SI
Max. Width 1m.	Max. Depth	Gradient 22%	
Structure Log Culvert	Passage Yes	Timing dates Needed	

Narrative: This crossing is located in cell E4 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Available upstream habitat is 148m, based on GIS. An additional survey will be conducted prior to implementation to determine fish presence and timing restrictions. Instream work related to the crossing, if any, will be carried out under current timing and concurrence from the State will be solicited prior to starting the work.

B) MP 0.23	AHMU Class II	Channel Type PAO	Substrate
Max. Width 0.6m.	Max. Depth	Gradient	
Structure Log Culvert	Passage Yes	Timing dates Needed	

Narrative: This crossing is located in cell F5 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. This stream has not been surveyed and available upstream habitat is has not been verified. An additional survey will be conducted prior to implementation to determine fish presence and timing restrictions.

Instream work related to the crossing, if any, will be carried out under current timing and concurrence from the State will be solicited prior to starting the work.

C) MP 0.39	AHMU Class II	Channel Type HCL	Substrate BR
Max. Width 3.6m	Max. Depth	Gradient	
Structure Log Culvert/Bridge	Passage Yes	Timing dates Needed	

Narrative: This crossing is located in cell G6 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Available upstream habitat is 1,556m, based on GIS. This stream has not been surveyed. An additional survey will be conducted prior to implementation to determine fish presence and timing restrictions. Instream work related to the crossing, if any, will be carried out under current timing and concurrence from the State will be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Overall this road segment is in good condition. There is one area of fill slope failure that needs to be reseeded, but this is not contributing sediment to a ditch or a stream course. Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape
Non-National Forest

Route No
3018125

Route Name

Begin Terminus
3018000 MP 0.57

End Terminus
Unit 586-520

Begin MP
0.00

Length
0.52

Status
Existing

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
0.00	0.52	2	1	Active during haul, Inactive while stored

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.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act: No

Jurisdiction: USFS National Forest Ownership

Other System NFST – National Forest System Trail

Service Life IS – Intermittent Stored Service

System NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

 June 28, 2013
Date

Site Specific Design Criteria Road 3018125

Route Basics:

The purpose of this road is to access Unit 586-520. The proposed road reconstruction has an approximate length of 0.52 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018000.

Road Location:

Road accesses Unit 586-520. Grades are favorable to 9%. Location controlled by existing road location, needed landing locations, and terrain. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

No Class I, II, III or IV stream crossings are present along this road segment. Road-stream crossings, stream characteristics, and fish information is based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data.

Other Resource Information (if applicable)

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: Orange hawkweed is know along existing NFS road 3018000 within ¼ mile of the beginning NFS road 3018125. Monitoring will be completed for the NFS road 3018125 to ensure that the infestation is not spread as a result of project activities.

Lands/Minerals/Geology/Karst: No concerns

Soil and Water:

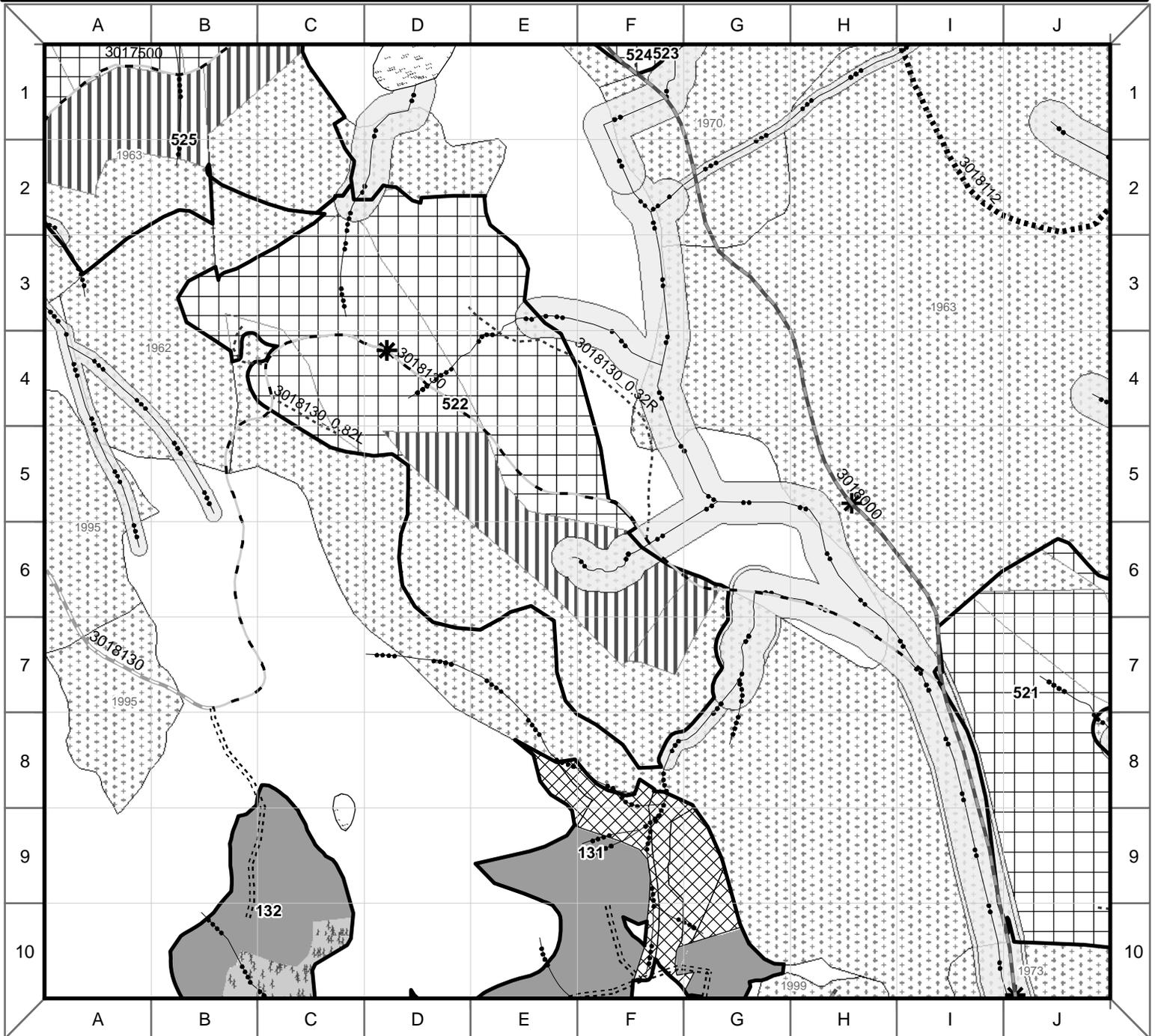
Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Road Number: 3018130

Record of Decision



<ul style="list-style-type: none"> --- Proposed Reconstructed Road Proposed System Road (reopened Decommissioned) ----- Proposed Temporary Road (reopened Decommissioned) - - - Proposed System Road Proposed Temporary Road 	<ul style="list-style-type: none"> == State Highway — National Forest System Road - Open - - - National Forest System Road - Stored — Non-National Forest System Road * Rock Pit 	<p>Old Growth</p> <ul style="list-style-type: none"> Helicopter Shovel or Cable Partial Cut <p>Young Growth</p> <ul style="list-style-type: none"> Systematic Strip Thin Uniform Crown Thin 	<ul style="list-style-type: none"> — Class 1 Stream Class 2 Stream ----- Class 3 Stream - - - Class 4 Stream 	<ul style="list-style-type: none"> Legacy Visual Buffer Deferred (within Original Unit Reconnaissance Area) Original Unit Reconnaissance Area Original Unit Reconnaissance Area 	<ul style="list-style-type: none"> Past Harvest Riparian Management Area Roadless 2001 Lake
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0 500 Feet

Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape

Route No
3018130

Route Name

Begin Terminus
3018000 MP 1.52

End Terminus
Proposed Temporary Road

Begin MP
0.00

Length
1.15

Status
Existing

General Design Criteria and Elements

<u>Functional Class</u>	<u>Service Life</u>	<u>Surface</u>	<u>Width</u>	<u>Design Speed</u>	<u>Critical Vehicle</u>	<u>Design Vehicle</u>
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	1.15	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

June 28, 2013
Date

Site Specific Design Criteria
Road 3018130

Route Basic:

The purpose of this road is to provide access to Units 586-522 and 586-132. The proposed road reconstruction has an approximate length of 1.15 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018000.

Road Location:

Road indirectly accesses Unit 586-132 and directly accessed Unit 586-522. Grades are favorable to 15%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within 1/2 mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

Three Class II streams, one Class IV stream and multiple non-stream drainages are present along this road segment. An existing stream crossing structure is already in place at one of the three Class II stream crossings and the other two had been removed during past road storage (listed below). The existing structure is located at mile post 0.28 (cell F6) and has 158m of available upstream habitat, based on GIS. Approximately 335 meters of the existing road prism was built in the riparian area of a Class II stream. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with available additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.02	AHMU Class II	Channel Type PAB	Substrate O-SA
Max. Width	Max. Depth	Gradient 2-4%	
Structure Log Culvert/Bridge	Passage Yes	Timing dates 7/25-9/01	

Narrative: This crossing is located in cell I7 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 1,430m, based on GIS. Instream work related to the crossing, if any, will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

B) MP 0.19	AHMU Class II	Channel Type MMO	Substrate SA-GR
Max. Width 1m	Max. Depth	Gradient 10-25%	
Structure Log Culvert	Passage Yes	Timing dates 7/25-9/01	

Narrative: This crossing is located in cell G6 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 156m, based on GIS. Instream work related to the crossing, if any, will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Overall this road segment is in good condition. There is one area of cut bank failure that needs to be reseeded, but this is not contributing sediment to a ditch or a stream course. One ditch relief culvert is in place, but is not functioning and the inboard ditch associated with this crossing is not cleared. Inboard ditches need to be cleared and established and structures installed so as not to impede natural flows. Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

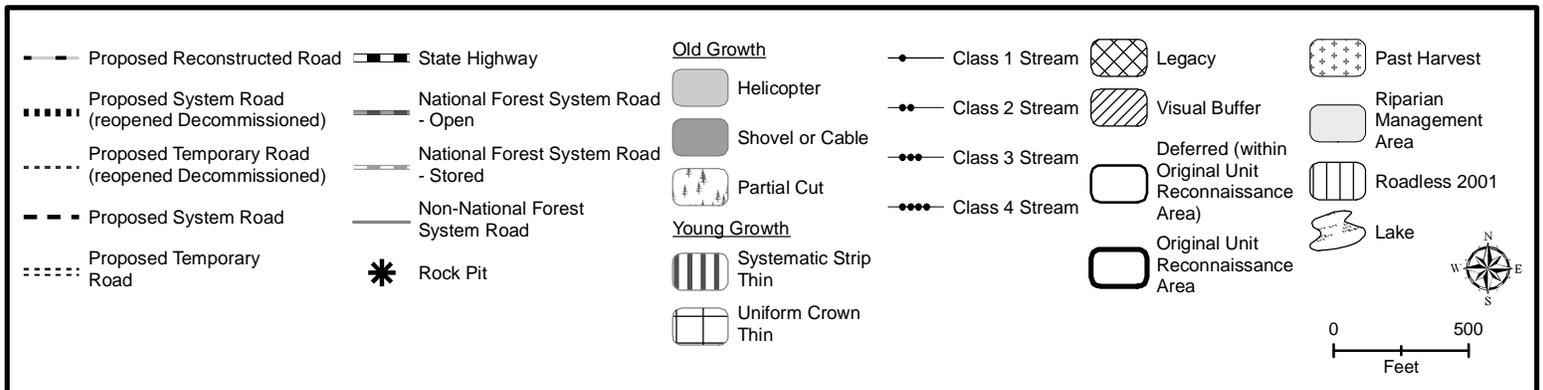
Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3018250

Record of Decision



Traffic Management Strategies	Encourage:	N/A
	Accept:	Non-motorized use after road is closed year round.
	Discourage:	N/A
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachele Huddleston-Lorton
District Ranger

 June 28, 2013
Date

Site Specific Design Criteria Road 3018250

Route Basics:

The purpose of this road is to provide access to Unit 585-542. The proposed road reconstruction has an approximate length of 0.16 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018200.

Road Location:

Road indirectly accesses Unit 585-542. Grades are favorable to 4%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

The road is underlain by a bedrock type which contains varying amounts of pyrite and other sulfides. Within the Coffman Cove Road project, similar bedrock that was heavily mineralized was used in the road's subgrade resulted in the generation of "acid rock drainage" (ARD), which negatively impacted water quality and aquatic environments downstream of the construction. Existing Forest roads and quarries in this area are constructed from and on this or similar bedrock types. The level of mineralization of the material used for construction of existing roads is not known; however, no past problems have been observed. Any existing material source or newly developed source within similar bedrock types that may be used to construct access to the proposed harvest areas, shall be assessed as to its ARD potential.

Stream Crossings:

One Class II stream crossing is present at mile post 0.08 (cell E5/E6) and an existing stream crossing structure (red pipe) is already in place. The stream has 684m of available upstream habitat, based on UA surveys. Occasional non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information is based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. All structures that do not meet fish passage standards (red pipes) would be removed during road storage. Instream work related to the crossing, if any, would be carried out under current timing restrictions and concurrence from the State would be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: Orange hawkweed known at the junction of the NFS roads 3018200 and 3018250. Monitoring will be completed to ensure that the infestation is not spread as a result of project activities.

Lands/Minerals/Geology/Karst: No concerns

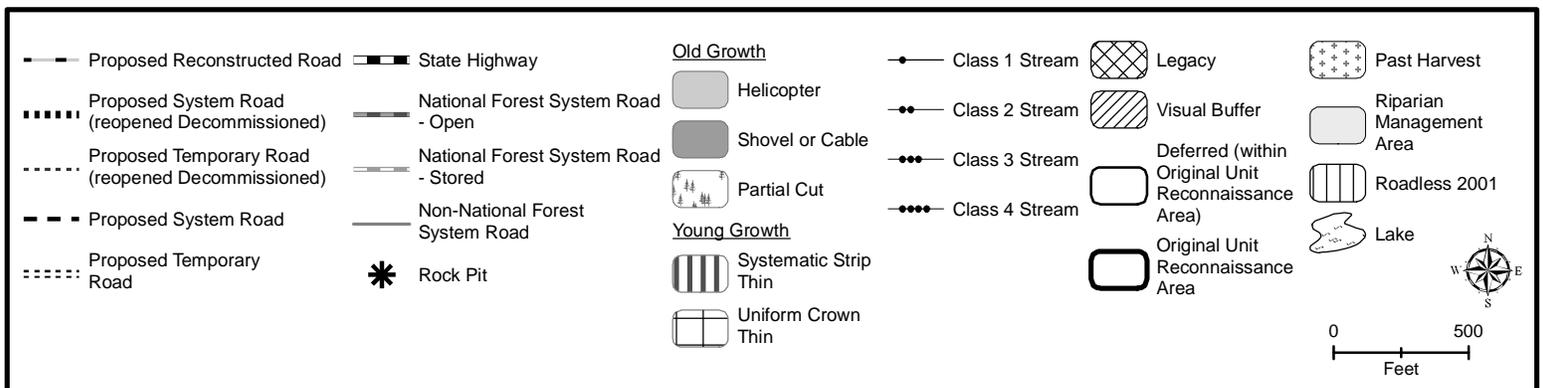
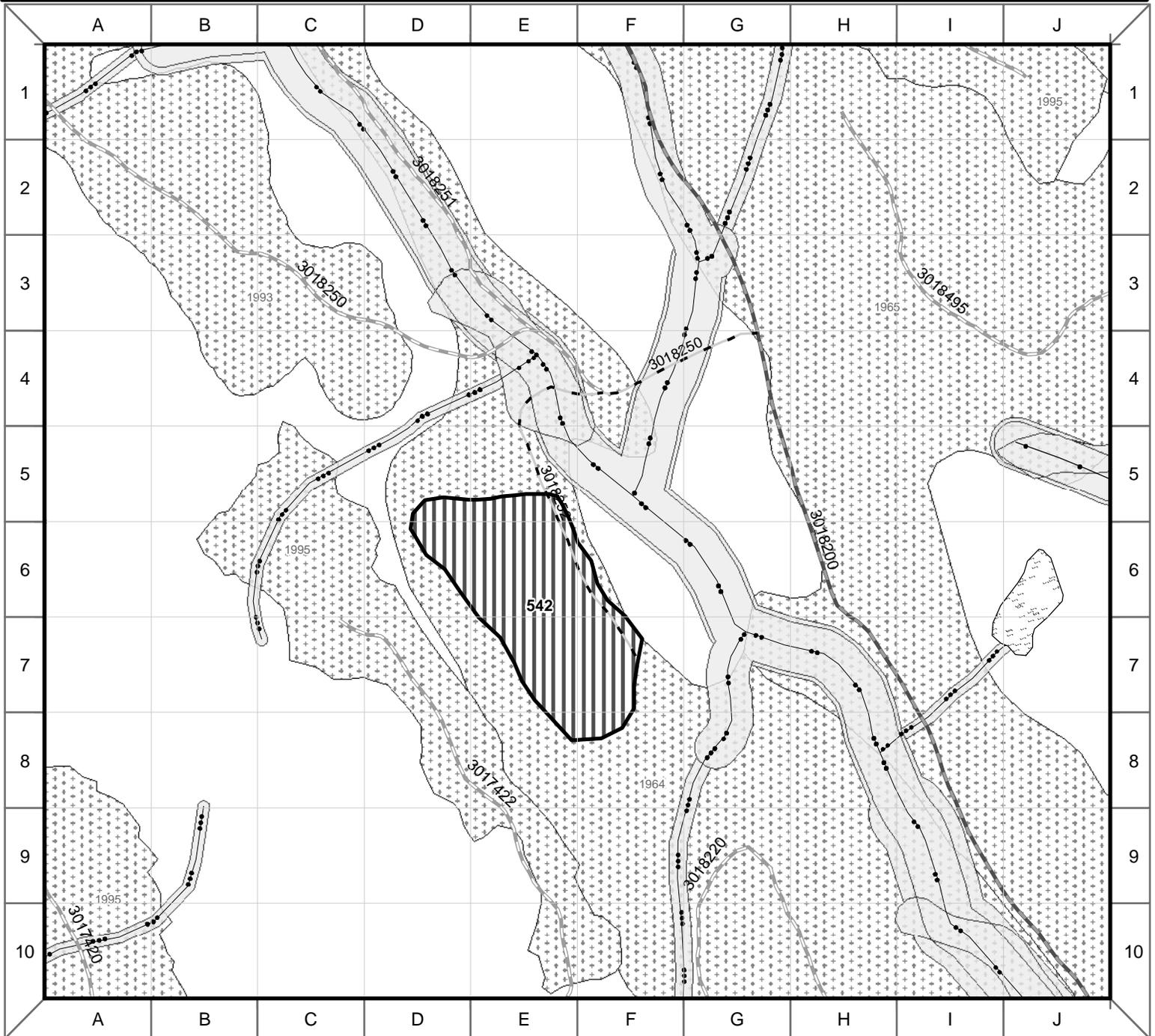
Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Road Number: 3018252

Record of Decision



Project: Big Thorne EIS		System: Prince of Wales Island	Land Use Designation: Timber Production
Route No 3018252	Route Name	Begin Terminus 3018250 MP 0.16	End Terminus Unit 585-542
Begin MP 0.00	Length 0.34	Status Existing	

General Design Criteria and Elements

Functional Class LOCAL	Service Life IS	Surface Shot Rock	Width 14'	Design Speed 10	Critical Vehicle Low boy	Design Vehicle Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

<u>Bmp</u>	<u>Emp</u>	<u>Operational Maintenance Level (Current Condition)</u>	<u>Objective Maintenance Level (Desired Future Condition)</u>	<u>Alaska Forest Practices Act Class</u>
0.00	0.34	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

June 28, 2013
Date

Site Specific Design Criteria
Road 3018252

Route Basics:

The purpose of this road is to provide access to Unit 585-542. The proposed road reconstruction has an approximate length of 0.34 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018250. This road is currently in storage and will require reconstruction to allow access.

Road Location:

Road directly accesses Unit 585-542. Grades are favorable to 4%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

The entire road appears to be underlain by a bedrock type which contains varying amounts of pyrite and other sulfides. Within the Coffman Cove Road project, similar bedrock that was heavily mineralized was used in the road's subgrade resulted in the generation of "acid rock drainage" (ARD), which negatively impacted water quality and aquatic environments downstream of the construction. Existing Forest roads and quarries in this area are constructed from and on this or similar bedrock types. The level of mineralization of the material used for construction of existing roads is not known; however, no past problems have been observed. Any existing material source or newly developed source within similar bedrock types that may be used to construct access to the proposed harvest areas, shall be assessed as to its ARD potential.

Stream Crossings:

One Class II stream is present along this road segment. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.03	AHMU Class II	Channel Type MMM	Substrate
Max. Width 5.8m	Max. Depth	Gradient 2-3%	
Structure Bridge	Passage Yes	Timing dates 6/25-9/01	

Narrative This crossing is located in cell E4 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Cutthroat trout presence has been verified. Available upstream habitat is 100m, based on GIS. Instream work related to the crossing will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

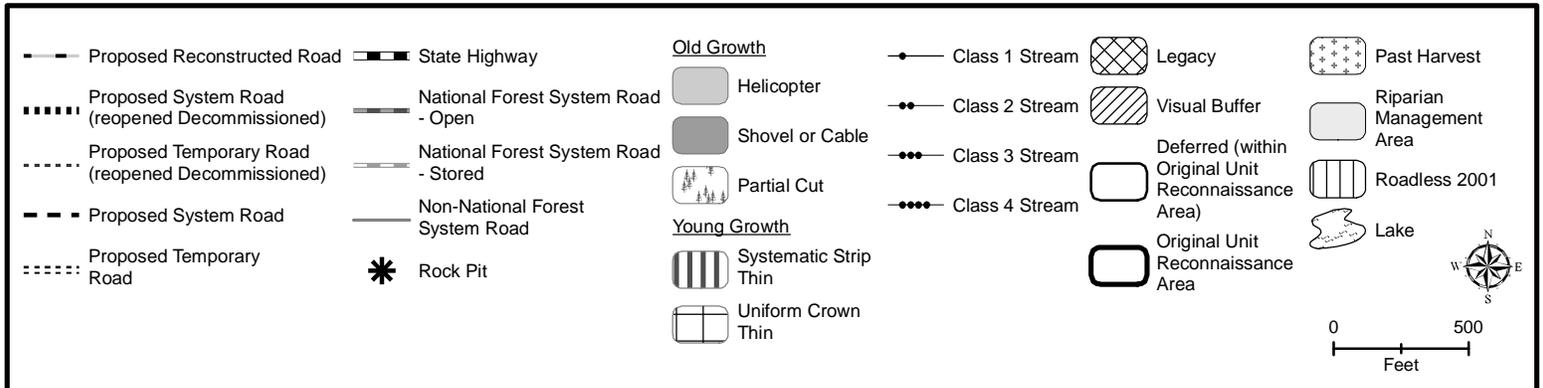
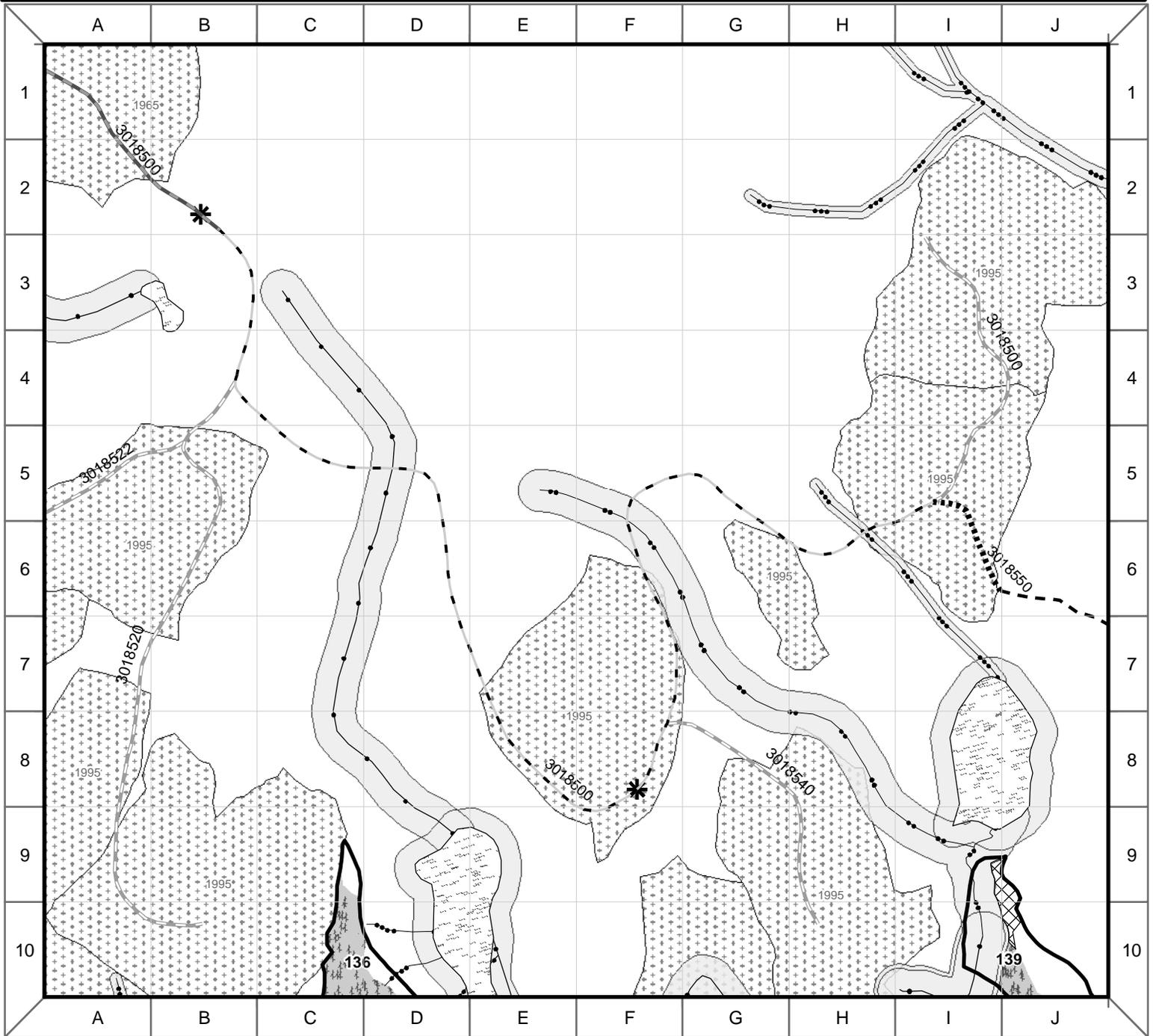
Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3018500

Record of Decision



Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Timber Production

Route No
3018500

Route Name

Begin Terminus
3018500 MP 0.60

End Terminus
Proposed NFS Road 3018550

Begin MP
0.60

Length
1.40

Status
Existing

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of the 1 to 5 year period, the road is not designated for public motor vehicle use as a road, and is dual designated as National Forest System Trail and managed as OHV motorized trail. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage with OHV, between periods of operation, closed to highway vehicles.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
0.60	2.00	2	1	Active during haul, Inactive while stored

Maintenance Narrative

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

ATM

Other system off highway vehicle (ohv) trail: A road or trail that is closed to all highway legal vehicle traffic, has a vegetative clearing width of approximately 6 feet is maintained and the OHV trail is monitored for resource protection. OHV are vehicles designed or retro-fitted primarily for recreational use off road. This classification includes all-terrain vehicles, mini-bikes, amphibious vehicles, off highway motorcycles, motorized trail bikes, and dune buggies, 50 inches or less in width. During the time it is closed it will be managed as a trail.

Operation Criteria

Highway Safety Act: No

Jurisdiction: USFS National Forest Ownership

Other System NFST – National Forest System Trail

Service Life IS – Intermittent Stored Service

System NFSR – National Forest System Road

Site Specific Design Criteria Road 3018500

Route Basics:

The purpose of this road is to provide access to Unit 585-139. The proposed road reconstruction has an approximate length of 1.40 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3018000. This road is currently in storage and will require reconstruction to allow access.

Road Location:

Road indirectly accesses Unit 585-139. Grades are favorable to 4%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

One Class I stream crossing is present at mile post 0.96 (cell D5) and an existing stream crossing structure is already in place. This stream has not been surveyed. Based on GIS, the stream has 325m of available upstream habitat, based on GIS. One Class II stream crossing is present at mile post 1.69 (cell F5) and an existing stream crossing structure is already in place. The stream has 111m of available upstream habitat, based on UA surveys. One Class III stream crossing is present at mile post 1.96 (cell H6) and an existing stream crossing structure is already in place. Multiple non-stream drainages are present along this road segment. Road-stream crossings, stream characteristics, and fish information is based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. All structures that do not meet fish passage standards (red pipes) would be removed during road storage. If necessary, an additional survey would be conducted during storage to determine fish presence and timing restrictions. Instream work related to the crossing, if any, would be carried out under current timing restrictions and concurrence from the State would be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

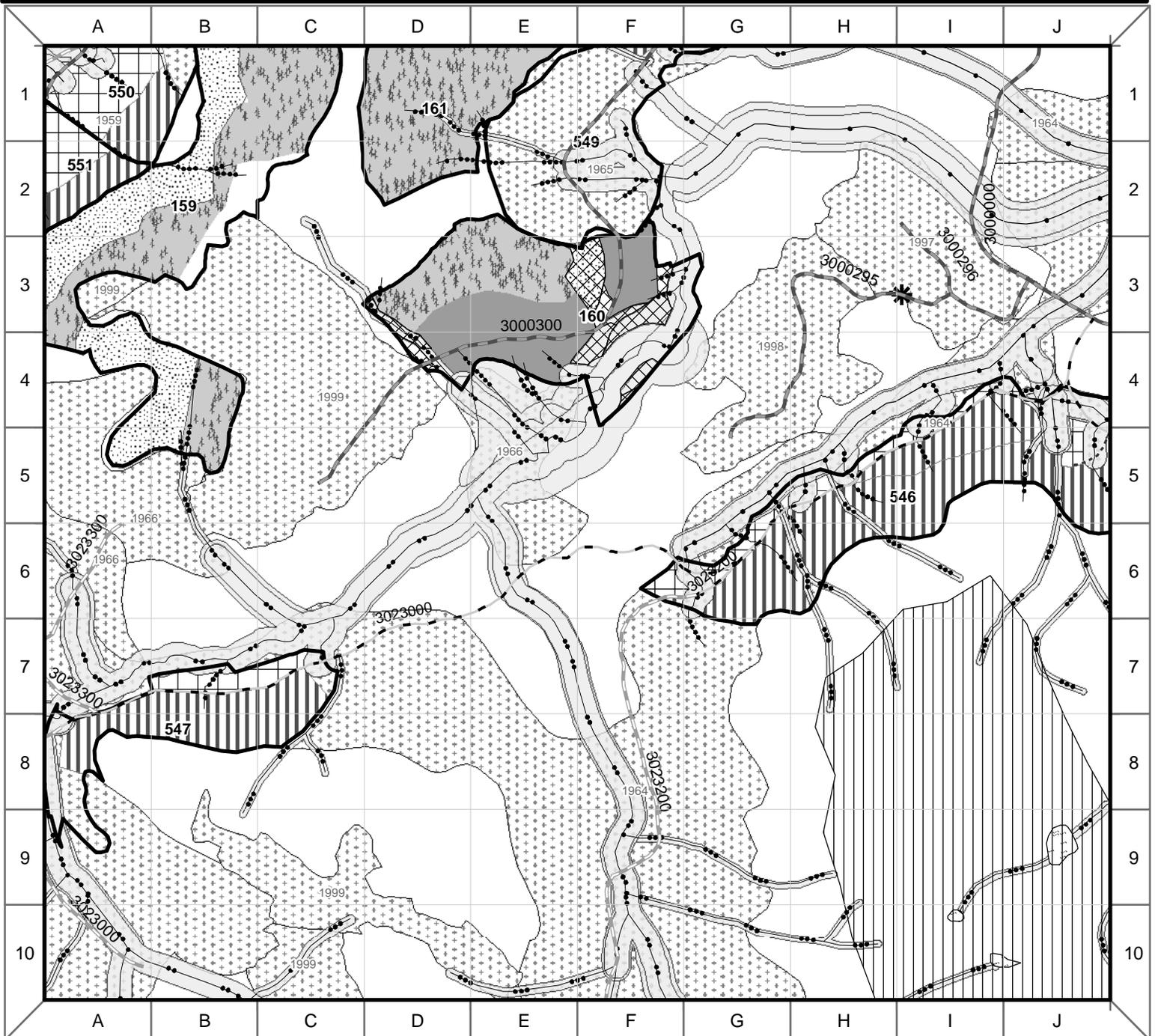
Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Road Number: 3023000

Record of Decision



<ul style="list-style-type: none"> --- Proposed Reconstructed Road Proposed System Road (reopened Decommissioned) Proposed Temporary Road (reopened Decommissioned) --- Proposed System Road Proposed Temporary Road 	<ul style="list-style-type: none"> == State Highway --- National Forest System Road - Open --- National Forest System Road - Stored --- Non-National Forest System Road * Rock Pit 	<p>Old Growth</p> <ul style="list-style-type: none"> Helicopter Shovel or Cable Partial Cut <p>Young Growth</p> <ul style="list-style-type: none"> Systematic Strip Thin Uniform Crown Thin 	<ul style="list-style-type: none"> — Class 1 Stream ••• Class 2 Stream ••• Class 3 Stream ••• Class 4 Stream 	<ul style="list-style-type: none"> Legacy Visual Buffer Deferred (within Original Unit Reconnaissance Area) Original Unit Reconnaissance Area 	<ul style="list-style-type: none"> Past Harvest Riparian Management Area Roadless 2001 Lake
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Project:
Big Thorne EIS

System:
Prince of Wales Island

Land Use Designation:
Modified Landscape

Route No
3023000

Route Name

Begin Terminus
3000000 MP 33.29

End Terminus
Unit 584-547

Begin MP
0.00

Length
2.00

Status
Existing

General Design Criteria and Elements

Functional Class	Service Life	Surface	Width	Design Speed	Critical Vehicle	Design Vehicle
LOCAL	IS	Shot Rock	14'	10	Low boy	Log Truck

Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
0.00	2.00	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act: No

Jurisdiction: USFS National Forest Ownership

Other System NFST – National Forest System Trail

Service Life IS – Intermittent Stored Service

System NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachele Huddleston-Lorton
District Ranger

 June 28, 2013
Date

Site Specific Design Criteria
Road 3023000

Route Basics:

The purpose of this road is to provide access to Units 584-546 and 584-547 and provide access to landings for Unit 584-158. The proposed road reconstruction has an approximate length of 2.0 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3000000.

Road Location:

Road directly accesses Units 584-546 and 584-547. Grades are favorable to 12%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within 1/2 mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

This road segment crosses four Class II streams, four Class III streams, seven Class IV streams and multiple non-stream drainages. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.14	AHMU Class II	Channel Type PAB	Substrate SI-O
Max. Width 15m	Max. Depth	Gradient 1-3%	
Structure Log Culvert/Bridge	Passage Yes	Timing dates 6/25-9/01	

Narrative: This crossing is located in cell J4 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 186m, based on GIS. Instream work related to the crossing, if any, will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

B) MP 0.17	AHMU Class III	Channel Type HCM	Substrate SA-BD
Max. Width 6m	Max. Depth	Gradient 12-75%	
Structure CMP	Passage No	Timing dates	

Narrative: This crossing is located in cell J4 on the road card map.

C) MP 0.19	AHMU Class III	Channel Type HCM	Substrate SA-BD
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Max. Width 6m **Max. Depth** **Gradient** 12-75%
Structure CMP **Passage** No **Timing dates**
Narrative: This crossing is located in cell J4 on the road card map.

D) MP 0.57 **AHMU Class** III **Channel Type** HCM **Substrate**
Max. Width **Max. Depth** **Gradient**
Structure CMP **Passage** No **Timing dates**
Narrative: This crossing is located in cell H5 on the road card map. This stream does not exist; GIS was not updated to prior to creation of the road card maps.

E) MP 0.67 **AHMU Class** III **Channel Type** HCM **Substrate**
Max. Width **Max. Depth** **Gradient**
Structure CMP **Passage** No **Timing dates**
Narrative: This crossing is located in cell H5 on the road card map. This stream does not exist; GIS was not updated to prior to creation of the road card maps.

F) MP 0.87 **AHMU Class** II **Channel Type** HCO **Substrate** O-SA
Max. Width 0.6m **Max. Depth** **Gradient** 6-16%
Structure Log Culvert **Passage** Yes **Timing dates** 7/25-9/01
Narrative: This crossing is located in cell H5 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 71m, based on GIS. Instream work related to the crossing, if any, will be carried out under current timing and concurrence from the State will be solicited prior to starting the work.

G) MP 1.22 **AHMU Class** II **Channel Type** **Substrate**
Max. Width **Max. Depth** **Gradient**
Structure Log Culvert **Passage** Yes **Timing dates** 7/25-9/01
Narrative: This crossing is located in cell E6 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 883m, based on GIS. This stream has not been surveyed. Instream work related to the crossing, if any, will be carried out under current timing and concurrence from the State will be solicited prior to starting the work.

H) MP 1.55 **AHMU Class** II **Channel Type** PAB **Substrate** O-SA
Max. Width 30m **Max. Depth** **Gradient** 2%
Structure Log Culvert **Passage** Yes **Timing dates** Needed
Narrative: This crossing is located in cell C7 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 16m, based on GIS. Instream work related to the crossing, if any, will be carried out under current timing and concurrence from the State will be solicited prior to starting the work.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

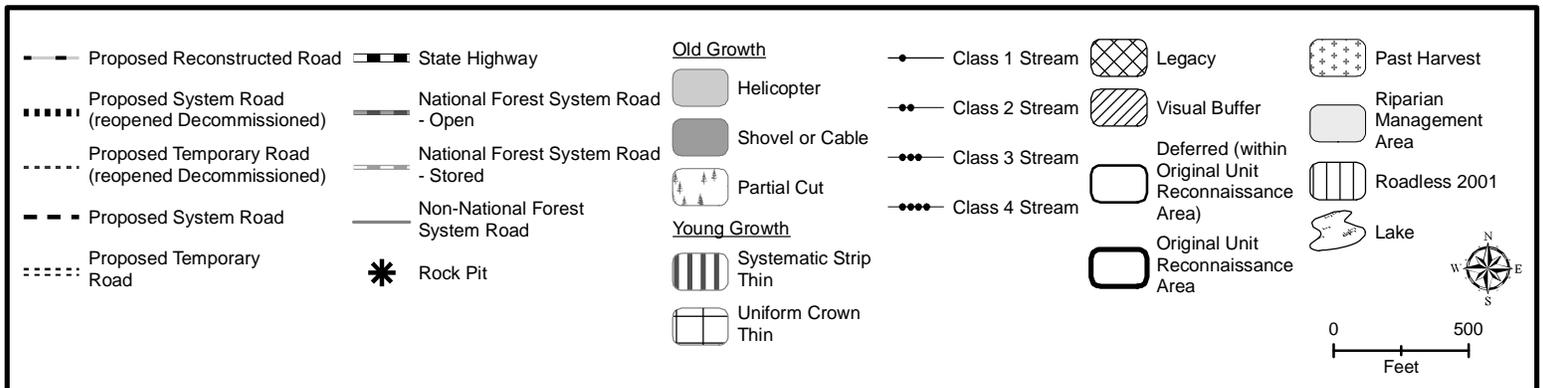
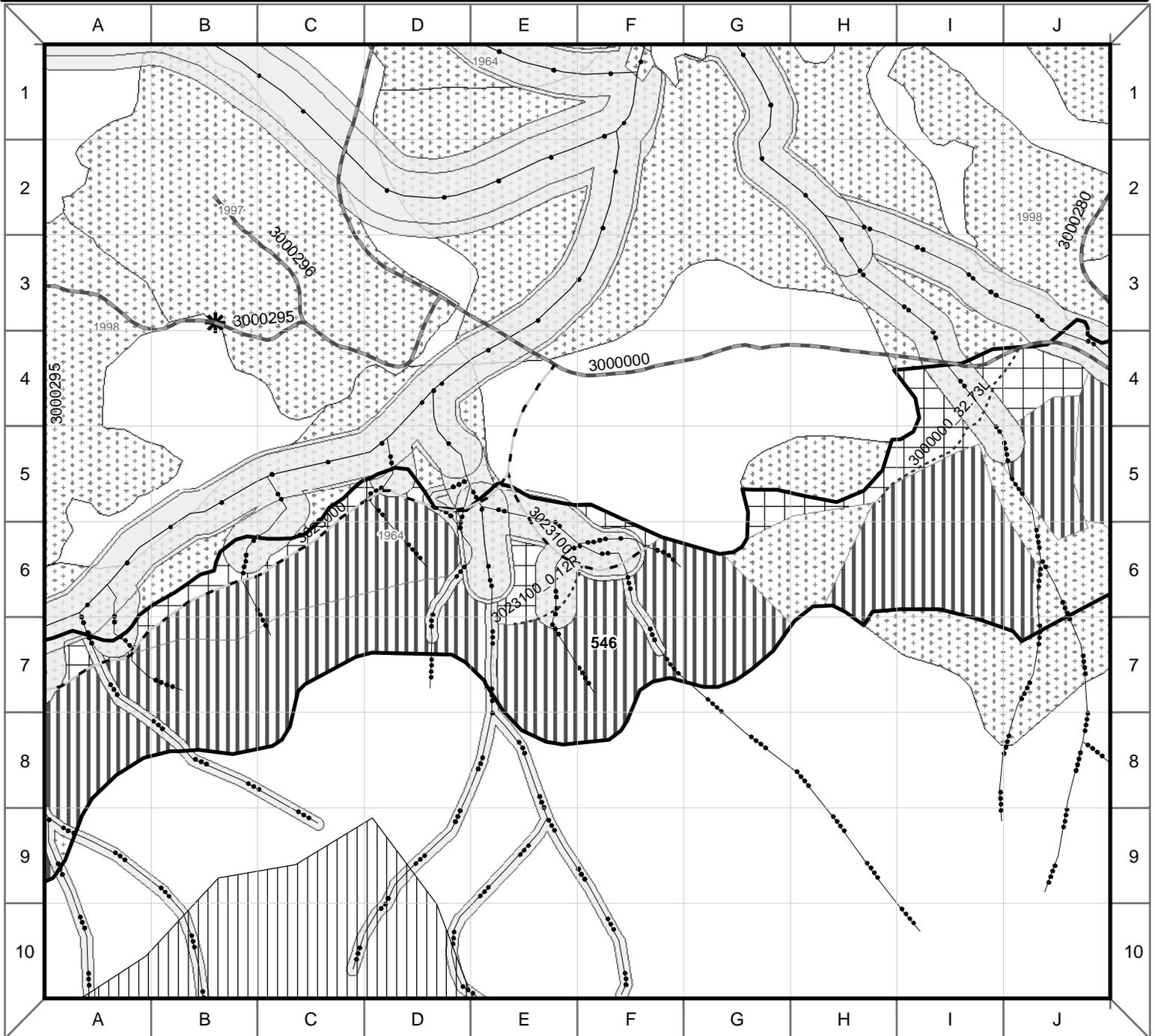
Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Road Number: 3023100

Record of Decision



Project: Big Thorne EIS		System: Prince of Wales Island	Land Use Designation: Modified Landscape
Route No 3023100	Route Name	Begin Terminus 3023000 MP 0.11	End Terminus Unit 584-546
Begin MP 0.00	Length 0.18	Status Existing	

General Design Criteria and Elements

Functional Class LOCAL	Service Life IS	Surface Shot Rock	Width 14'	Design Speed 10	Critical Vehicle Low boy	Design Vehicle Log Truck
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Intended Purpose/Future Use

Access for silvicultural activities; during periods of operation manage as maintenance level 2 open to administrative motorized traffic. After timber sale activities road would remain open shown on the Motor Vehicle Use Map, to highway legal vehicles, seasonal from May 1 to November 30 for 1 to 5 years to allow for firewood removal and other incidental uses. At the end of 1 to 5 years road is not designated for public motor vehicle use and would be placed in storage. During periods of operation the road will be closed to public motorized traffic. Manage as maintenance level 1, storage, between periods of operation, closed to motorized traffic.

Maintenance Criteria

Bmp	Emp	Operational Maintenance Level (Current Condition)	Objective Maintenance Level (Desired Future Condition)	Alaska Forest Practices Act Class
0.00	0.18	2	1	Active during haul, Inactive while stored

Maintenance Narrative

Road will be maintained in “Active” status while road is open during timber haul; after timber haul and firewood removal, road will be stored and maintained in “Inactive” status.

ATM

STORAGE/FOOT TRAVEL A road or trail that is closed to all motorized vehicles. Road will be surveyed to determine the appropriate storage methods. Each drainage structure is evaluated to determine the appropriate storage strategy. Drainage structures may be removed or bypassed with waterbars to restore natural drainage patterns. Additional water bars or rolling dips may be added to control runoff. Seed and fertilize disturbed soils.

Operation Criteria

Highway Safety Act:	No
Jurisdiction:	USFS National Forest Ownership
Other System	NFST – National Forest System Trail
Service Life	IS – Intermittent Stored Service
System	NFSR – National Forest System Road

Traffic Management Strategies	Encourage:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	Accept:	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 Non-motorized use after road is closed year round.
	Discourage:	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	Prohibit:	N/A
	Eliminate:	Motorized vehicle use after road is closed year round

Travel Management Narrative:

The road will be constructed primarily for timber transportation needs. The road will be used for future timber management and administration. Intermittent service road, 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. After timber harvest, road will be stored and motor vehicle use will be eliminated. It is open and suitable for non-motorized uses. Road is placed into storage (Maintenance Level I) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton
District Ranger

June 28, 2013
Date

Site Specific Design Criteria
Road 3023100

Route Basics:

The purpose of this road is to provide access to Unit 584-546. The proposed road reconstruction has an approximate length of 0.18 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3023000. This road is currently closed and will require reconstruction to allow access.

Road Location:

Road directly accesses Units 584-546. Grades are favorable to 6%. Location controlled by existing road location. Road location follows BMP 14.2. Install adequate cross drains so as not to impede natural flows (BMP 14.3). During construction follow BMP's 14.6, 14.7, 14.12, 14.14, 14.17, and 14.19.

Wetlands:

During reconstruction activities, avoid putting material into adjacent wetlands (R10 BMPs 12.5, 14.19 and National Core BMPs AqEco-2 and Road-3). The road is planned for storage following harvest (BMP 14.22, CFR BPs 2 and 7, and National Core BMP Road-6). Storage should be adequate to discourage ATVs from crossing streams and wetlands. This road meets the silviculture exemption for 404 permitting through the Army Corps of Engineers.

Erosion Control:

An erosion control plan for reconstruction and maintenance will be developed according to standard project specifications (R10 BMP 14.5 and National Core BMP Road-3). All areas of organic or mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17, 14.11, 14.8 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, and Road-7) Incorporate erosion control and stabilization measures in project plans for stabilizing all human caused soil disturbances. Ensure Best Management Practices can be implemented in construction, operation, and maintenance of the road.

Rock Pits:

Timing will be required on all pit and r/w blasting within ½ mile of known eagle nests. During periods of high rainfall (as defined in current Regional specifications), blasting operations will be suspended at quarries or r/w construction near potential unstable sites where ground vibration may induce mass movement (BMP 14.6) Whenever locations near streamcourses or other water bodies are considered, erosion control measures must provide for drainage to run off through a filter strip, buffer, or sediment basin prior to entering a water body.

Stream Crossings:

This road segment crosses two Class II streams, one Class III stream and occasional non-stream drainages. Road-stream crossings, stream characteristics, and fish information was based on the most recent RCS data, along with additional survey information. GIS stream locations do not always match the RCS data. A log culvert, log bridge, or bridge will be installed at fish stream crossings. All structures that do not meet fish passage standards (red pipes) would be removed during road storage.

A) MP 0.05	AHMU Class II	Channel Type MMS	Substrate SA-BD
Max. Width 4m.	Max. Depth	Gradient 2-6%	
Structure Log Culvert/Bridge	Passage: Yes	Timing dates 6/15-9/01	

Narrative: This crossing is located in cell E5 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Dolly Varden char presence has been verified. Available upstream habitat is 189m, based on GIS. Instream work related to the crossing, if any, will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

B) MP 0.10 **AHMU Class II** **Channel Type HCO** **Substrate SA-GR**
Max. Width 3m. **Max. Depth** **Gradient 6-12%**
Structure Log Culvert/Bridge **Passage Yes** **Timing dates 6/15-8/15**

Narrative: This crossing is located in cell E6 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Dolly Varden char presence has been verified. Available upstream habitat is 83m, based on GIS. Instream work related to the crossing, if any, will be carried out under current timing restrictions and concurrence from the State will be solicited prior to starting the work.

C) MP 0.16 **AHMU Class III** **Channel Type HCM** **Substrate CO-BD**
Max. Width 4m **Max. Depth** **Gradient 30-45%**
Structure Log Culvert/Bridge **Passage No** **Timing dates**

Narrative: This crossing is located in cell F6 on the road card map.

Other Resource Information

Timber/Logging Systems: Evaluate salvage sale opportunities before road storage.

Wildlife: No concerns.

Botany: No concerns

Invasive Species: No concerns

Lands/Minerals/Geology/Karst: No concerns

Soil and Water: Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale activities plus a period of 1 to 5 years. Storage activities typically include culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road reconstruction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion and disperse runoff away from streams (R10 BMP 14.8 and National Core BMPs Fac-2, Road-3, and Road-6) and apply any other BMPs determined to be site specifically appropriate.

Scenery/Recreation: No concerns

Heritage Resources: No concerns

Appendix 2

Road Number: 3023200

Record of Decision

