

**Project:**  
Big Thorne EIS

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape

**Route No**  
3023200

**Route Name**

**Begin Terminus**  
3023000 MP 0.78

**End Terminus**  
Unit 584-546

**Begin MP**  
0.00

**Length**  
0.09

**Status**  
Existing

## General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
LOCAL	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

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>	<b>Alaska Forest Practices Act Class</b>
0.00	0.09	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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3023200

### Route Basics:

The purpose of this road is to provide access to Unit 584-546. The proposed road reconstruction has an approximate length of 0.09 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 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:

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 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. 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 0.06	AHMU Class II	Channel Type HCO	Substrate O-SA
Max. Width 0.6m	Max. Depth	Gradient 6-15%	
Structure Log Culvert	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 51m, 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

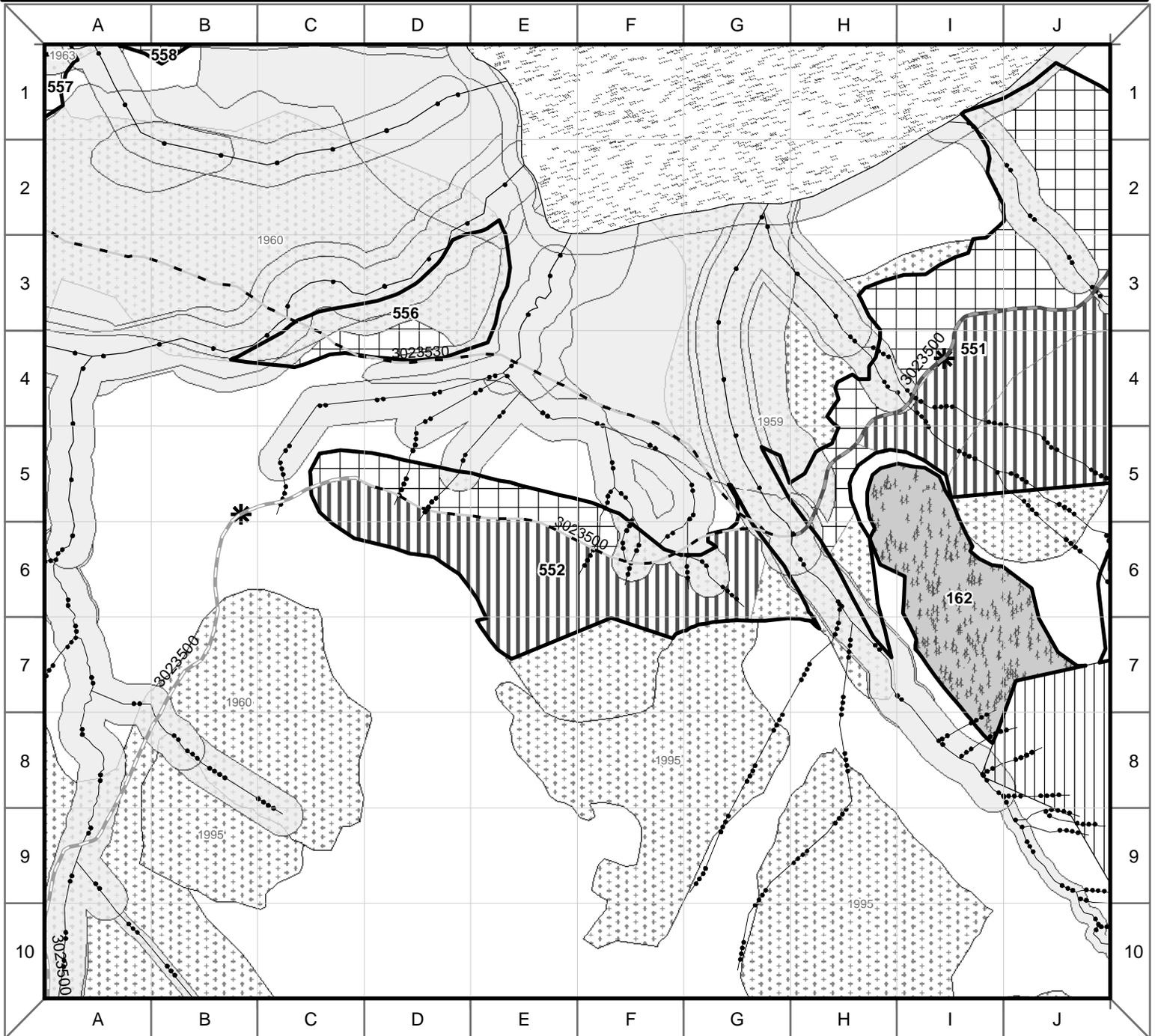
**Soil and Water:** Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale 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: 3023500

Record of Decision



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

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape

**Route No**  
3023500

**Route Name**

**Begin Terminus**  
3023500 MP 3.02

**End Terminus**  
Unit 583-552

**Begin MP**  
3.02

**Length**  
0.43

**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>
3.02	3.45	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**

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

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**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 3023500

#### **Route Basic:**

The purpose of this road is to provide access to Unit 583-552 and provide access to landings for Units 583-168 and 583-169. The proposed road reconstruction has an approximate length of 0.43 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3023500. This road currently has an operational maintenance level of 2 and may require deferred maintenance such as brushing and ditching.

#### **Road Location:**

Road directly accesses Units 583-552. 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:**

One Class I stream crossing is present at mile post 3.06 (cell H6) and an existing stream crossing structure is already in place. The stream has 512m of available upstream habitat, based on GIS. One Class II stream crossing is present at mile post 3.16 (cell G6) and an existing stream crossing structure is already in place. The stream has 62m of available upstream habitat, based on GIS. Four Class IV streams and 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. 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

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**Invasive Species:** Orange hawkweed is known within the first two miles of the NFS road 3023500. Monitoring will be done 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.

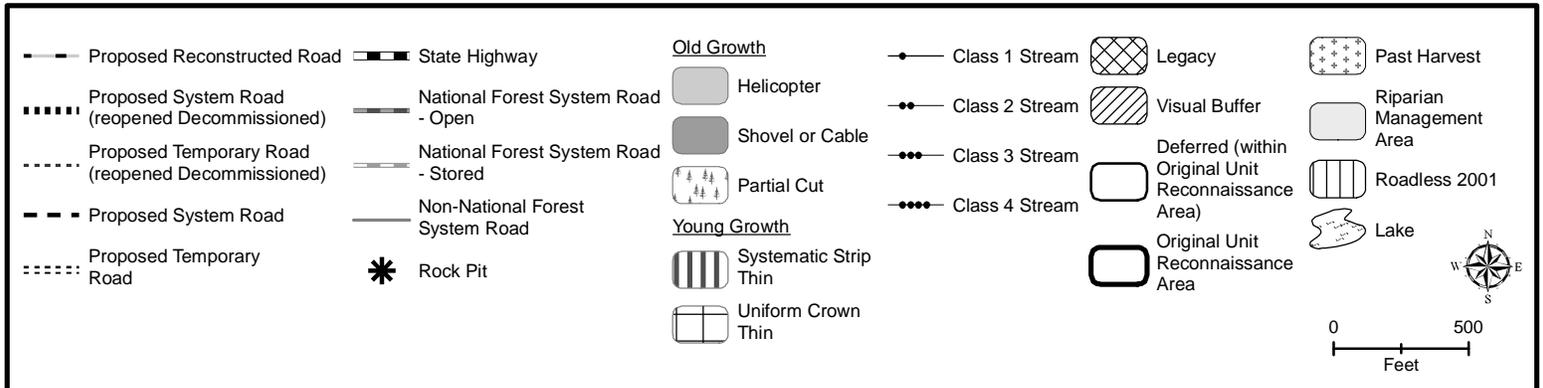
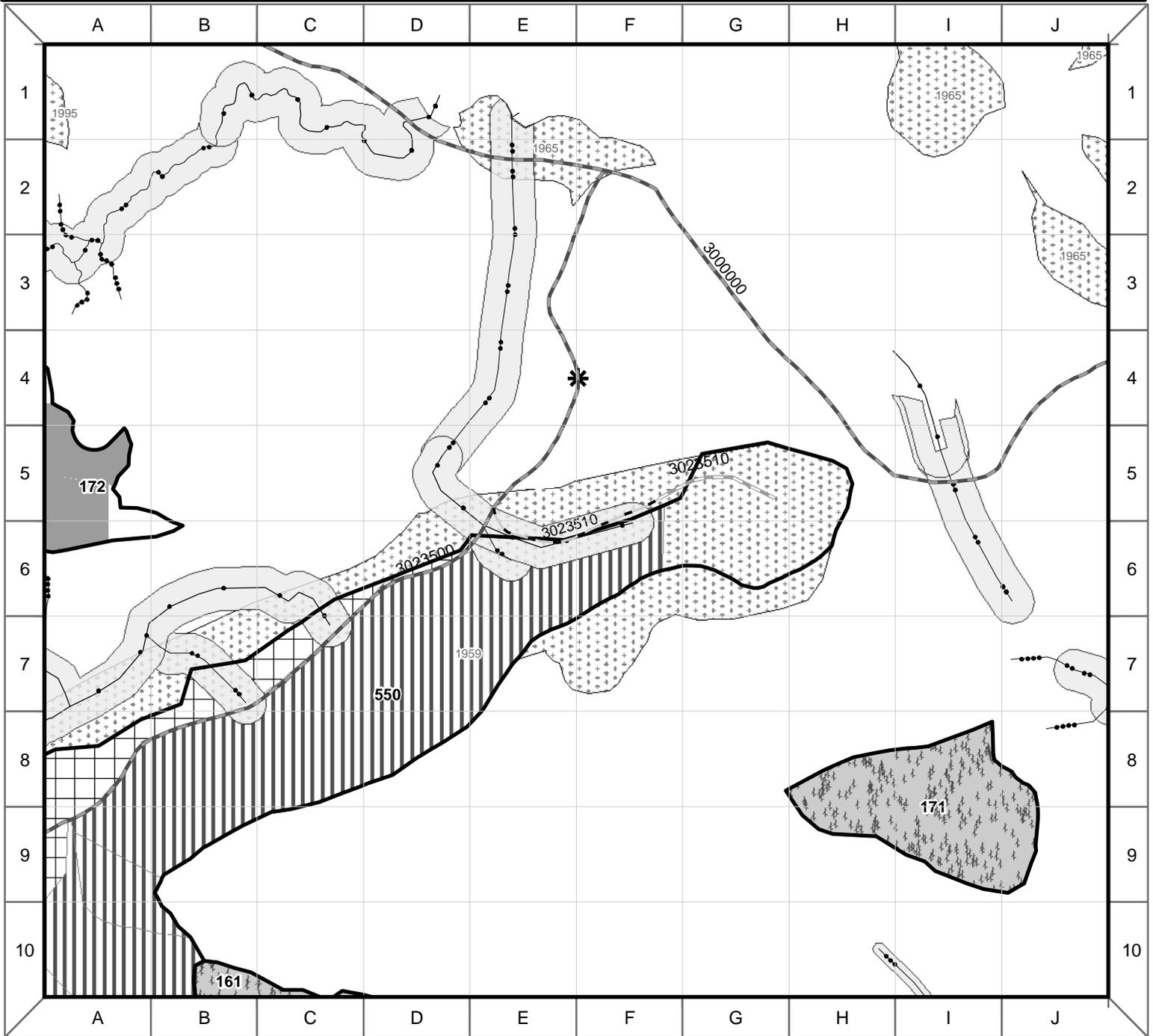
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3023510

Record of Decision





<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3023510

### **Route Basics:**

The purpose of this road is to provide access to Unit 583-550. The proposed road reconstruction has an approximate length of 0.18 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3023500. This road currently has an operational maintenance level of 2 and may require deferred maintenance such as brushing and ditching.

### **Road Location:**

Road directly accesses Units 583-550. Grades are favorable to 14%. 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.

Approximately 0.12 mile of the 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:**

No Class I, II, III or IV stream crossings are present along this road segment. Approximately 240 meters of the existing road prism was built in the riparian area of a Class I stream. 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:** No concerns.

**Botany:** No concerns

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

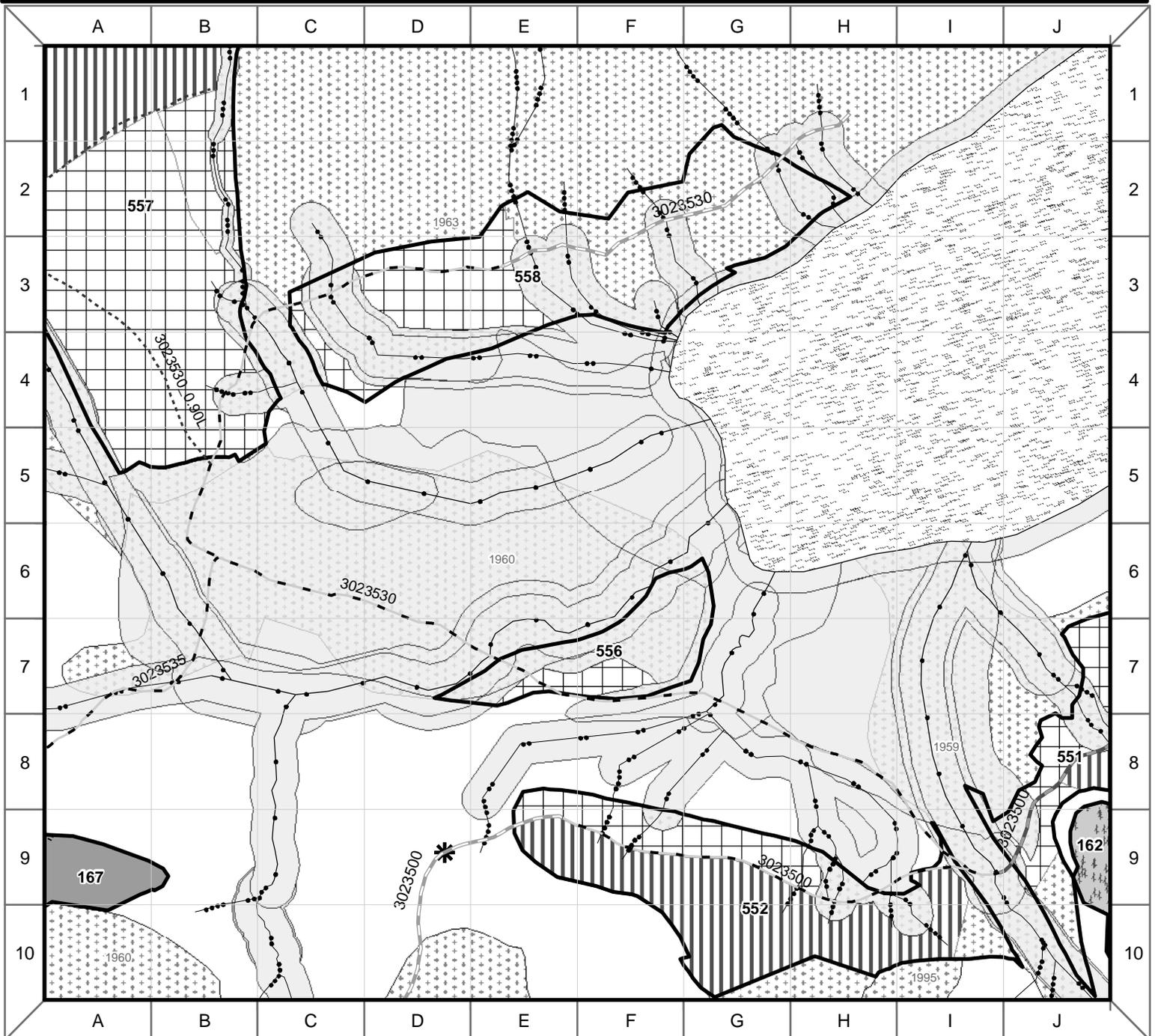
**Soil and Water:** Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale 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: 3023530

Record of Decision



<ul style="list-style-type: none"> <li>--- Proposed Reconstructed Road</li> <li>..... Proposed System Road (reopened Decommissioned)</li> <li>----- Proposed Temporary Road (reopened Decommissioned)</li> <li>- - - Proposed System Road</li> <li>..... Proposed Temporary Road</li> </ul>	<ul style="list-style-type: none"> <li>== State Highway</li> <li>--- National Forest System Road - Open</li> <li>--- National Forest System Road - Stored</li> <li>--- Non-National Forest System Road</li> <li>* Rock Pit</li> </ul>	<p><b>Old Growth</b></p> <ul style="list-style-type: none"> <li>Helicopter</li> <li>Shovel or Cable</li> <li>Partial Cut</li> </ul> <p><b>Young Growth</b></p> <ul style="list-style-type: none"> <li>Systematic Strip Thin</li> <li>Uniform Crown Thin</li> </ul>	<ul style="list-style-type: none"> <li>— Class 1 Stream</li> <li>••• Class 2 Stream</li> <li>••• Class 3 Stream</li> <li>••• Class 4 Stream</li> </ul>	<ul style="list-style-type: none"> <li>Legacy</li> <li>Visual Buffer</li> <li>Deferred (within Original Unit Reconnaissance Area)</li> <li>Original Unit Reconnaissance Area</li> </ul>	<ul style="list-style-type: none"> <li>Past Harvest</li> <li>Riparian Management Area</li> <li>Roadless 2001</li> <li>Lake</li> </ul>
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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> 3023530	<u>Route Name</u>	<u>Begin Terminus</u> 3023500 MP 3.05	<u>End Terminus</u> Unit 583-558
<u>Begin MP</u> 0.00	<u>Length</u> 1.30	<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	1.30	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**

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



Site Specific Design Criteria  
Road 3023530

**Route Basics:**

The purpose of this road is to provide direct access to Units 583-556, 583-557, and 583-558 and indirect access to units 583-167, 586-168, 586-169, 586-177 and 586-555. The proposed road reconstruction has an approximate length of 1.30 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3023500. This road may require deferred maintenance such as brushing and ditching.

**Road Location:**

Road directly accesses Units 583-556, 583-557, and 583-558; provides access to road 3023535, which accesses units 583-167, 583-168, 583-169, and 583-555; and provides helicopter landing locations for Unit 583-177. Grades are favorable to 10%. Road traverses through almost 1 mile of RMAs. However, location is 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, one Class II stream, four Class IV streams and multiple non-stream drainages. Two of the four Class IV streams (mile posts 1.35/cell E3 and 1.46/cell F2) are Class II streams downstream of the road and neither crossing requires a fish passage structure. 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 0.29	AHMU Class I	Channel Type PAB	Substrate O
Max. Width	Max. Depth	Gradient 1%	
Structure Log Culvert/Bridge	Passage Yes	Timing dates 6/25 to 9/01	

**Narrative:** This crossing is located in cell G7 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Coho salmon, cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 1,459m, 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 0.51	AHMU Class I	Channel Type FPM	Substrate SA-CO
Max. Width 13.6	Max. Depth	Gradient 1%	

**Structure** Log Culvert/Bridge    **Passage** Yes    **Timing dates** 7/18-8/15

**Narrative:** This crossing is located in cell G7 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Steelhead trout, sockeye salmon, coho salmon, cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 1,495m, 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 1.06    **AHMU Class** I    **Channel Type** AFM    **Substrate** SA-CO  
**Max. Width** 3m    **Max. Depth**    **Gradient** 10-12%  
**Structure** Log Culvert/Bridge    **Passage** Yes    **Timing dates** 6/15 to 9/01

**Narrative:** This crossing is located in cell B3/C3 on the road card map. The structure that will be installed at this crossing will be designed to accomplish fish passage. Coho salmon, cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 47m, 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.

D) MP 1.13    **AHMU Class** II    **Channel Type** AFH    **Substrate** SA-CO  
**Max. Width** 1.2m    **Max. Depth**    **Gradient** 15%  
**Structure** Log Culvert    **Passage** Yes    **Timing dates** 6/15 to 9/01

**Narrative:** This crossing is located in cell C3 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 115m, 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:** Recommend early closure of this road to maintain the unroaded character and connectivity in this area.

**Botany:** No concerns

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

### **Soil and Water:**

Approximately 1 mile of the road is through RMAs. Consider early storage of this road, because of potential for riparian and fish stream effects. 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.

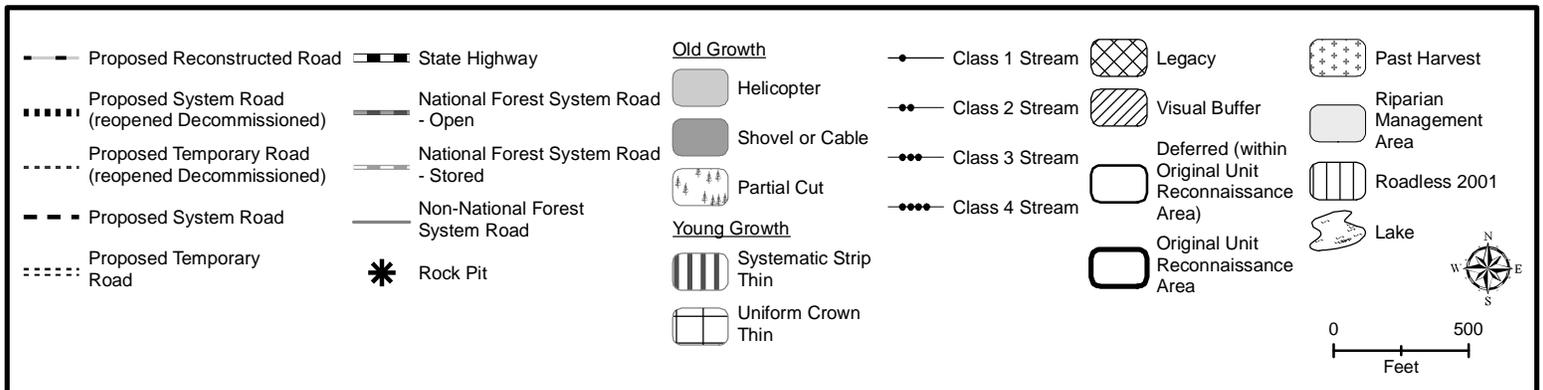
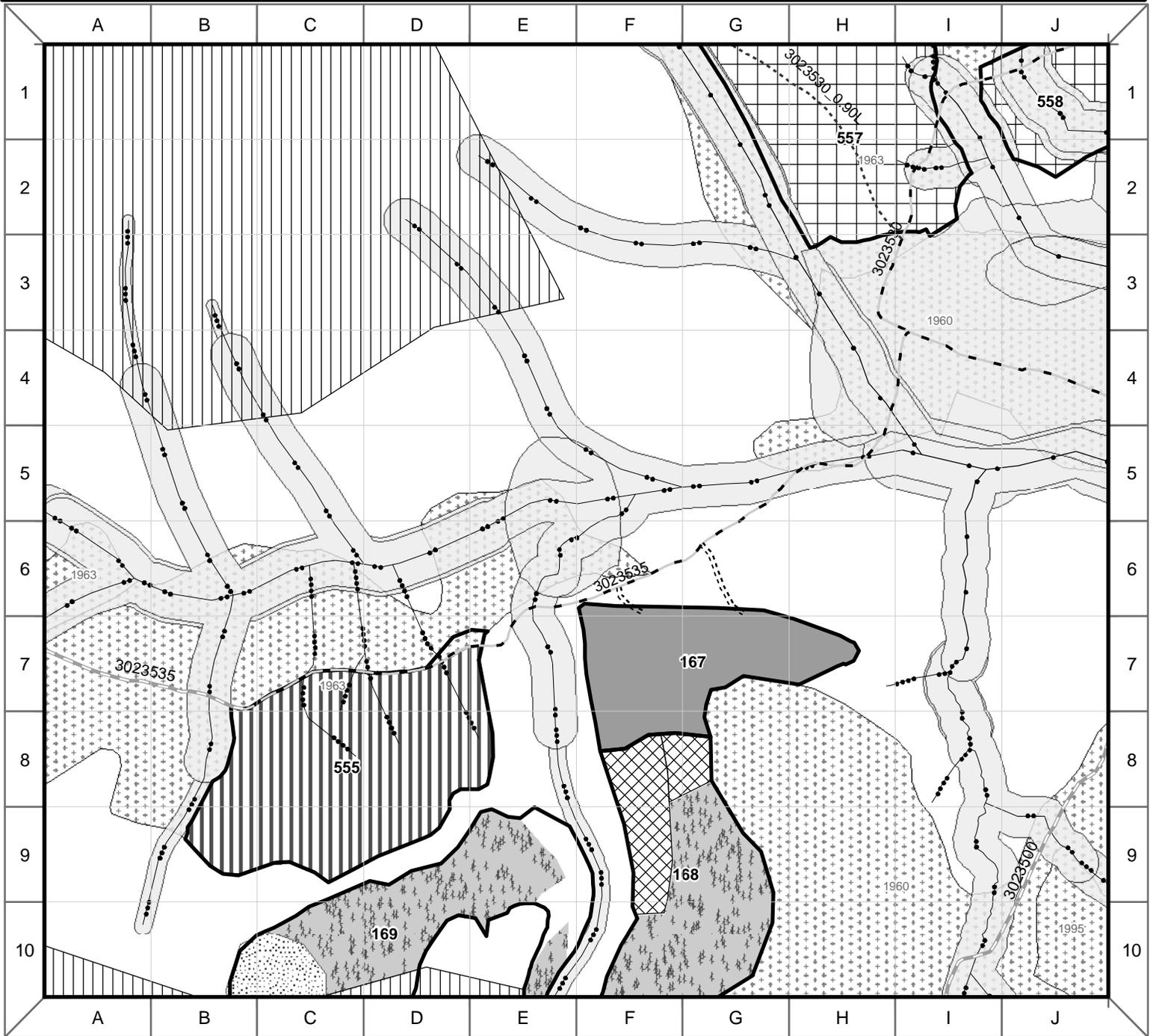
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3023535

Record of Decision



<b><u>Project:</u></b> Big Thorne EIS		<b><u>System:</u></b> Prince of Wales Island	<b><u>Land Use Designation:</u></b> Modified Landscape
<b><u>Route No</u></b> 3023535	<b><u>Route Name</u></b>	<b><u>Begin Terminus</u></b> 3023530 MP 0.79	<b><u>End Terminus</u></b> Unit 583-555
<b><u>Begin MP</u></b> 0.00	<b><u>Length</u></b> 0.79	<b><u>Status</u></b> Existing	

### General Design Criteria and Elements

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

<b><u>Bmp</u></b>	<b><u>Emp</u></b>	<b><u>Operational Maintenance Level (Current Condition)</u></b>	<b><u>Objective Maintenance Level (Desired Future Condition)</u></b>	<b><u>Alaska Forest Practices Act Class</u></b>
0.00	0.79	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

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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	N/A
	<b>Accept:</b>	Non-motorized use after road is closed year round.
	<b>Discourage:</b>	N/A
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3023535

### Route Basics:

The purpose of this road is to provide access to Units 583-167 to 583-169, and 583-555. The proposed road reconstruction has an approximate length of 0.79 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3023530. This road is currently closed and will require reconstruction to allow access.

### Road Location:

Road directly accesses Units 583-167 and 583-555, and provides helicopter landing locations for Units 583-168 and 583-169. Grades are favorable to 11%. 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 I stream, three Class II streams, five 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.

<b>A) MP 0.08</b>	<b>AHMU Class I</b>	<b>Channel Type MMS</b>	<b>Substrate GR-SBD</b>
<b>Max. Width 5m</b>	<b>Max. Depth</b>	<b>Gradient 5%</b>	
<b>Structure Log Culvert/Bridge</b>	<b>Passage Yes</b>	<b>Timing dates 7/18-8/15</b>	

**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. Steelhead trout, Coho salmon, cutthroat trout and Dolly Varden char presence have been verified. Available upstream habitat is 735m, 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>B) MP 0.13</b>	<b>AHMU Class II</b>	<b>Channel Type</b>	<b>Substrate</b>
<b>Max. Width</b>	<b>Max. Depth</b>	<b>Gradient</b>	
<b>Structure Log Culvert/Bridge</b>	<b>Passage Yes</b>	<b>Timing dates Needed</b>	

**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. Available upstream habitat is 73m, 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.

<b>C) MP 0.18</b>	<b>AHMU Class II</b>	<b>Channel Type</b>	<b>Substrate</b>
<b>Max. Width</b>	<b>Max. Depth</b>	<b>Gradient</b>	
<b>Structure</b> Log Culvert/Bridge	<b>Passage</b> Yes	<b>Timing dates</b> Needed	

**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. Available upstream habitat is 24m, 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.

<b>D) MP 0.21</b>	<b>AHMU Class II</b>	<b>Channel Type</b>	<b>Substrate</b>
<b>Max. Width</b>	<b>Max. Depth</b>	<b>Gradient</b> 11%	
<b>Structure</b> Log Culvert/Bridge	<b>Passage</b> Yes	<b>Timing dates</b> Needed	

**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. Available upstream habitat is 3,133m, 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.

<b>E) MP 0.51</b>	<b>AHMU Class II</b>	<b>Channel Type</b> HCL	<b>Substrate</b> CO-BR
<b>Max. Width</b> 6m	<b>Max. Depth</b>	<b>Gradient</b> 6%	
<b>Structure</b> Log Culvert/Bridge	<b>Passage</b> Yes	<b>Timing dates</b> Needed	

**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 188m, 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:** Recommend early closure of this road to maintain the unroaded character and connectivity in this area.

**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.

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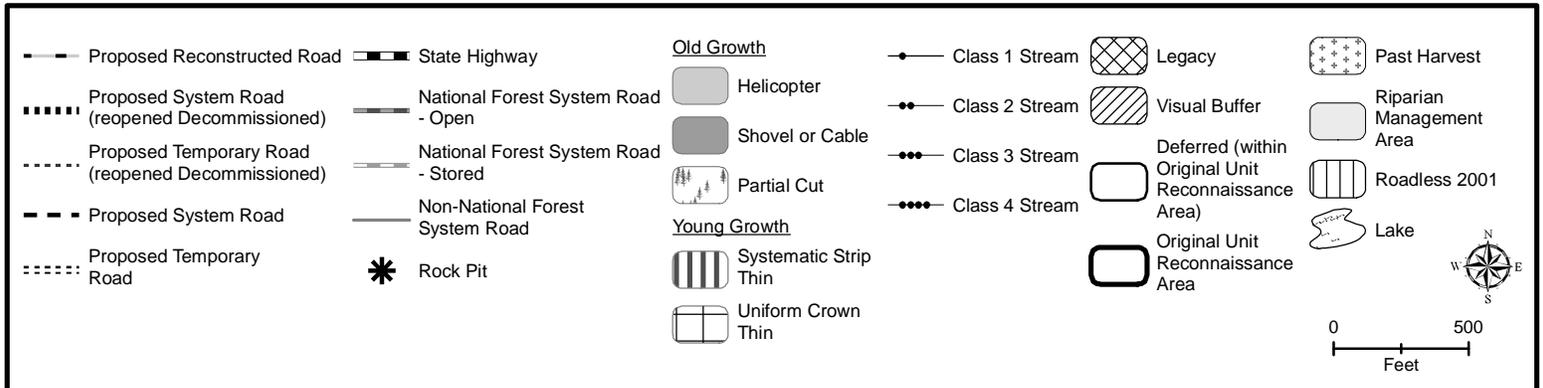
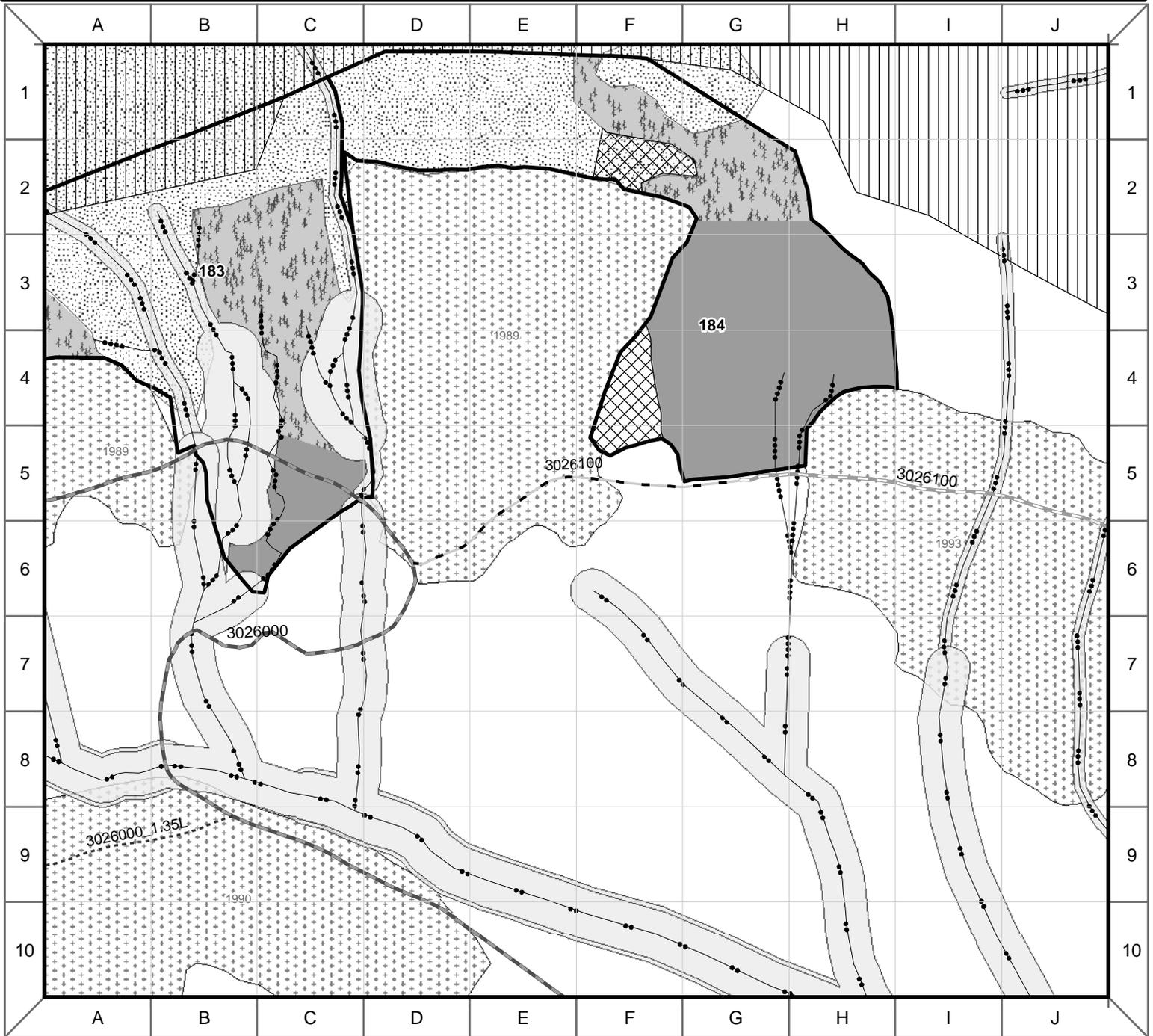
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3026100

Record of Decision



<b>Project:</b> Big Thorne EIS		<b>System:</b> Prince of Wales Island	<b>Land Use Designation:</b> Modified Landscape
<b>Route No</b> 3026100	<b>Route Name</b> Eagle Creek	<b>Begin Terminus</b> 3026000 MP 1.82	<b>End Terminus</b> Unit 583-184
<b>Begin MP</b> 0.00	<b>Length</b> 0.33	<b>Status</b> Existing	

### General Design Criteria and Elements

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

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>	<b>Alaska Forest Practices Act Class</b>
0.00	0.33	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

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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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

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## Site Specific Design Criteria Road 3026100

### **Route Basics:**

The purpose of this road is to provide access to Unit 583-184. The proposed road reconstruction has an approximate length of 0.33 mile. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3026000. This road is currently has an operational maintenance level of 2, and may require deferred maintenance such as brushing and ditching.

### **Road Location:**

Road directly accesses Unit 583-184. 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:**

Three Class III stream crossings are present along this road segment. Existing structures are already in place at all three Class III stream crossings and are listed at the following locations: mile post 0.02 (cell D6), mile post 0.06 (cell D6) and mile post 0.18 (cell E5/F5). The class III stream at mile post 0.02 has been diverted from its 24 inch cmp to a ditch relief structure about 30 feet away because of blockage. Note: all three Class III streams are not mapped, but were identified through a RCS survey and confirmed by a watershed improvement tracking survey. These streams were not completely 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:** 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**      **Route Name**  
3030100      Eagle Creek

**Begin Terminus**  
3030100 MP 1.25

**End Terminus**  
Unit #578

**Begin MP**      **Length**  
1.25      2.23

**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>
1.25	3.48	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

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

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**Site Specific Design Criteria  
Road 3030100**

**Route Basic:**

The purpose of this road is to provide direct or indirect access to Units 581-577, 581-578, and 582-207. The proposed road reconstruction has an approximate length of 2.23 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3030100. This road is currently has an operational maintenance level of 2, and may require deferred maintenance such as brushing and ditching.

**Road Location:**

Road directly accesses 81-577 and 581-578; provides access to a temporary road, which accesses 582-207; and provides helicopter landing locations for Units 582-212 and 582-213. 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.

A portion of 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 I stream crossing is present at mile post 1.30 (cell A6) and an existing stream crossing structure is already in place. The stream has 389m of available upstream habitat, based on UA surveys. One Class II stream crossing is present at mile post 1.53 (cell B5) and an existing stream crossing structure (red pipe) is already in place. The stream has 538m of available upstream habitat, based on UA surveys. The stream mapped in GIS ends in unit 581-464 downstream of the road and does not, therefore, appear on the road card map as a road-stream crossing. One Class II stream crossing is present at mile post 1.87 (cell C4) and an existing stream crossing structure is already in place. The stream has 94m of available upstream habitat, based on GIS. Six Class IV streams and multiple non-stream drainages are present along this road segment. A stream crossing is present at mile post 2.15 (cell E3). The stream is Class II downstream of the road and Class IV upstream of the road, therefore, this crossing is regarded as one of six Class IV stream crossings. 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:** In units 574 and road appears to be within ¼ mile of eagle nest located near east end of unit 574. Nest activity will be determined prior to implementation; timing restrictions may apply.

**Botany:** No concerns

**Invasive Species:** An infestation of common tansy is known within the first mile of the NFS road 3030100. Monitoring will be completed to ensure that the infestation does 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.

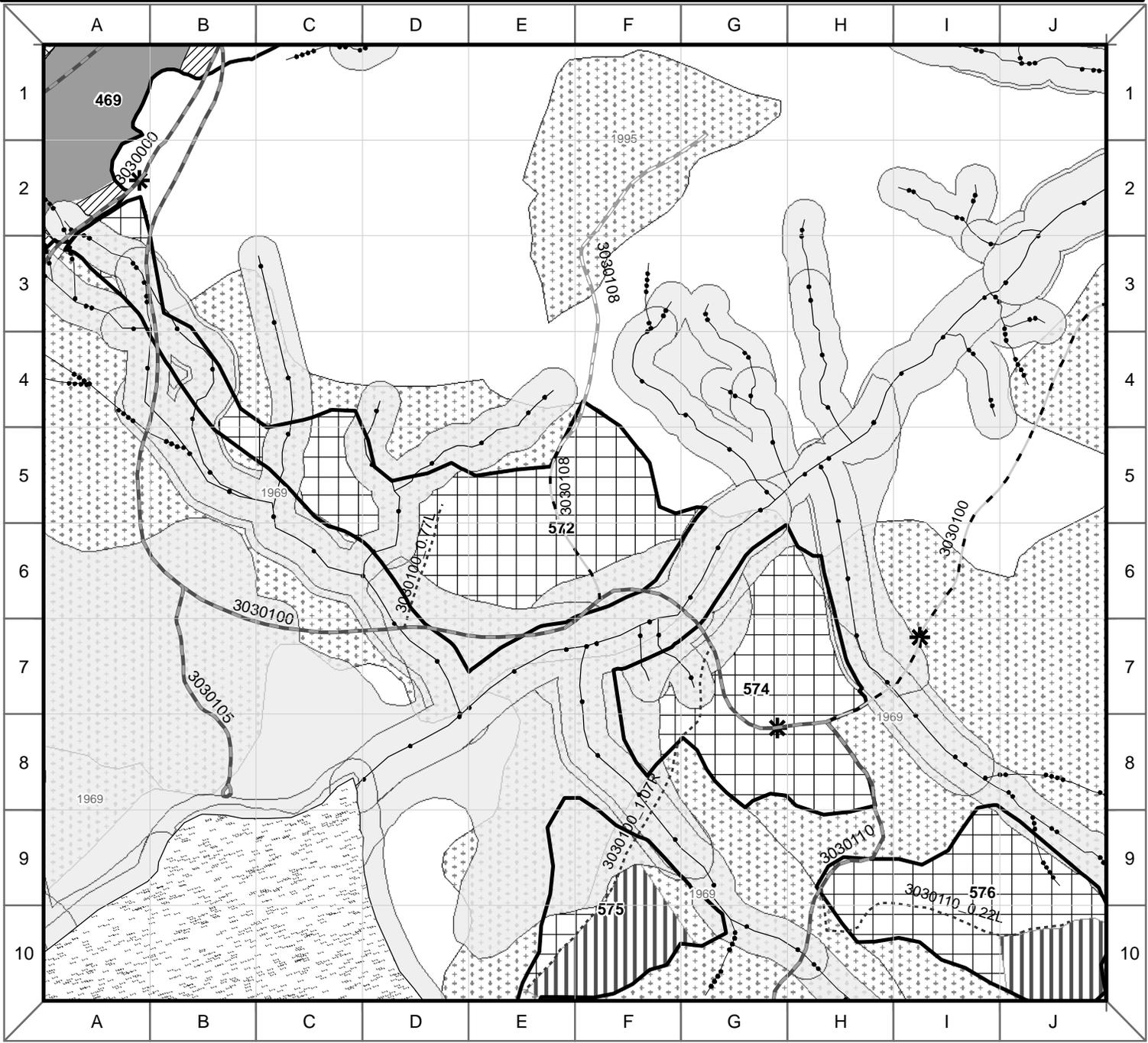
**Scenery/Recreation:** Road would result in increased access to the Eagle Creek corridor. Consider early storage of road following logging.

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3030108

Record of Decision 



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

R:\projects\_2010\BigThorneEIS\maps\roadcards\ROD\_ML1.mxd 18 June 2013



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

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## Site Specific Design Criteria Road 3030108

### **Route Basic:**

The purpose of this road is to provide direct or indirect access to Units 581-572. The proposed road reconstruction has an approximate length of 0.14 miles. The road has an operational maintenance level of 1 and is currently in storage. The road is accessed by existing NFS road 3030100.

### **Road Location:**

Road directly accesses 581-572. Grades are favorable to 5%. 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.

A portion of 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:**

No Class I, II, III or IV stream crossings are present along this road segment. 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.

### **Other Resource Information**

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

**Wildlife:** In unit 572 the road appears to be within ¼ mile of eagle nest located near east end of unit 574. Nest activity will be determined prior to implementation; timing restrictions may apply.

**Botany:** No concerns

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

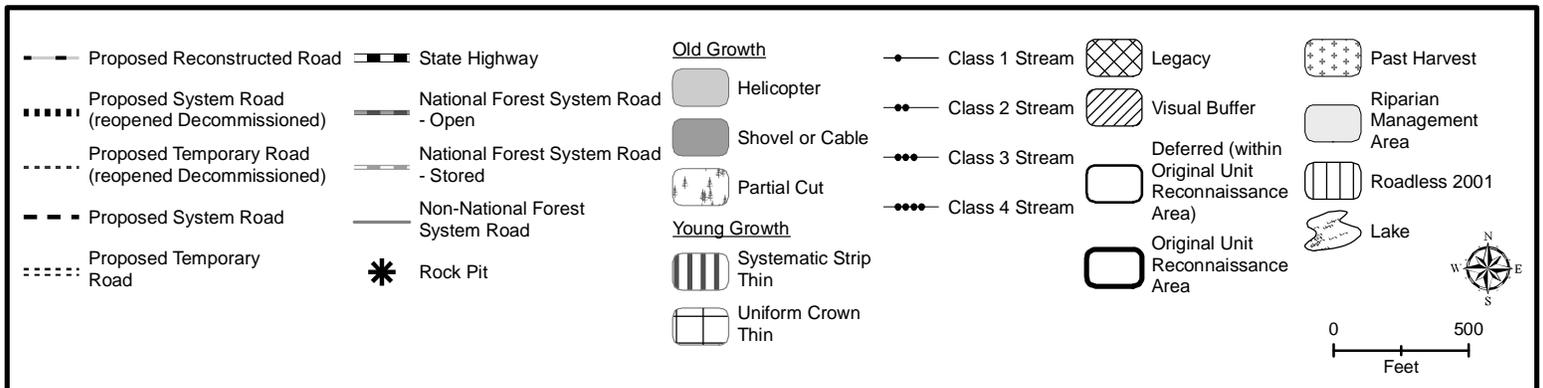
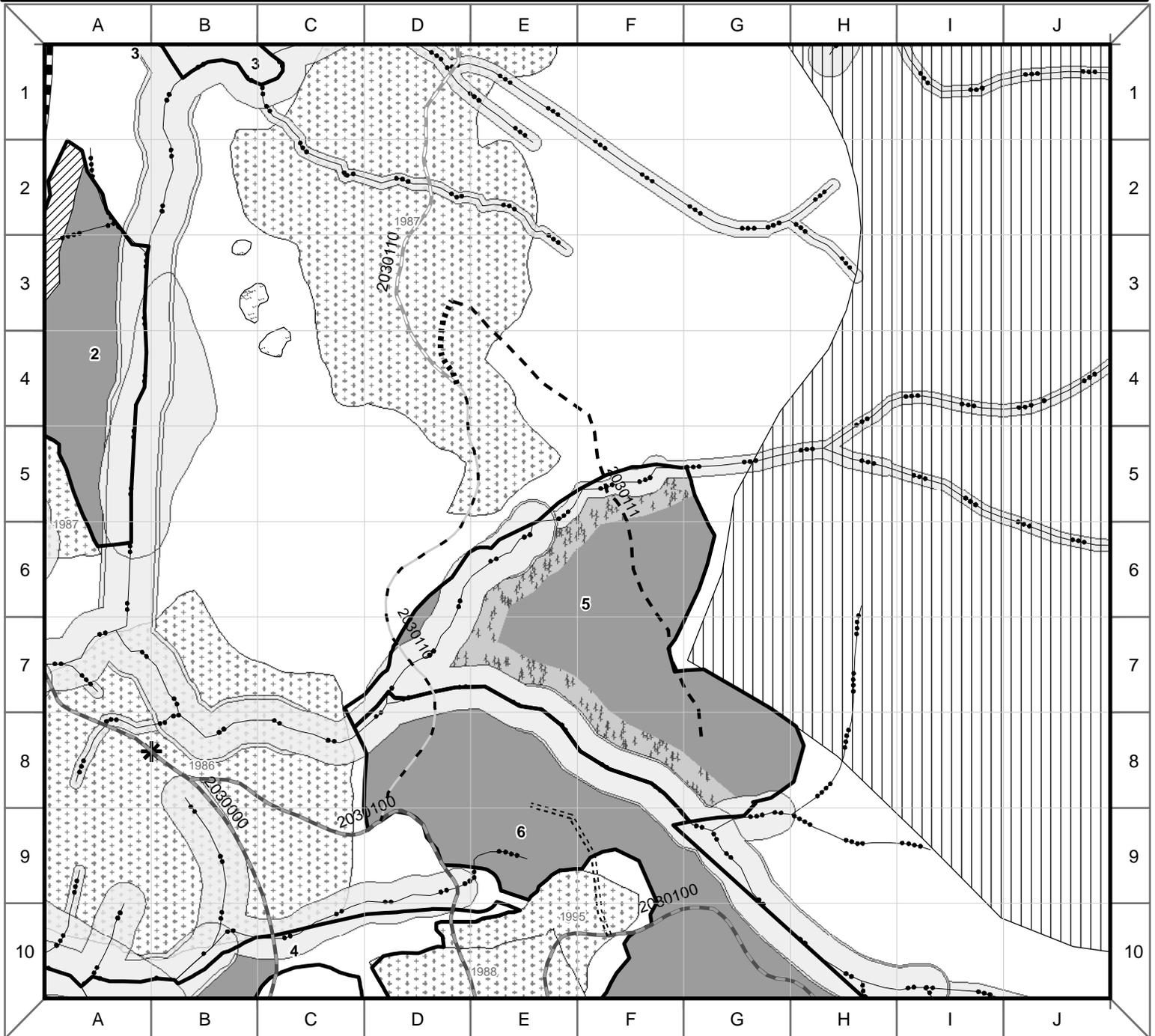
**Soil and Water:** Apply R10 BMP 14.7 and National Core BMP Road-3. All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs Fac-2, Road-3, and Road-6). Road is scheduled for storage following timber sale 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: 2030111

Record of Decision



<b>Project:</b> Big Thorne EIS		<b>System:</b> Prince of Wales Island	<b>Land Use Designation:</b> Timber Production
<b>Route No</b> 2030111	<b>Route Name</b>	<b>Begin Terminus</b> 2030110 MP 0.5	<b>End Terminus</b> Unit 595-005
<b>Begin MP</b> 0.00	<b>Length</b> 0.58	<b>Status</b> Planned	

**General Design Criteria and Elements**

<b>Functional Class</b> LOCAL	<b>Service Life</b> IS	<b>Surface</b> Shot Rock	<b>Width</b> 14'	<b>Design Speed</b> 10	<b>Critical Vehicle</b> Low boy	<b>Design Vehicle</b> 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	0.58	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**

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

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<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 1) and is in a self-maintaining status.

Approved /s/ Rachelle Huddleston-Lorton  
District Ranger

June 28, 2013  
Date

**Site Specific Design Criteria  
Road 2030111**

**Route Basics:**

The purpose of this road is to access Unit 595-005. The proposed road has an approximate length of 0.58 mile. The first 0.08 mile of this proposed road is constructed over a previously decommissioned road bed. The road is accessed by existing NFS road 2030110. This road is currently in storage and will require reconstruction to allow access.

**Road Location:**

Road accesses Unit 595-005. Grades are primarily favorable to 9%, construction difficulty is easy to moderate. Location controlled by existing road location and needed landing locations. 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:**

The road traverses through less than ¼ acre of forested wetland. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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 crosses one Class III stream, three class IV streams and occasional non-stream drainages. A site survey will be conducted to determine appropriate structures. A log culvert, log bridge, or bridge will be installed at fish stream crossings.

<b>A) MP</b> 0.24	<b>AHMU Class III</b>	<b>Channel Type</b> HCM	<b>Incision</b> 3.6 m
<b>Max. Width</b> 5.5 m	<b>Max. Depth</b> not measured	<b>Gradient</b> 18%	<b>Substrate</b> bed rock
<b>Structure</b> mod bridge	<b>Passage</b> no	<b>Timing dates</b>	

**Narrative:** This crossing is located in cell F5 on the road card map where the road first enters Unit 595-005.

**Other Resource Information**

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

**Wildlife:** No concerns

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**Botany:** No concerns

**Invasive Species:** No Concerns

**Lands/Minerals/Geology/Karst:** No concerns.

**Soil and Water:**

The proposed route traverses 25 to 40% slopes to access unit 595-005. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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.

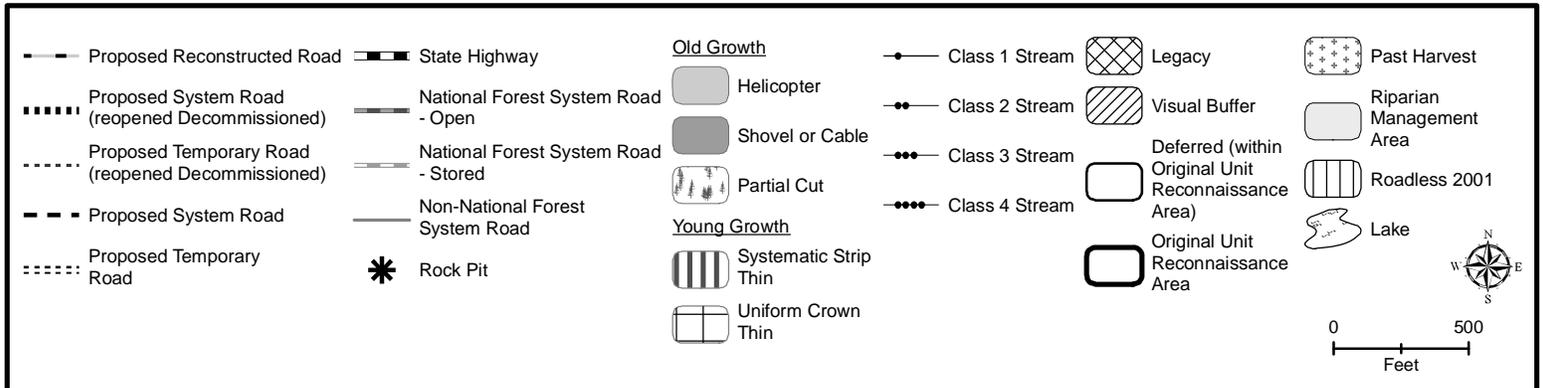
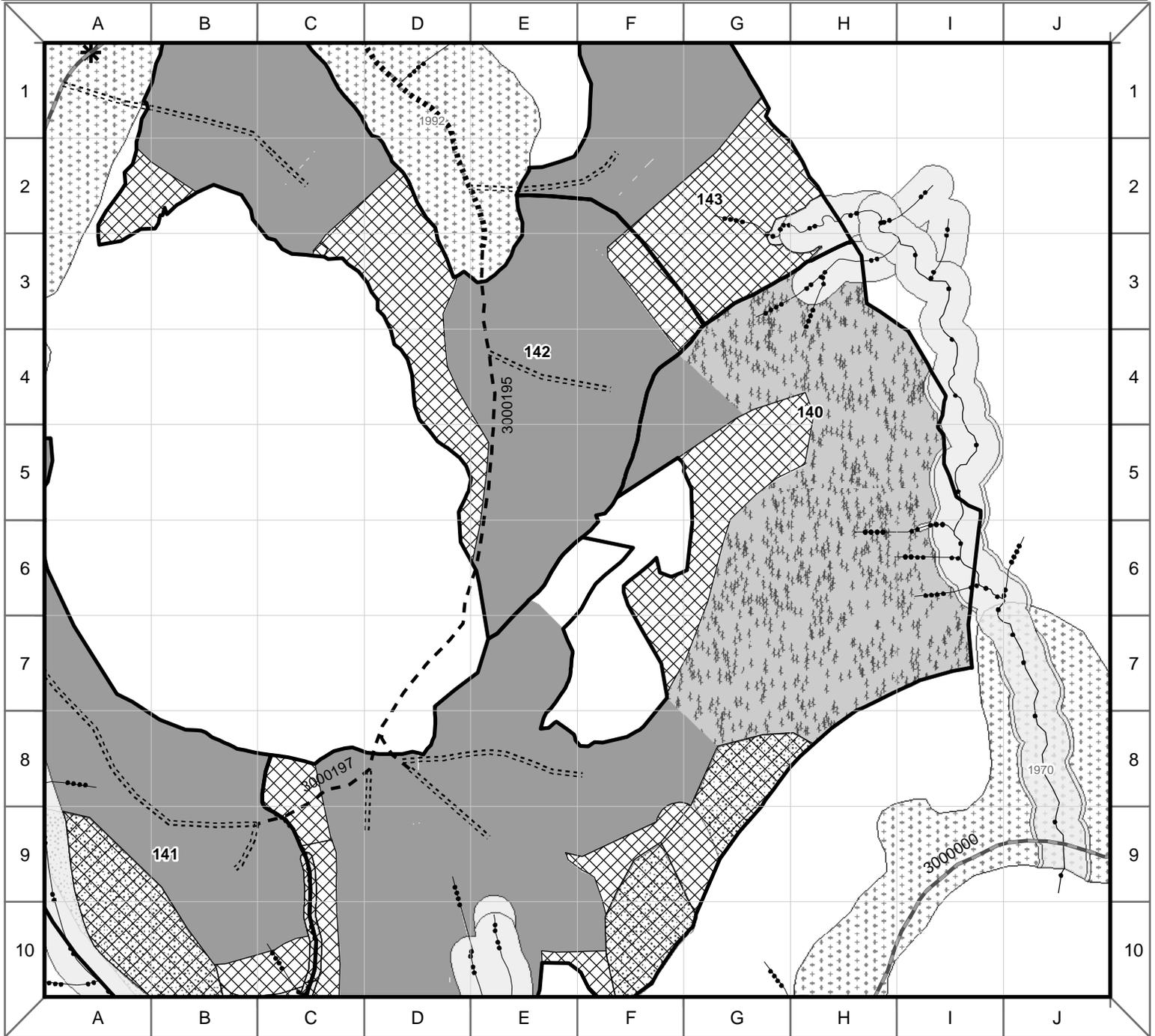
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3000195

Record of Decision



**Project:**  
Big Thorne EIS

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape

**Route No**  
3000195

**Route Name**

**Begin Terminus**  
3000190 MP 1.15

**End Terminus**  
Unit 585-140

**Begin MP**  
0.00

**Length**  
0.99

**Status**  
Planned

## General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
LOCAL	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 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

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>	<b>Alaska Forest Practices Act Class</b>
0.00	0.99	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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3000195

### **Route Basics:**

The purpose of this road is to access Units 585-140, 585-141, 584-142 and 584-143. The proposed road has an approximate length of 0.99 miles. The first 0.47 miles of this proposed road are constructed over a previously decommissioned road bed. The road is accessed by an existing NFS road 3000190. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

### **Road Location:**

Road accesses Units 585-140 and 584-142. Grades are favorable to 13%, construction difficulty is easy to moderate. 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:**

The road traverses through about 1 acre of forested wetland and 1 acre of forested wetland/emergent short sedge. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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; however, there are four Class IV stream crossings and multiple non-stream drainages.

### **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:**

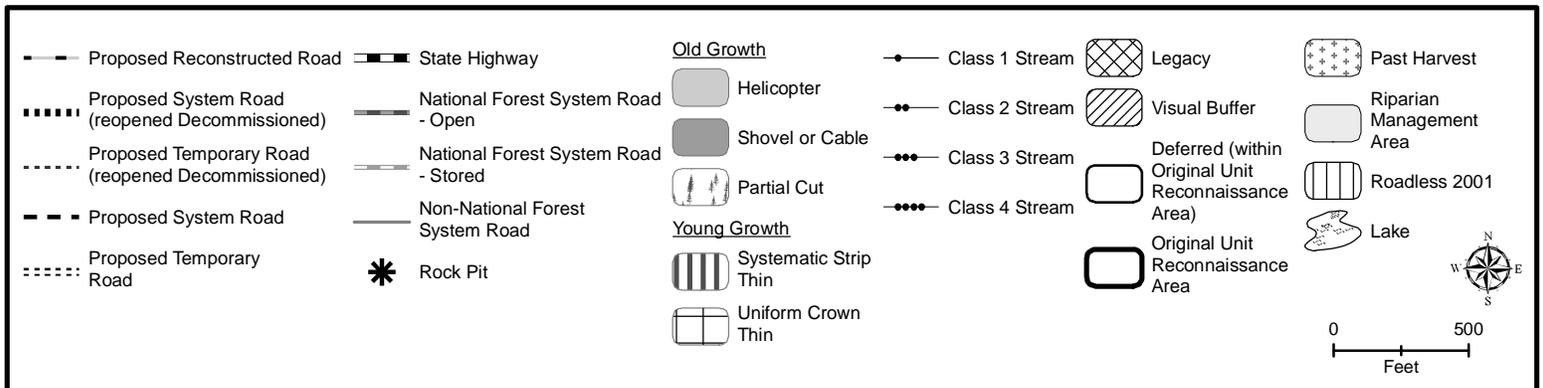
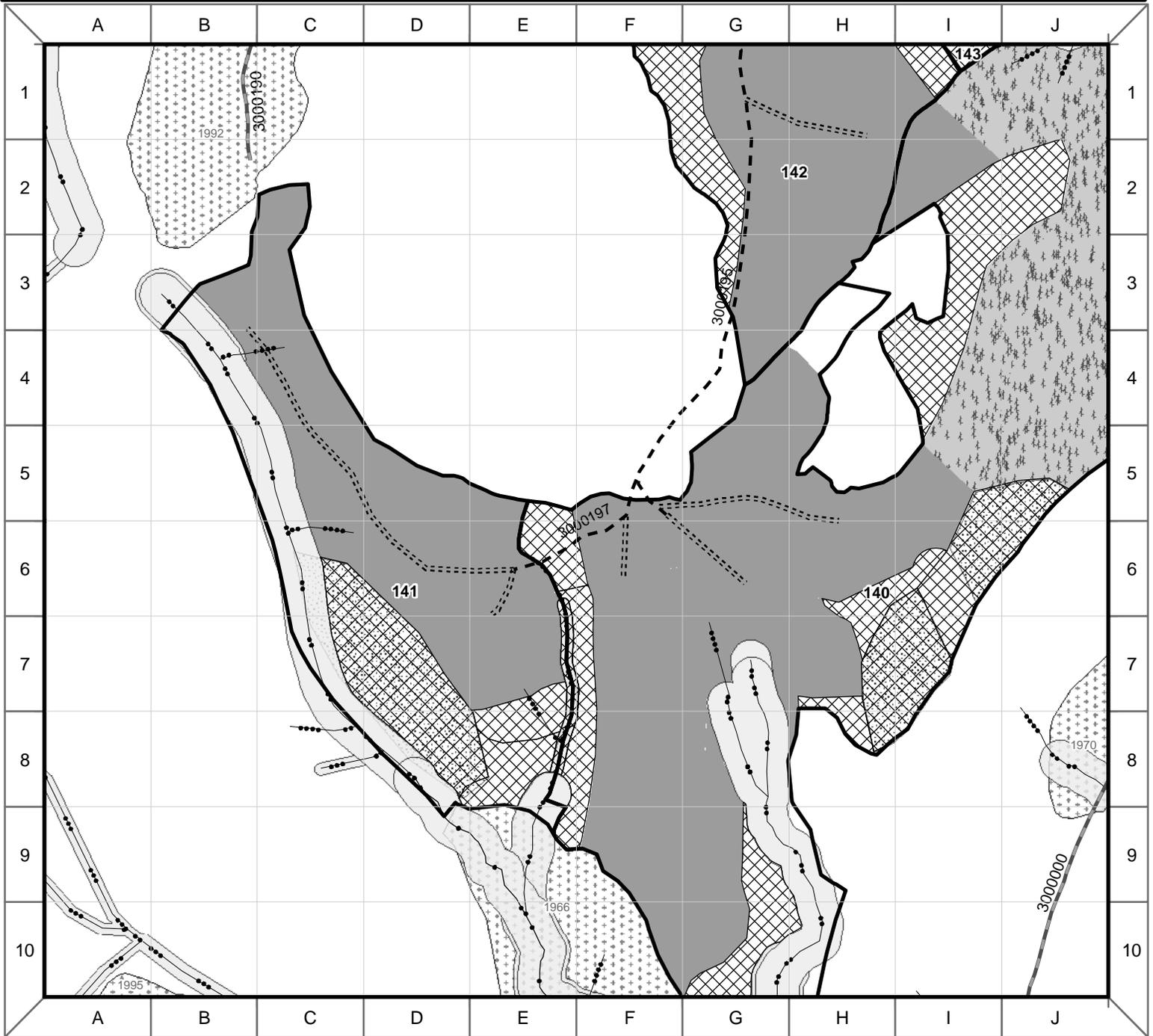
The proposed route traverses 10 to 25% slopes to access Units 585-140, 585-141, and 584-142. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and Road-3). All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 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 construction (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: 3000197

Record of Decision



**Project:**  
Big Thorne EIS

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape

**Route No**  
3000197

**Route Name**

**Begin Terminus**  
3000195 MP 0.95

**End Terminus**  
Unit 585-141

**Begin MP**  
0.00

**Length**  
0.16

**Status**  
Planned

**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	0.16	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**

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

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<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3000197

#### **Route Basics:**

The purpose of this road is to access Unit 585-141. The proposed road has an approximate length of 0.16 mile. The road is accessed by proposed NFS road 3000195.

#### **Road Location:**

Road accesses Unit 585-141. Grades are favorable to 6%, construction difficulty is easy to moderate. 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:**

The entire road traverses through forested wetland. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, extent of forested wetland, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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; however, there is one Class IV stream crossing and occasional non-stream drainages. If this proposed road is re-routed near milepost 0.05, an additional stream survey may be necessary given the proximity of a Class III stream reach.

#### **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

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**Soil and Water:**

The proposed route traverses 10 to 20% slopes to access Unit 585-141. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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.

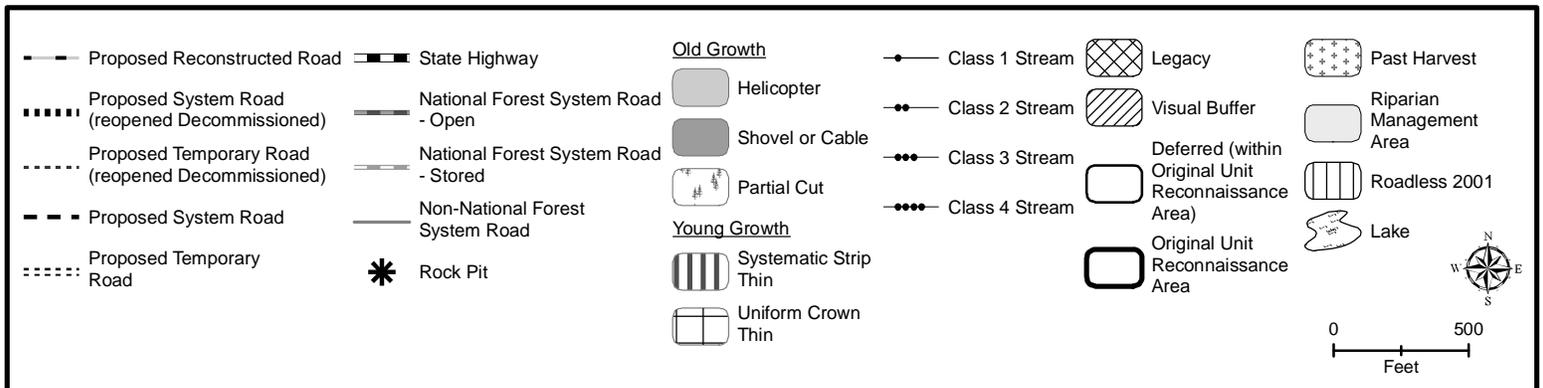
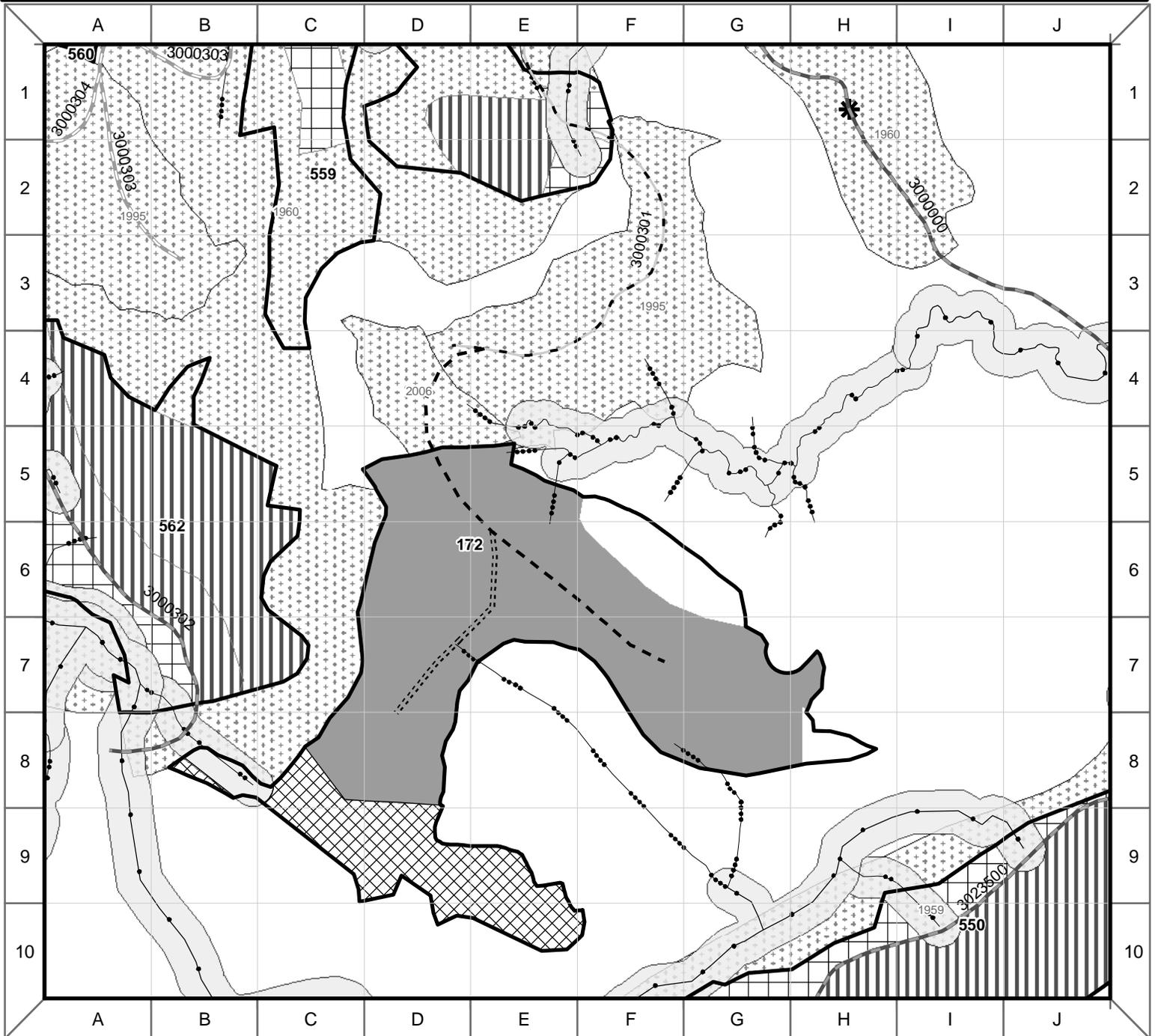
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3000301

Record of Decision



<b><u>Project:</u></b> Big Thorne EIS		<b><u>System:</u></b> Prince of Wales Island	<b><u>Land Use Designation:</u></b> Modified Landscape
<b><u>Route No</u></b> 3000301	<b><u>Route Name</u></b>	<b><u>Begin Terminus</u></b> 3000301 MP 0.54	<b><u>End Terminus</u></b> Unit 583-172
<b><u>Begin MP</u></b> 0.54	<b><u>Length</u></b> 0.43	<b><u>Status</u></b> Planned	

### General Design Criteria and Elements

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

<b><u>Bmp</u></b>	<b><u>Emp</u></b>	<b><u>Operational Maintenance Level (Current Condition)</u></b>	<b><u>Objective Maintenance Level (Desired Future Condition)</u></b>	<b><u>Alaska Forest Practices Act Class</u></b>
0.54	0.97	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

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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	N/A
	<b>Accept:</b>	Non-motorized use after road is closed year round.
	<b>Discourage:</b>	N/A
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3000301

### **Route Basics:**

The purpose of this road is to access Unit 583-172. The proposed road has an approximate length of 0.43 mile. The road is accessed by an existing NFS road 3000301. The existing road current has an operational maintenance level of 1, and is in storage. The road must be reconstructed to allow access to the proposed road.

### **Road Location:**

Road accesses Unit 583-172. Grades are adverse to 10%, construction difficulty is easy to moderate. 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:**

This road traverses through about 1¼ acre of forested wetland. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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; however, there is one Class IV stream crossing and multiple non-stream drainages.

### **Other Resource Information**

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

**Wildlife:** Entire reconstructed road length is in a small OGR. Road is in an area that provides east-west connectivity to the shoreline near Ratz Harbor. Minimize disturbance adjacent to road. Recommend road storage immediately after harvest is completed. This road is recommended for early closure for wildlife concerns.

**Botany:** No concerns

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

**Soil and Water:**

The proposed route traverses 10 to 55% slopes to access unit 583-172. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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



<u>Project:</u> Big Thorne EIS		<u>System:</u> Prince of Wales Island	<u>Land Use Designation:</u> Timber Production
<u>Route No</u> 3012140	<u>Route Name</u>	<u>Begin Terminus</u> 3012140 MP 1.53	<u>End Terminus</u> Unit 597.2-36
<u>Begin MP</u> 1.53	<u>Length</u> 0.61	<u>Status</u> Planned	

**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 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**

<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>
1.53	2.14	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**

**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**

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

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<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 OHV and Non-motorized use after road is closed year round.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 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 3012140

#### **Route Basics:**

The purpose of this road is to access Unit 597.2-36. The proposed road has an approximate length of 0.61 miles. The road is accessed by existing NFS road 3012140. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

#### **Road Location:**

Road accesses Unit 597.2-36. Grades are favorable to 17%, construction difficulty is easy to difficult. Areas of full bench rock construction are crossed. Location controlled by existing road location and needed landing locations. 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:**

The road traverses through about 2 acres of forested wetland. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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.

#### **Stream Crossings:**

No Class I, II or III stream crossings are present; however, there are eight Class IV stream crossings and multiple non-stream drainages.

#### **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.

#### **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

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**Soil and Water:**

The proposed route traverses 20 to 60% slopes to access Unit 597.2-36. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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.

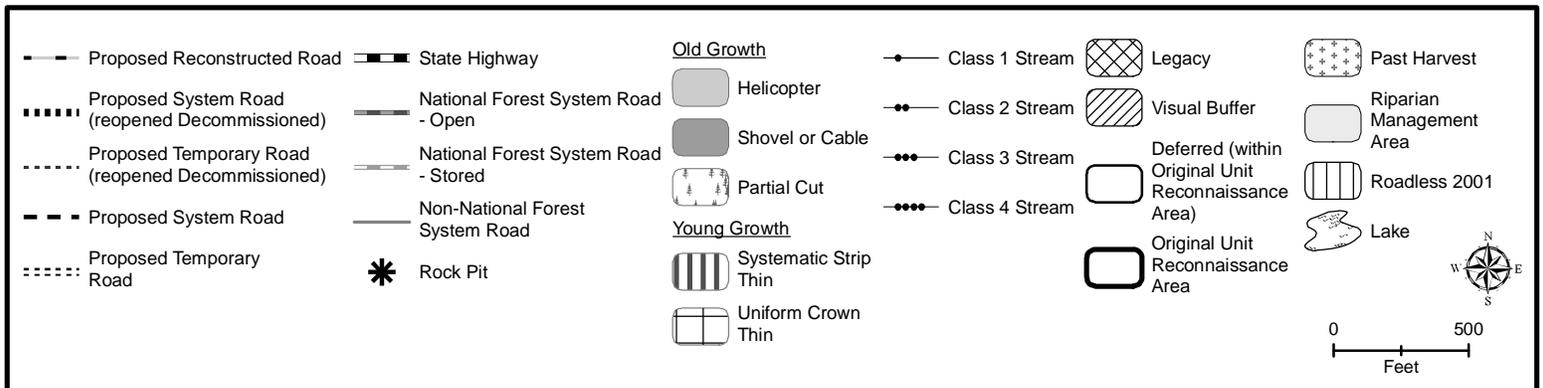
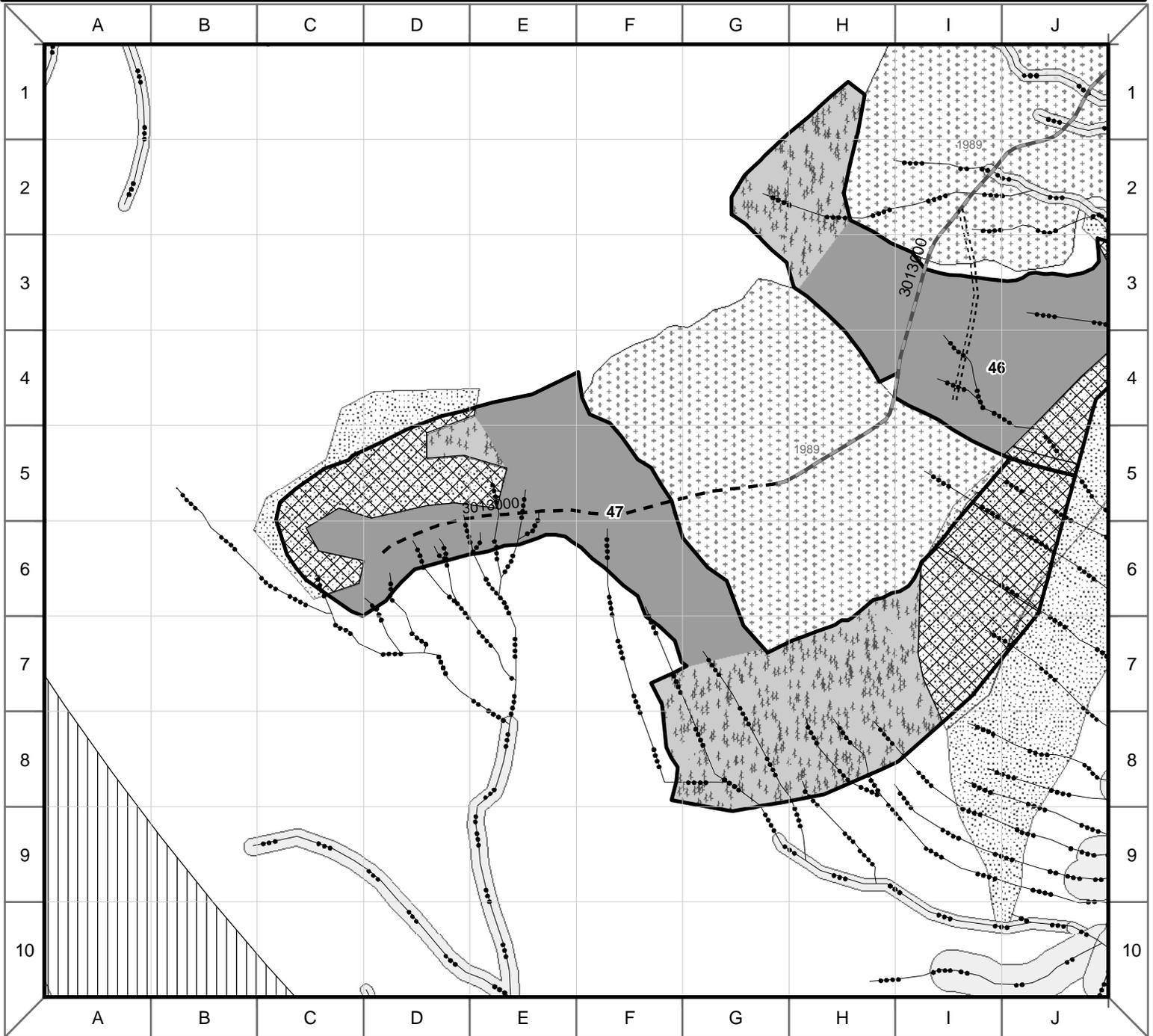
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3013000

Record of Decision 





<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3013000

### **Route Basics:**

The purpose of this road is to access Unit 597.2-47. The proposed road has an approximate length of 0.29 miles. The road is accessed by an existing NFS road 3013000. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

### **Road Location:**

Road accesses Unit 597.2-47. Grades are adverse to 8%, construction difficulty is easy to moderate. 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:**

The planned location of Road 3013000 does not cross any wetlands. If that changes, all locations where road crosses wetlands would have adequate drainage structures installed (R10 BMP 12.5 and National Core BMP AqEco-2).

### **Erosion Control:**

An erosion control plan for construction 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 construction 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; however, there are five Class IV stream crossings and occasional non-stream drainages.

### **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:**

The proposed route traverses 30 to 50% slopes to access Unit 597.2-47. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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

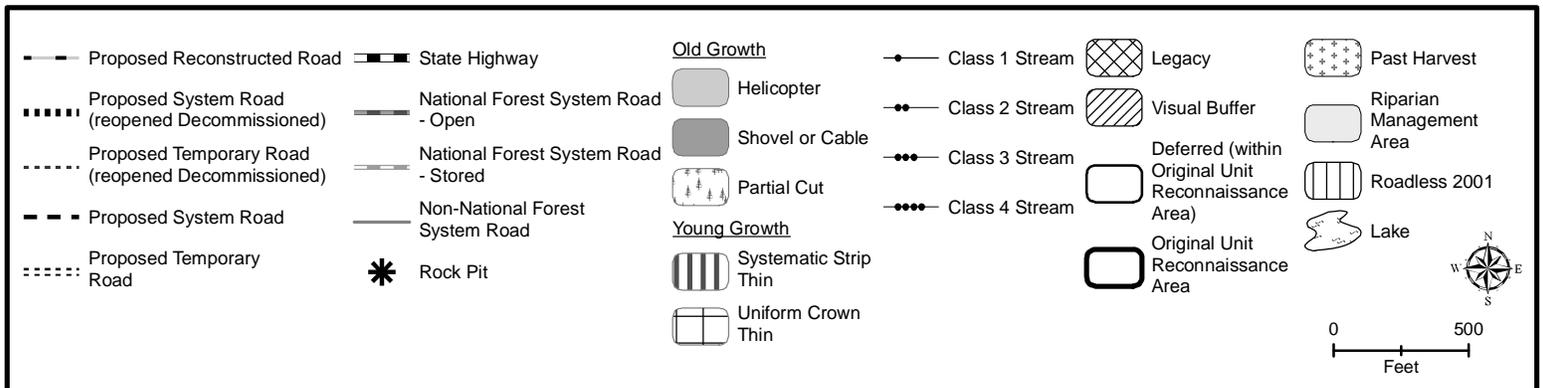
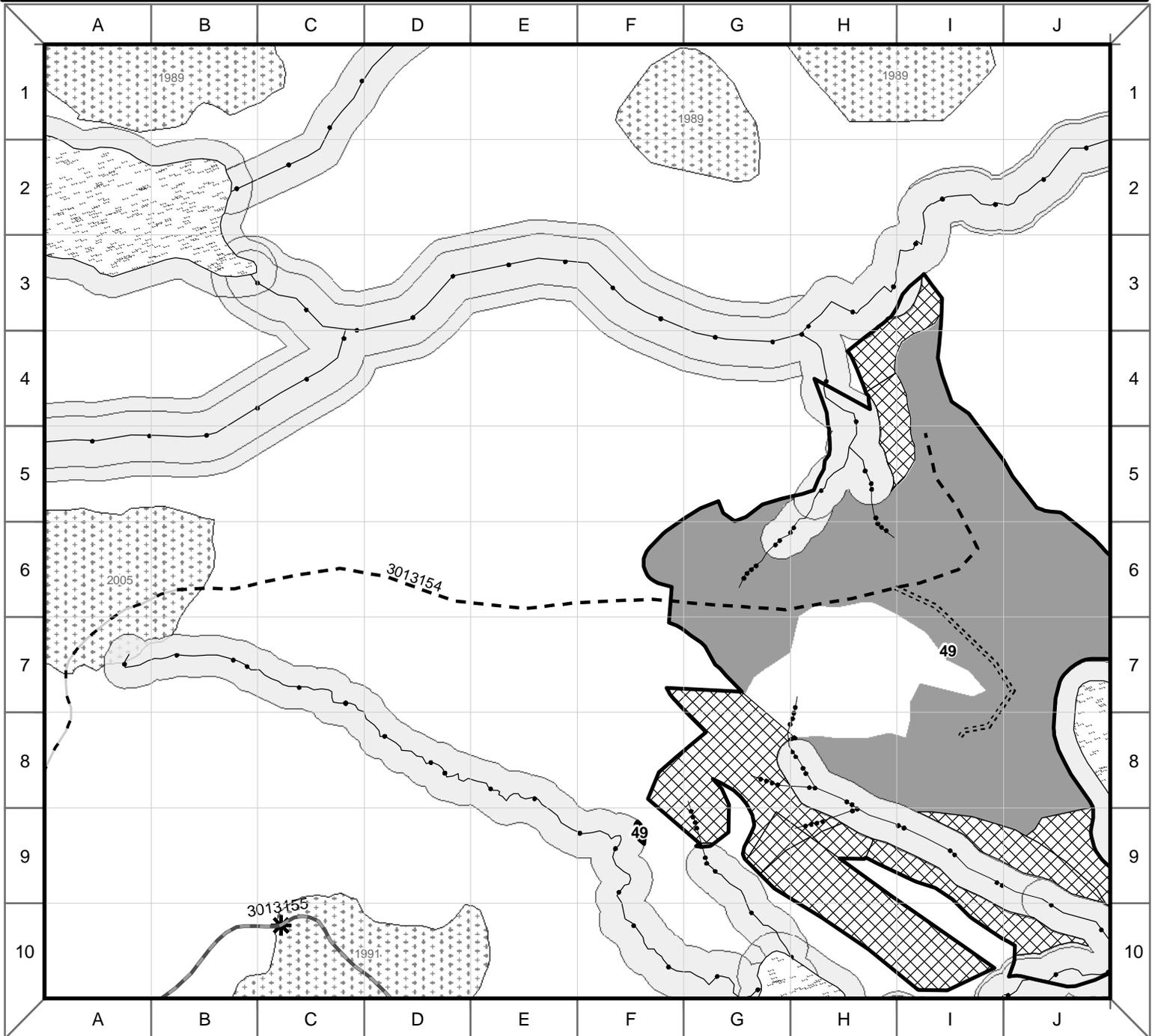
erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road construction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion 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: 3013154

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> 3013154	<u>Route Name</u>	<u>Begin Terminus</u> 3013154 MP 0.53	<u>End Terminus</u> Unit 597.2-49
<u>Begin MP</u> 0.53	<u>Length</u> 0.89	<u>Status</u> Planned	

**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>
0.53	1.42	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 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**

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

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<b>Traffic Management Strategies</b>	<b>Encourage:</b>	N/A
	<b>Accept:</b>	Non-motorized use after road is closed year round.
	<b>Discourage:</b>	N/A
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3013154

**Route Basics:**

The purpose of this road is to access Unit 597.2-49. The proposed road has an approximate length of 0.89 miles. The road is accessed by an existing NFS road 3013154. The existing road is currently in storage and must be reconstructed to allow access to the proposed road.

**Road Location:**

Road accesses Unit 597.2-49. Grades are adverse to 15%, construction difficulty is moderate. 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:**

This road traverses through approximately 2 acres of forested wetland and ¼ acre of moss muskeg. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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.

**Stream Crossings:**

No Class I, II or III stream crossings are present; however, there are two Class IV stream crossings and occasional non-stream drainages.

**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.

**Other Resource Information**

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

**Wildlife:** Recommend for early closure due to ADF&G concerns with wolf use in area and low elevation travel route.

**Botany:** A population of lesser round leaved orchid, with 6 plants, is within the proposed harvest for the unit, and located about 150 ft south of the proposed road.

**Invasive Species:** No concerns

<b><u>Project:</u></b> Big Thorne EIS		<b><u>System:</u></b> Prince of Wales Island	<b><u>Land Use Designation:</u></b> Modified Landscape
<b><u>Route No</u></b> 3013154	<b><u>Route Name</u></b>	<b><u>Begin Terminus</u></b> 3013154 MP 0.53	<b><u>End Terminus</u></b> Unit 597.2-49
<b><u>Begin MP</u></b> 0.53	<b><u>Length</u></b> 0.89	<b><u>Status</u></b> Planned	

### General Design Criteria and Elements

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

<b><u>Bmp</u></b>	<b><u>Emp</u></b>	<b><u>Operational Maintenance Level (Current Condition)</u></b>	<b><u>Objective Maintenance Level (Desired Future Condition)</u></b>	<b><u>Alaska Forest Practices Act Class</u></b>
0.53	1.42	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 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

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

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

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## Site Specific Design Criteria Road 3013154

### **Route Basics:**

The purpose of this road is to access Unit 597.2-49. The proposed road has an approximate length of 0.89 miles. The road is accessed by an existing NFS road 3013154. The existing road is currently in storage and must be reconstructed to allow access to the proposed road.

### **Road Location:**

Road accesses Unit 597.2-49. Grades are adverse to 15%, construction difficulty is moderate. 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:**

This road traverses through approximately 2 acres of forested wetland and ¼ acre of moss muskeg. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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.

### **Stream Crossings:**

No Class I, II or III stream crossings are present; however, there are two Class IV stream crossings and occasional non-stream drainages.

### **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.

### **Other Resource Information**

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

**Wildlife:** Recommend for early closure due to ADF&G concerns with wolf use in area and low elevation travel route.

**Botany:** A population of lesser round leaved orchid, with 6 plants, is within the proposed harvest for the unit, and located about 150 ft south of the proposed road.

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

**Soil and Water:** The proposed route traverses 10 to 40% slopes to access Unit 597.2-49. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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:** Harvest is near Angel Lake.

**Heritage Resources:** No concerns

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**Lands/Minerals/Geology/Karst:** No concerns

**Soil and Water:** The proposed route traverses 10 to 40% slopes to access Unit 597.2-49. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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.

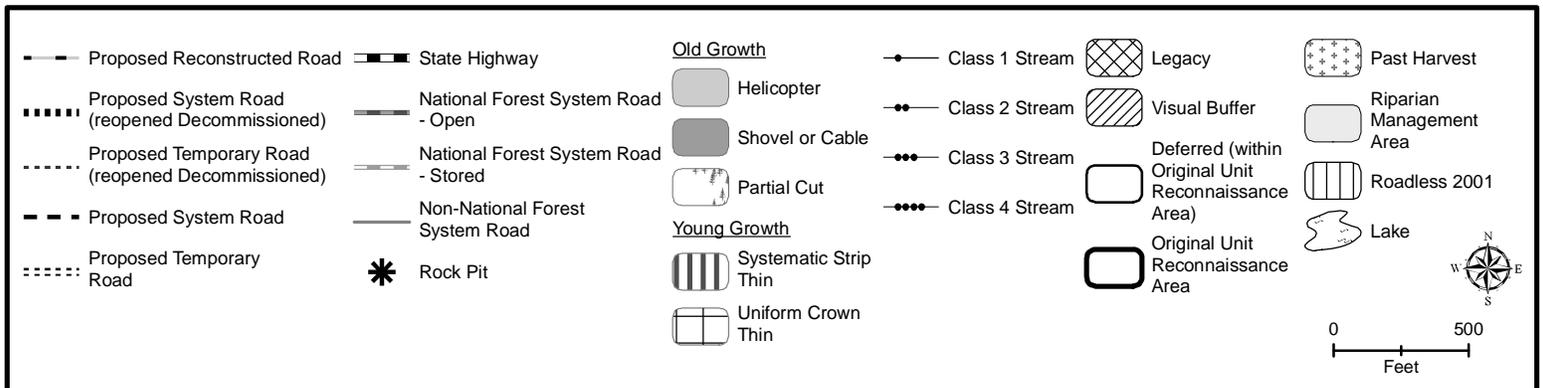
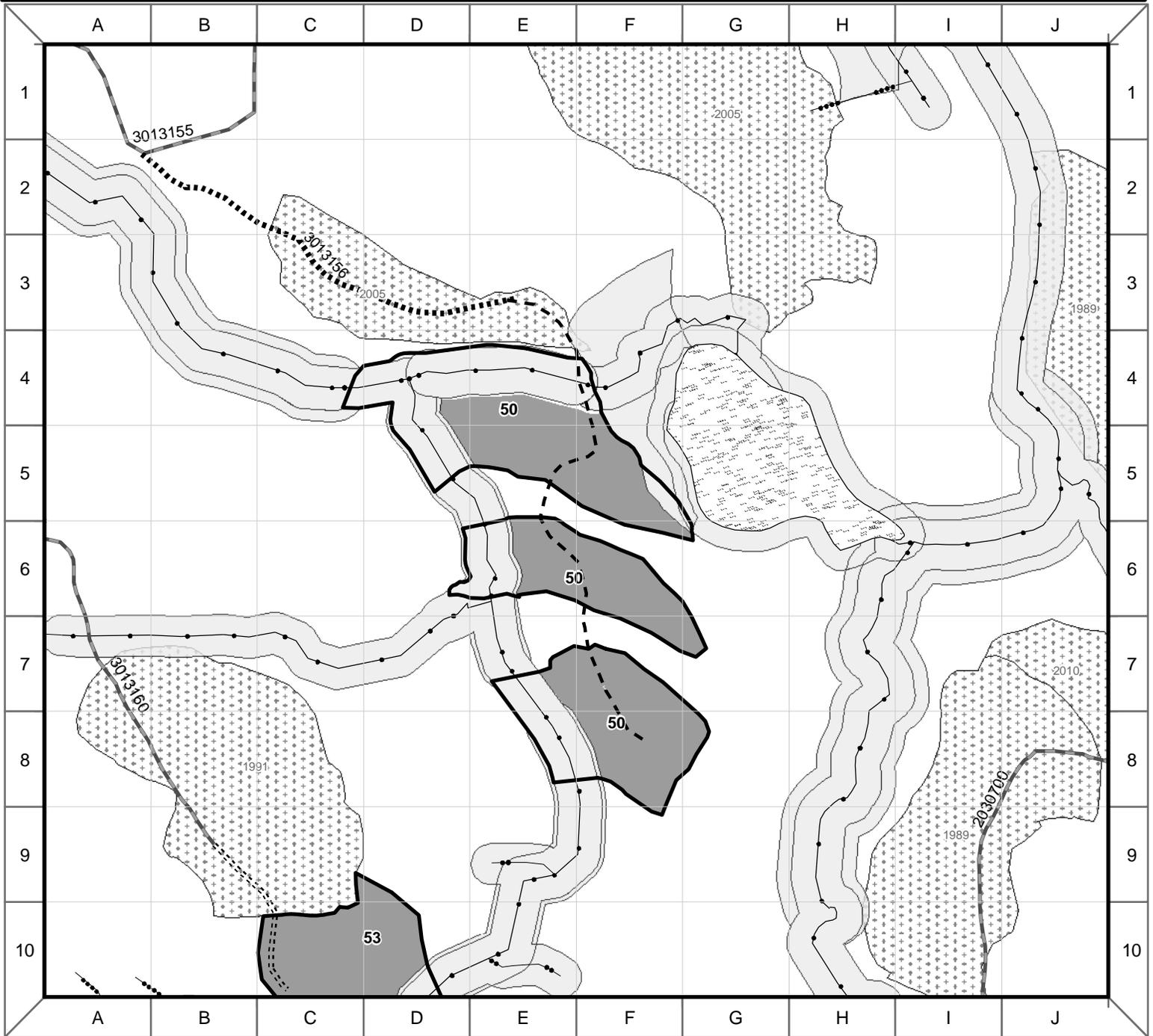
**Scenery/Recreation:** Harvest is near Angel Lake.

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3013156

Record of Decision





<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicles from May 1 to November 30
	<b>Accept:</b>	1 to 5 years after timber sale activities High Clearance Vehicles from May 1 to November 30 Non-motorized use after road is closed year round.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicles from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3013156

### Route Basics:

The purpose of this road is to access Unit 597.2-50. The proposed road has an approximate length of 0.89 mile. The first 0.4 mile would use a previously decommissioned road bed. The road is accessed by an existing NFS road 3013155. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

### Road Location:

Road accesses Unit 597.2-50. Grades are favorable to 17%, construction difficulty is easy moderate. 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:

This road traverses through about 1½ acre of forested wetland and ¼ acre of moss muskeg. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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 crosses one Class I stream, one Class II stream and occasional non-stream drainages. A site survey will be conducted to determine appropriate structures. A log culvert, log bridge, or bridge will be installed at fish stream crossings.

<b>A) MP 0.05</b>	<b>AHMU Class II</b>	<b>Channel Type HCO</b>	<b>Incision 0.0-0.6m</b>
<b>Max. Width 0.8m</b>	<b>Max. Depth</b>	<b>Gradient 15-16%</b>	<b>Substrate O</b>
<b>Structure Log Culvert</b>	<b>Passage Yes</b>	<b>Timing dates 6/25-9/01</b>	

**Narrative:** This crossing is located in the southeastern corner of cell E3 on the road card map. The stream is a tributary of a Class I stream. Coho salmon and cutthroat trout presence has been verified within this stream system, however, the aquatics survey crew determined that gradient hinders passage to anadromous fish species. Instream work related to the crossing, if any, will be carried out under current timing restrictions for fish species using the stream reach. Concurrence from the State will be solicited prior to starting the work.

<b>B) MP 0.12</b>	<b>AHMU Class I</b>	<b>Channel Type PAS</b>	<b>Incision 0.0m</b>
<b>Max. Width 5.5m</b>	<b>Max. Depth</b>	<b>Gradient 0-1%</b>	<b>Substrate GR</b>
<b>Structure Log Culvert or Log Bridge</b>	<b>Passage Yes</b>	<b>Timing dates 6/25-9/01</b>	

**Narrative:** This crossing is located along the western edge of cell F4 on the road card map. The structure installed at this crossing will be designed to accomplish fish passage and will be reomoved during storage. Coho salmon and cutthroat trout presence has been verified within this stream system. Instream work related to the crossing, if any, will be carried out under current timing restrictions for fish species using the stream reach. 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:** Recommend for early closure due to ADF&G concerns in area for wolf use and low elevation travel route.

**Botany:** Two lesser round-leaved orchid populations are located within 100 ft of the proposed road, inside unit.

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

### **Soil and Water:**

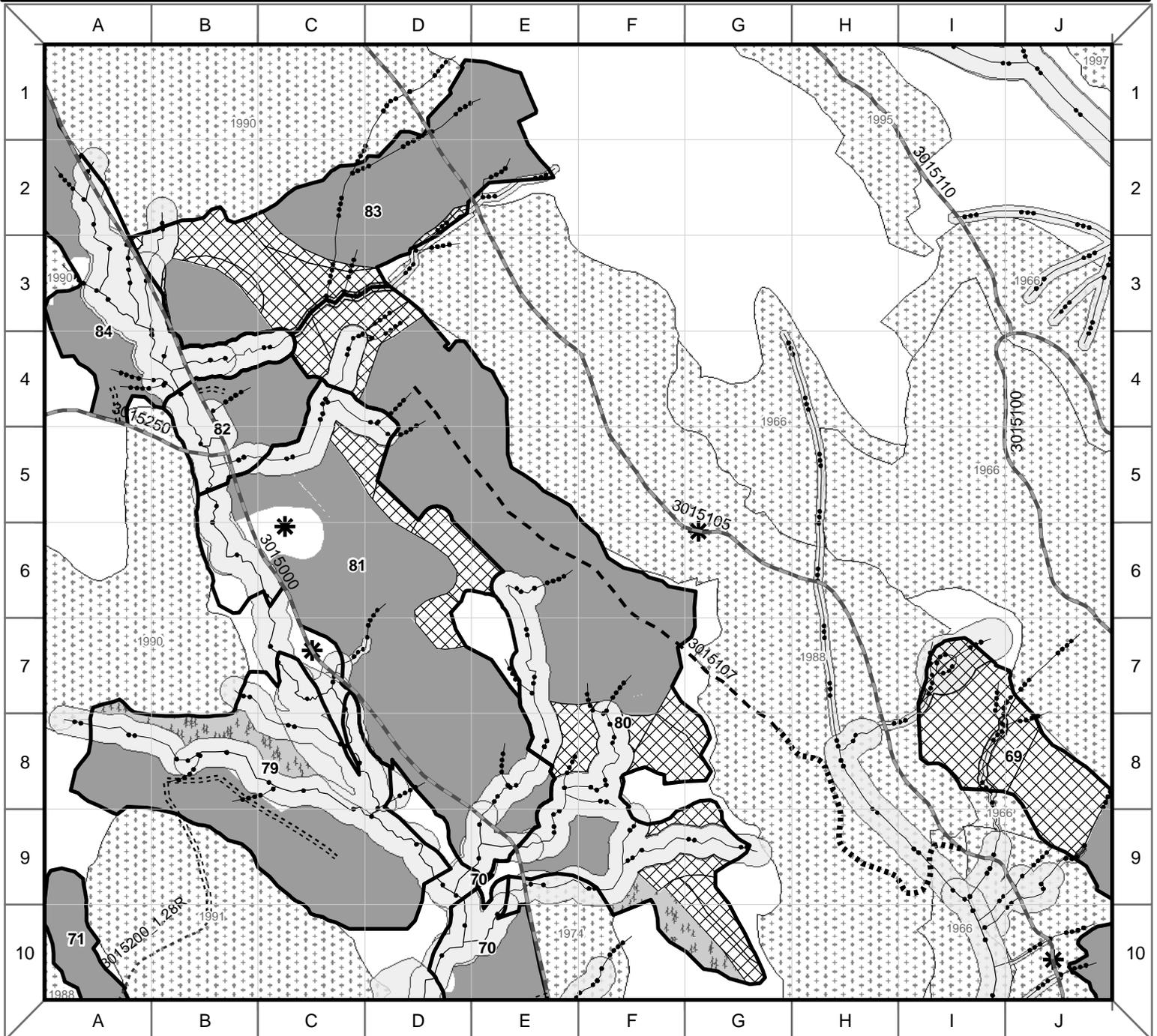
The proposed route traverses 10 to 50% slopes to access Unit 597.2-50. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and Road-3). All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 and National Core BMPs 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 construction (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: 3015107

Record of Decision



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

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape  
Timber Production

**Route No**  
3015107

**Route Name**

**Begin Terminus**  
3015105 MP 0.94

**End Terminus**  
Unit 579-80

**Begin MP**  
0.00

**Length**  
1.20

**Status**  
Planned

**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	1.20	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**

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



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**Site Specific Design Criteria  
Road 3015107**

**Route Basics:**

The purpose of this road is to access Unit 579-80. The proposed road has an approximate length of 1.20 miles. The first 0.43 miles of this proposed road will be constructed over a previously decommissioned road bed. The road is accessed by an existing NFS road 3015105. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

**Road Location:**

Road accesses Unit 579-80. Grades are favorable to 4%, construction difficulty is easy to moderate. 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:**

The planned location of Road 3015107 does not cross any wetlands. If that changes, all locations where road crosses wetlands would have adequate drainage structures installed (R10 BMP 12.5 and National Core BMP AqEco-2).

**Erosion Control:**

An erosion control plan for construction 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 construction 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.

**Stream Crossings:**

No Class I, II or III stream crossings are present; however, there are seven Class IV stream crossings and multiple non-stream drainages. If this proposed road is re-routed near milepost 0.75, additional stream surveys may be necessary given the proximity of a Class III stream reach.

**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.

**Other Resource Information (if applicable)**

**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:** The proposed route traverses 5 to 35% slopes to access Units 579-80. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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

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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 construction (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.

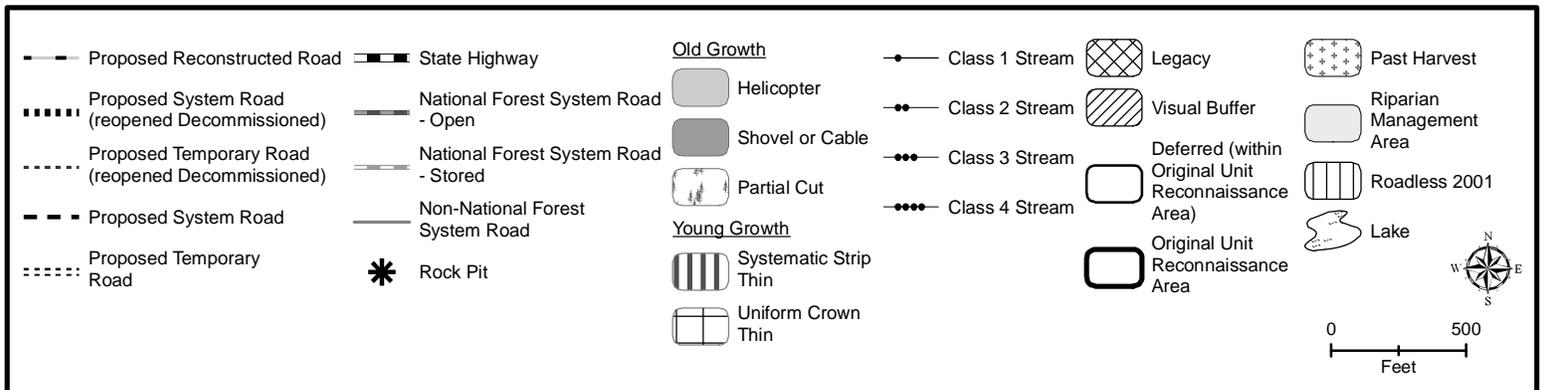
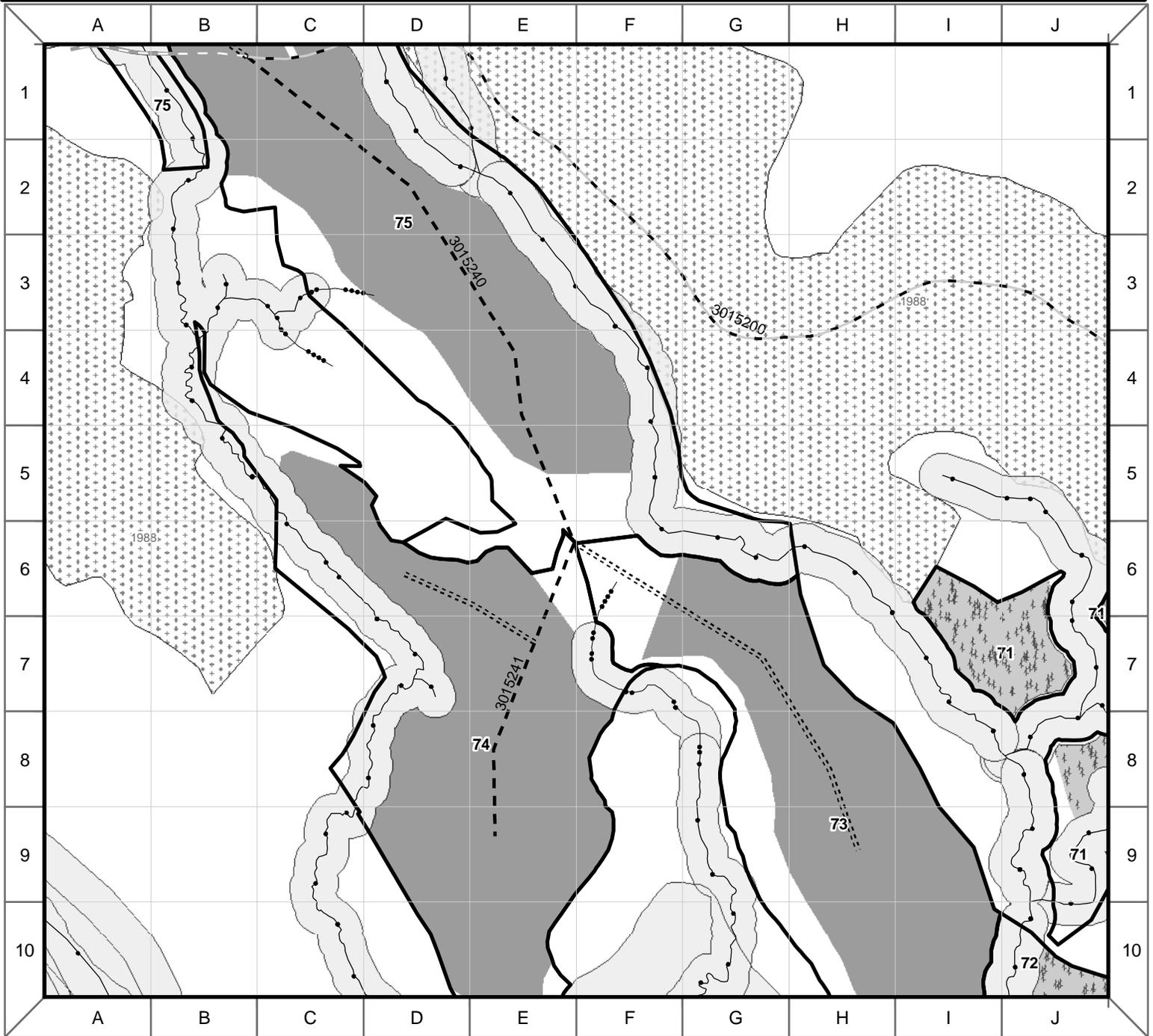
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3015240

Record of Decision



<b><u>Project:</u></b> Big Thorne EIS		<b><u>System:</u></b> Prince of Wales Island	<b><u>Land Use Designation:</u></b> Timber Production
<b><u>Route No</u></b> 3015240	<b><u>Route Name</u></b>	<b><u>Begin Terminus</u></b> 3015200 MP 2.45	<b><u>End Terminus</u></b> Unit 578-75
<b><u>Begin MP</u></b> 0.00	<b><u>Length</u></b> 0.50	<b><u>Status</u></b> Planned	

### General Design Criteria and Elements

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

<b><u>Bmp</u></b>	<b><u>Emp</u></b>	<b><u>Operational Maintenance Level (Current Condition)</u></b>	<b><u>Objective Maintenance Level (Desired Future Condition)</u></b>	<b><u>Alaska Forest Practices Act Class</u></b>
0.00	1.11	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

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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	N/A
	<b>Accept:</b>	Non-motorized use after road is closed year round.
	<b>Discourage:</b>	N/A
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3015240

### **Route Basics:**

The purpose of this road is to provide direct access to Units 578-74 and 578-75. The proposed road has an approximate length of 0.50 mile. The road is accessed by an existing NFS road 3015200. The existing road is currently in storage and will be reconstructed to allow access to the proposed road.

### **Road Location:**

Road accesses Units 578-73, 578-74 and 578-75. Grades are adverse to 15%, construction difficulty is easy to moderate. 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:**

The planned location of Road 3015240 does not cross any wetlands. If that changes, all locations where road crosses wetlands would have adequate drainage structures installed (R10 BMP 12.5 and National Core BMP AqEco-2).

### **Erosion Control:**

An erosion control plan for construction 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 construction 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. Multiple non-stream drainages are present along this proposed route.

### **Other Resource Information**

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

**Wildlife:** Wildlife recommends early closure due to proximity of Honker; importance of area to wolves; and near scenic river corridor.

**Botany:** Two lesser round-leaved orchid populations are within the direct and indirect effects area for the proposed road, and within the proposed harvest for the unit.

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

**Soil and Water:** The proposed route traverses slopes ranging from nearly level to 30% to access Units 578-74 and 578-75. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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

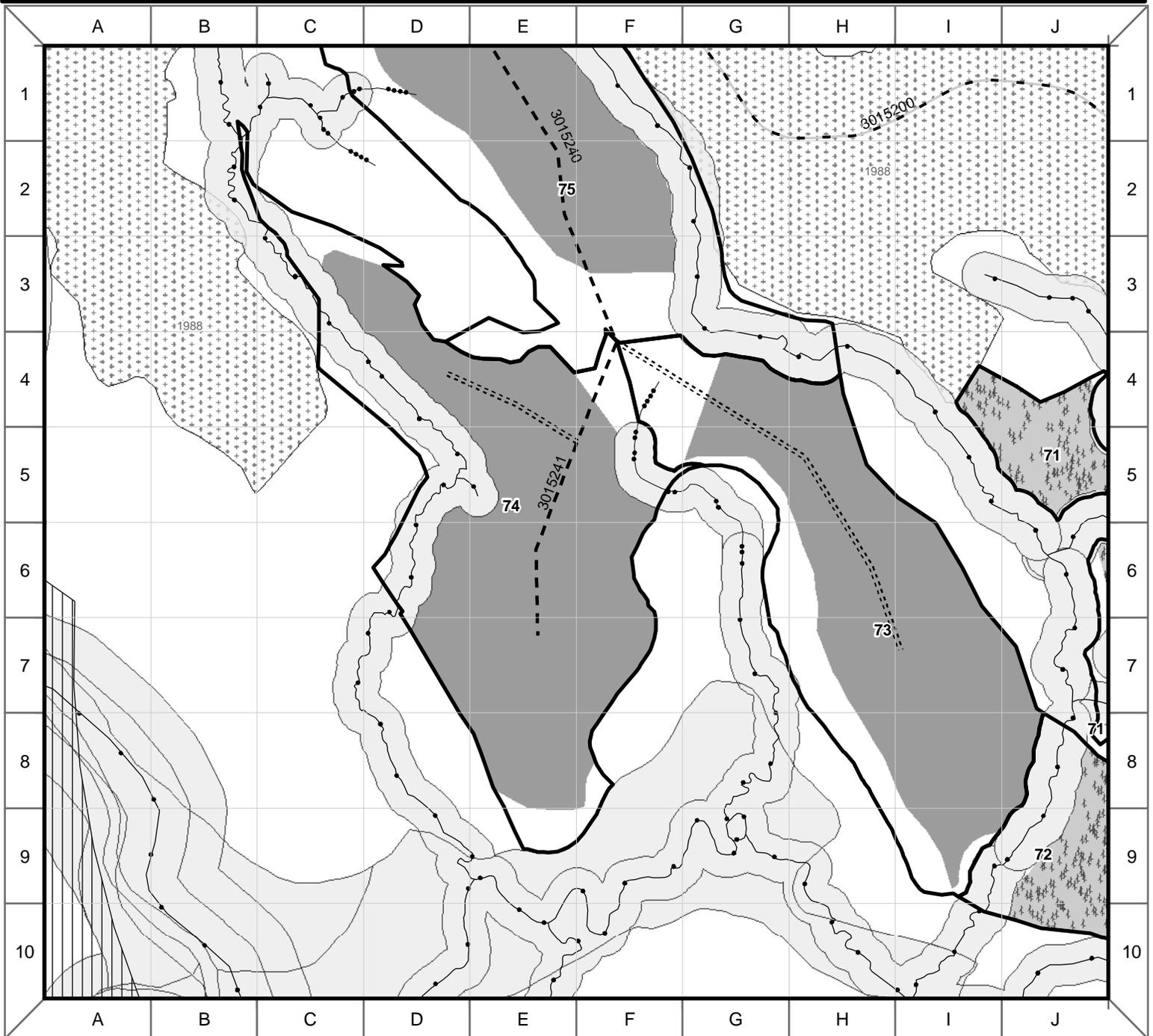
culvert removal or bypassing with waterbars to restore natural drainage patterns, water bar placement, revegetating disturbed soils and potential erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road construction (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:** Near Scenic River LUD.

**Heritage Resources:** No concerns

Road Number: 3015241

Record of Decision



<ul style="list-style-type: none"> <li>--- Proposed Reconstructed Road</li> <li>..... Proposed System Road (reopened Decommissioned)</li> <li>..... Proposed Temporary Road (reopened Decommissioned)</li> <li>--- Proposed System Road</li> <li>..... Proposed Temporary Road</li> </ul>	<ul style="list-style-type: none"> <li>== State Highway</li> <li>--- National Forest System Road - Open</li> <li>--- National Forest System Road - Stored</li> <li>--- Non-National Forest System Road</li> <li>* Rock Pit</li> </ul>	<p><b>Old Growth</b></p> <ul style="list-style-type: none"> <li>Helicopter</li> <li>Shovel or Cable</li> <li>Partial Cut</li> </ul> <p><b>Young Growth</b></p> <ul style="list-style-type: none"> <li>Systematic Strip Thin</li> <li>Uniform Crown Thin</li> </ul>	<ul style="list-style-type: none"> <li>--- Class 1 Stream</li> <li>--- Class 2 Stream</li> <li>--- Class 3 Stream</li> <li>--- Class 4 Stream</li> </ul>	<ul style="list-style-type: none"> <li>Legacy</li> <li>Visual Buffer</li> <li>Deferred (within Original Unit Reconnaissance Area)</li> <li>Original Unit Reconnaissance Area</li> </ul>	<ul style="list-style-type: none"> <li>Past Harvest</li> <li>Riparian Management Area</li> <li>Roadless 2001</li> <li>Lake</li> </ul>
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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> 3015241	<u>Route Name</u>	<u>Begin Terminus</u> 3015240 MP 0.57	<u>End Terminus</u> Unit 578-74
<u>Begin MP</u> 0.00	<u>Length</u> 0.35	<u>Status</u> Planned	

**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	0.35	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**

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



### Site Specific Design Criteria Road 3015241

**Route Basics:**

The purpose of this road is to access Unit 578-74. The proposed road has an approximate length of 0.35 mile. The road is accessed by proposed NFS road 3015240. The proposed roads are accessed by existing NFS road 3015200. The existing road is currently in storage and will be reconstructed to allow access to the proposed roads.

**Road Location:**

Road accesses Unit 578-74. Grades are favorable to 13%, construction difficulty is easy to moderate. 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:**

The planned location of Road 3015241 does not cross any wetlands. If that changes, all locations where road crosses wetlands would have adequate drainage structures installed (R10 BMP 12.5 and National Core BMP AqEco-2).

**Erosion Control:**

An erosion control plan for construction 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 construction 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. Multiple non-stream drainages are present along this proposed route.

**Other Resource Information (if applicable)**

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

**Wildlife:** Wildlife recommends early closure due to proximity of Honker; importance of area to wolves; and near scenic river corridor.

**Botany:** Two populations of lesser round-leaved orchid are within the indirect effects area for the proposed road; one population is near the beginning of the road and one is at the south end beyond the end of the road.

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

**Soil and Water:** The proposed route traverses slopes ranging from about 5 to 35% to access Unit 578-74. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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

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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 construction (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.

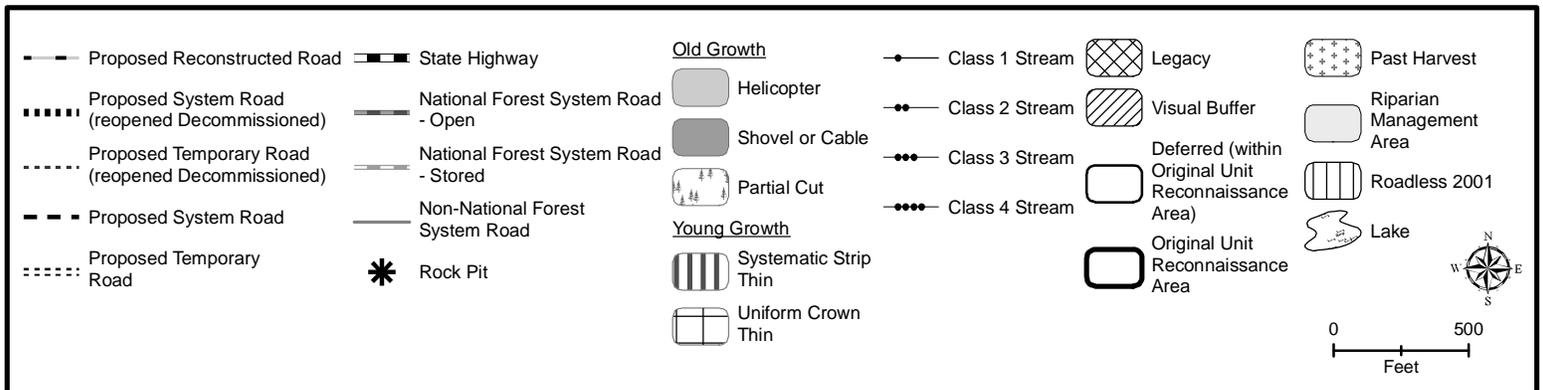
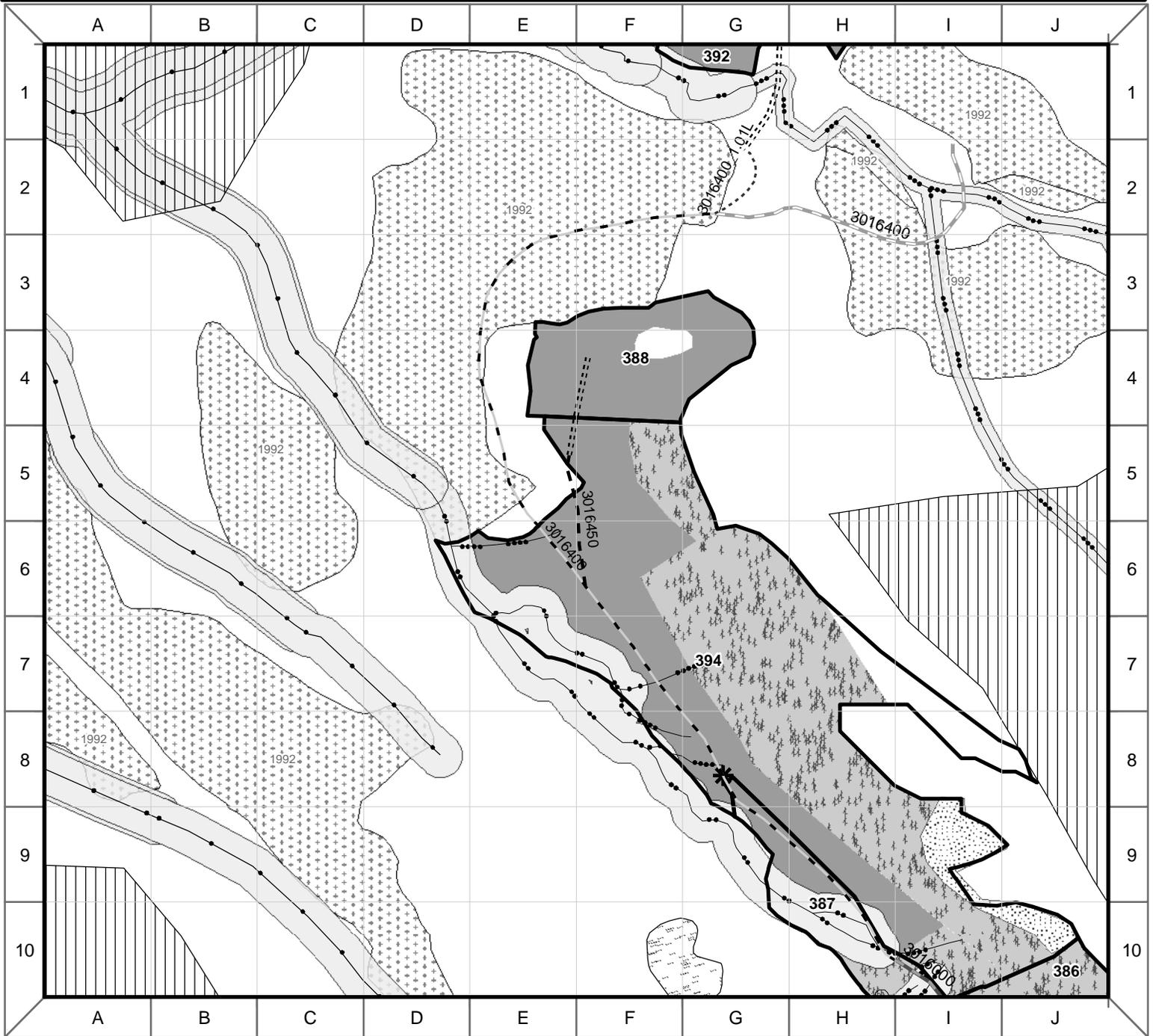
**Scenery/Recreation:** Near Scenic River LUD.

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3016450

Record of Decision



<b><u>Project:</u></b> Big Thorne EIS	<b><u>System:</u></b> Prince of Wales Island	<b><u>Land Use Designation:</u></b> Modified Landscape
<b><u>Route No</u></b> 3016450	<b><u>Begin Terminus</u></b> 3016400 MP 0.46	<b><u>End Terminus</u></b> Unit 575-394
<b><u>Begin MP</u></b> 0.00	<b><u>Length</u></b> 0.13	<b><u>Status</u></b> Planned

### General Design Criteria and Elements

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

<b><u>Bmp</u></b>	<b><u>Emp</u></b>	<b><u>Operational Maintenance Level (Current Condition)</u></b>	<b><u>Objective Maintenance Level (Desired Future Condition)</u></b>	<b><u>Alaska Forest Practices Act Class</u></b>
0.00	0.13	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

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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	N/A
	<b>Accept:</b>	Non-motorized use after road is closed year round.
	<b>Discourage:</b>	N/A
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3016450

### **Route Basics:**

The purpose of this road is to access Unit 575-394. The proposed road has an approximate length of 0.13 mile. The road is accessed by existing NFS road 3016400. The existing road is currently in storage and must be reconstructed to allow access to the proposed road.

### **Road Location:**

Road accesses Unit 575-394. Grades are adverse to 15%, construction difficulty is easy to moderate. 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:**

The planned location of Road 3016450 does not cross any wetlands. If that changes, all locations where road crosses wetlands would have adequate drainage structures installed (R10 BMP 12.5 and National Core BMP AqEco-2).

### **Erosion Control:**

An erosion control plan for construction 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 construction 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. Occasional non-stream drainages are present along this proposed route.

### **Other Resource Information (if applicable)**

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

**Wildlife:** Wildlife recommends early closure due to proximity of Honker; importance of area to wolves; and near scenic river corridor.

**Botany:** No concerns

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

### **Soil and Water:**

The proposed route traverses slopes that range from about 30 to 50% to access Unit 575-374. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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

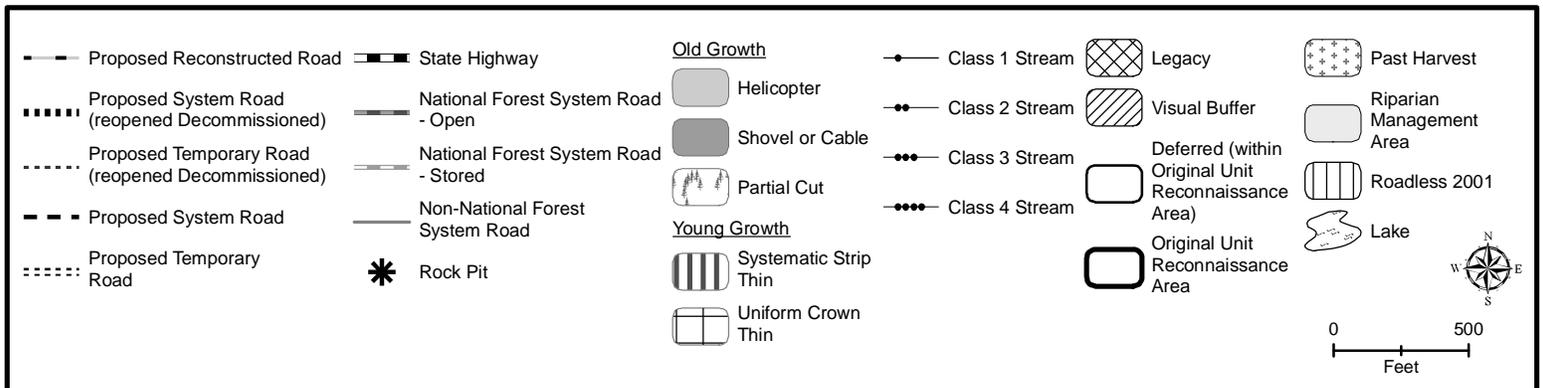
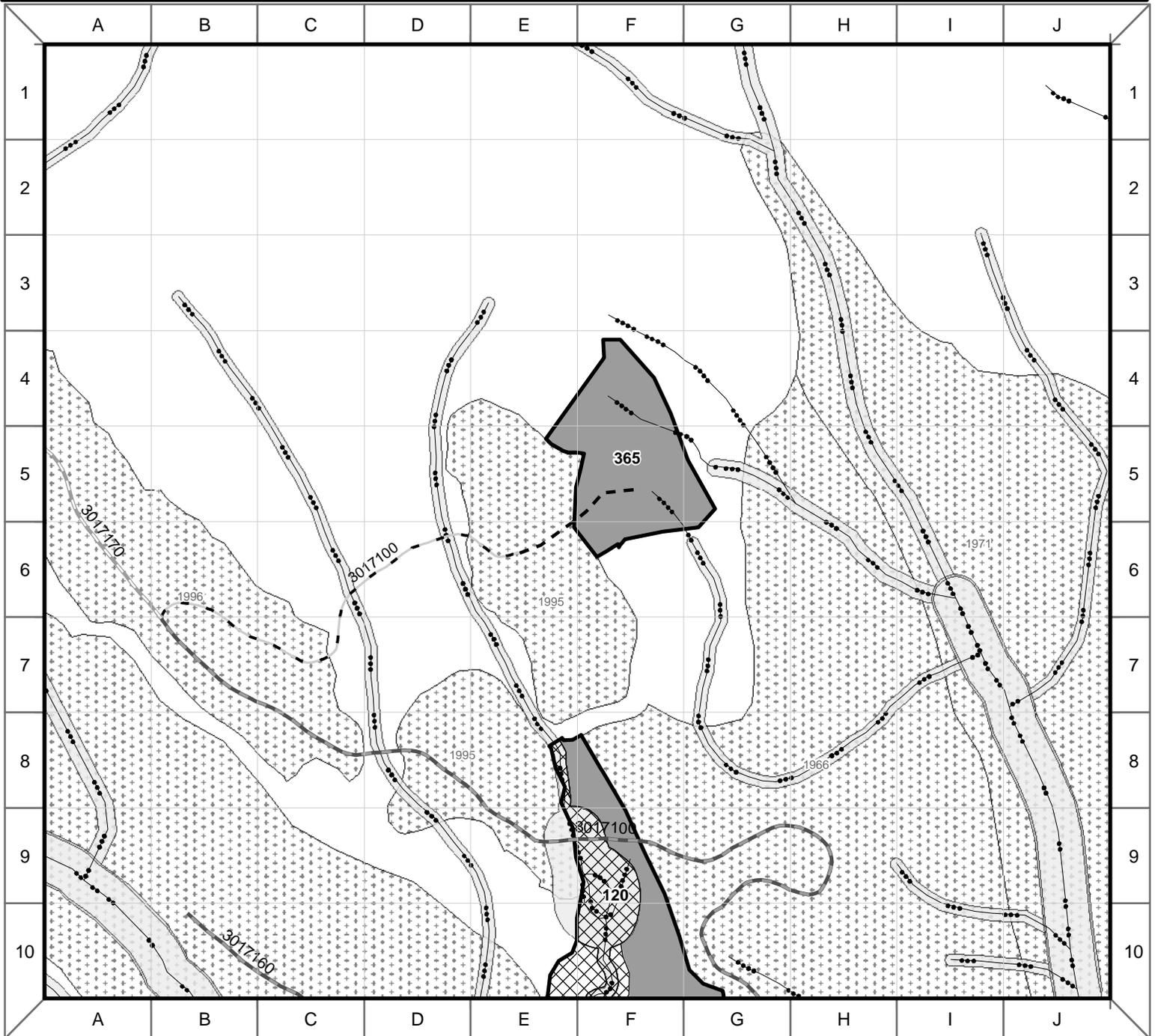
erosion sources (R10 BMPs 14.12, 14.8, 12.17 and 14.22 and National Core BMPs Fac-2, Road-3, Road-6, Road-7, and Veg-2). Minimize channel disturbance during road construction (R10 BMPs 13.16, 14.6, 14.9 and 14.14 and National Core BMPs AqEco-2, Fac-2, Road-3, Road-6, Road-7, and Veg-3). Control erosion 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:** Near Scenic River LUD.

**Heritage Resources:** No concerns

Road Number: 3017100

Record of Decision 



<b><u>Project:</u></b> Big Thorne EIS		<b><u>System:</u></b> Prince of Wales Island	<b><u>Land Use Designation:</u></b> Timber Production
<b><u>Route No</u></b> 3017100	<b><u>Route Name</u></b>	<b><u>Begin Terminus</u></b> 3017100 MP 1.27	<b><u>End Terminus</u></b> Unit 579-365
<b><u>Begin MP</u></b> 3.42	<b><u>Length</u></b> 0.13	<b><u>Status</u></b> Planned	

**General Design Criteria and Elements**

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

<b><u>Bmp</u></b>	<b><u>Emp</u></b>	<b><u>Operational Maintenance Level (Current Condition)</u></b>	<b><u>Objective Maintenance Level (Desired Future Condition)</u></b>	<b><u>Alaska Forest Practices Act Class</u></b>
3.42	3.55	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**

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

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<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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

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**Site Specific Design Criteria  
Road 3017100**

**Route Basics:**

The purpose of this road is to access Unit 579-365. The proposed road has an approximate length of 0.13 mile. The road is accessed by existing NFS road 3017100. This existing road is currently in storage and must be reconstructed to allow access to the proposed road.

**Road Location:**

Road accesses Unit 579-365. Grades are fairly flat, construction difficulty is easy. 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:**

The planned location of Road 3017100 does not cross any wetlands. If that changes, all locations where road crosses wetlands would have adequate drainage structures installed (R10 BMP 12.5 and National Core BMP AqEco-2). The road is planned for Storage Category A following harvest so most drainage structures and bridges would not be removed (BMP 14.22 and CFR BPs 2 and 7).

**Erosion Control:**

An erosion control plan for construction 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 construction 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. Several non-stream drainages are present along this proposed route.

**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:** The proposed route traverses 20 to 40% slopes to access unit 579-365. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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-

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6, Road-7, and Veg-2). Minimize channel disturbance during road construction (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.

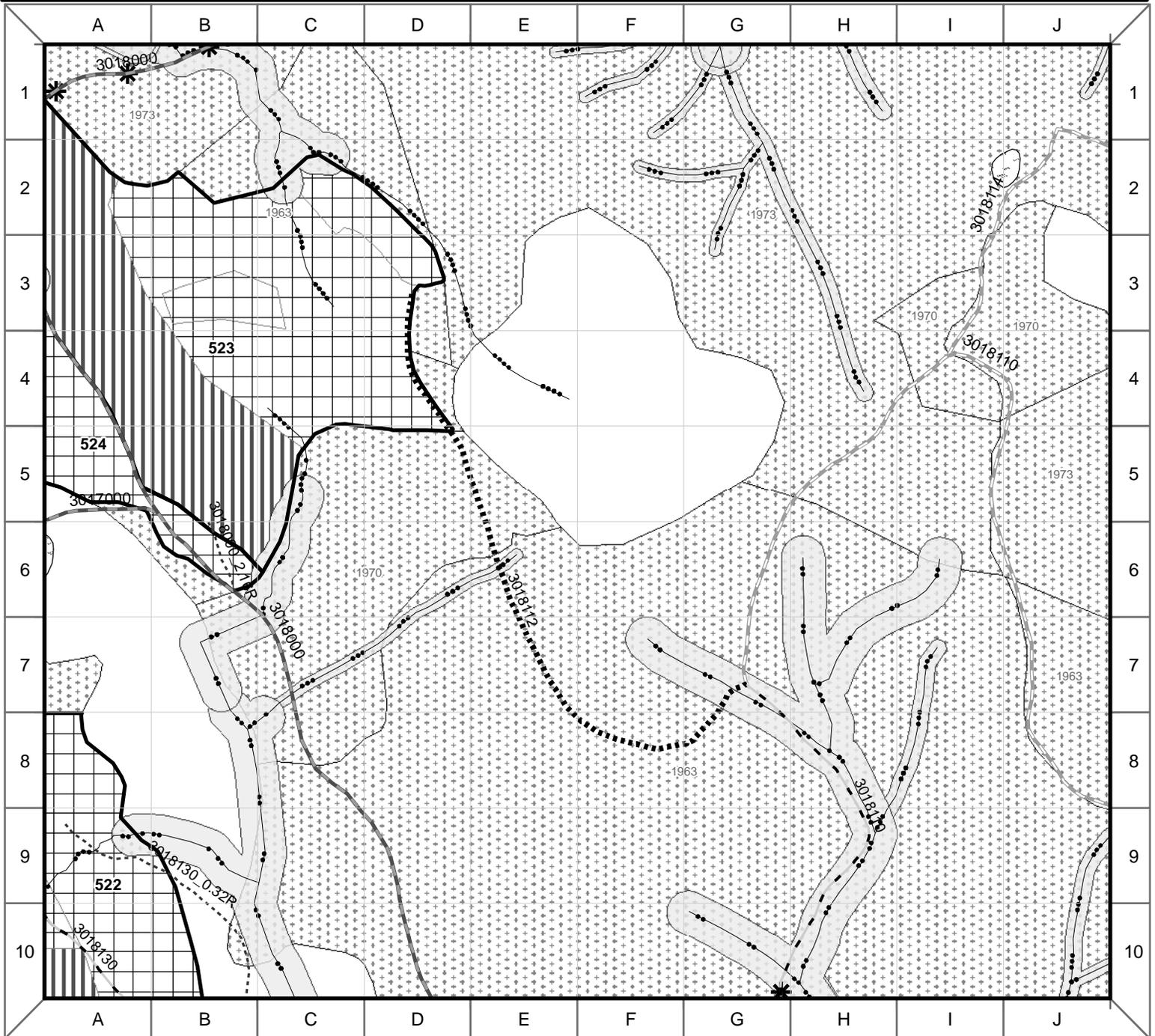
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3018112

Record of Decision



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

**Project:**  
Big Thorne EIS

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape

**Route No**  
3018112

**Route Name**

**Begin Terminus**  
3018110 MP 0.82

**End Terminus**  
Unit 579-523

**Begin MP**  
0.00

**Length**  
0.63

**Status**  
Planned

## General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
LOCAL	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

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>	<b>Alaska Forest Practices Act Class</b>
0.00	0.63	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

<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	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.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 3018112

### Route Basics:

The purpose of this road is to access Unit 579-523. The proposed road has an approximate length of 0.63 mile. The entire proposed road will be constructed on a previously decommissioned road bed. The road is accessed by existing NFS road 3018110. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

### Road Location:

Road accesses Unit 579-523. Grades are favorable to 6%, construction difficulty is easy to moderate. 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:

The roadbed is already in place from previous construction and crosses forested wetland. The road is planned for storage following harvest (R10 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 construction 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 construction 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:** Road crosses one Class II stream and one Class III stream. A site survey will be conducted to confirm stream crossings and determine appropriate structure sizes. Applicable BMPs include 13.16, 14.3, 14.5, 14.6, 14.14, and 14.16.

<b>A) MP 0.01</b>	<b>AHMU Class II</b>	<b>Channel Type HCL</b>	<b>Incision</b>
<b>Max. Width</b>	<b>Max. Depth</b>	<b>Gradient</b>	<b>Substrate</b>
<b>Structure</b>	<b>Passage</b>	<b>Timing dates</b>	

**Narrative:** This crossing is located within the first 100 ft of the road and well outside the unit. This stream crossing will be designed to accomplish fish passage during the sale. After the sale, and a period of 1 to 5 years for firewood removal, the structure will be removed, and the road put into storage. The crossing will be installed under current timing restrictions for fish species potentially using the stream reach. Concurrence from the State will be solicited prior to starting the work

<b>B) MP 0.35</b>	<b>AHMU Class III</b>	<b>Channel Type HCM</b>	<b>Incision</b>
<b>Max. Width</b>	<b>Max. Depth</b>	<b>Gradient</b>	<b>Substrate</b>
<b>Structure</b>	<b>Passage</b>	<b>Timing dates</b>	

**Narrative:** This crossing occurs about 750 ft prior to the road entering the unit.

### 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:**

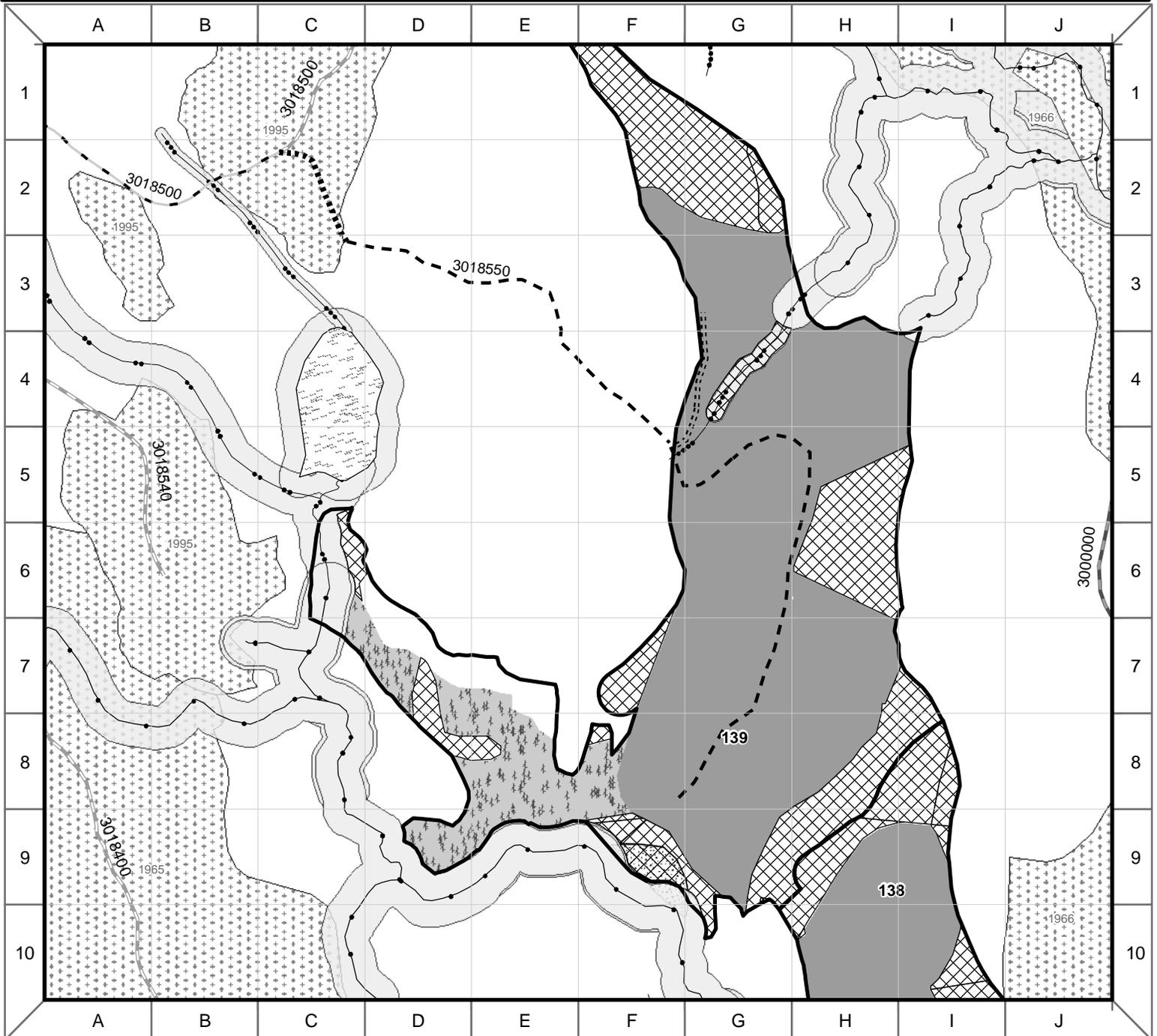
The proposed route traverses slopes that range from about 15 to 40% to access Unit 579-523. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and Road-3). All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 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 construction (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: 3018550

Record of Decision 



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

<u>Project:</u> Big Thorne EIS		<u>System:</u> Prince of Wales Island	<u>Land Use Designation:</u> Modified Landscape
<u>Route No</u> 3018550	<u>Route Name</u>	<u>Begin Terminus</u> 3018550 MP 2.00	<u>End Terminus</u> Unit 585-139
<u>Begin MP</u> 0.00	<u>Length</u> 1.05	<u>Status</u> Planned	

**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 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**

<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	1.05	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**

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**

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

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

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**Site Specific Design Criteria  
Road 3018550**

**Route Basics:**

The purpose of this road is to access Unit 585-139. The proposed road has an approximate length of 1.05 miles. The first 0.12 miles of the proposed road will be constructed across previously decommissioned road bed. The road is accessed by existing NFS road 3018500. The existing road is currently in storage and must be reconstructed to allow access to the proposed road.

**Road Location:**

Road accesses Unit 585-139. Grades are favorable to 8%, construction difficulty is easy to moderate. Location controlled by existing road location and needed landing locations. 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:**

This road traverses across approximately 2 ½ acres of forested wetland/emergent short sedge and 1 ½ acres of forested wetland. However, most of the roadbed is already in place from previous construction. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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 proposed road is underlain by the Descon Formation. The Descon Formation is an Ordovician to Silurian aged black, thin-bedded shale and/or chert. Some shear and fault zones within this formation are more heavily mineralized than others. The Coffman Cove Road project (a Federal Highways project) utilized a rock source from this Formation within a mineralized shear zone for a portion of the construction. The use of this pyritic material 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. Subsequent testing of the waters above the Coffman Cove Road cleanup effort showed metal values which some exceed Alaska State Water Quality Standards, suggesting that mineralization exists in other zones within the watersheds. Existing Forest roads and quarries in this area are constructed from the Descon Formation. It is estimated that 253.8 miles of existing road likely constructed from the Descon Shale exist within the Project Area. It is not known if the material sources used in this construction contained mineralization. However, no past problems have been observed. Any existing material source or newly developed source within the Descon Formation and used to construct access to the proposed harvest areas shall be assessed as to its ARD potential.

**Stream Crossings:**

No Class I, II or III stream crossings are present; however, there are three Class IV stream crossings and multiple non-stream drainages.

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## **Other Resource Information**

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

**Wildlife:** No concerns.

**Botany:** The proposed road overlaps with the edges of a population of lesser round-leaved orchid. The district botanist will work with implementation to limit the direct effects of road building on the known plants within this population.

**Invasive Species:** No concerns

**Lands/Minerals/Geology/Karst:** No concerns

### **Soil and Water:**

The proposed route traverses slopes that range from about 10 to 25% to access Unit 585-139. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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.

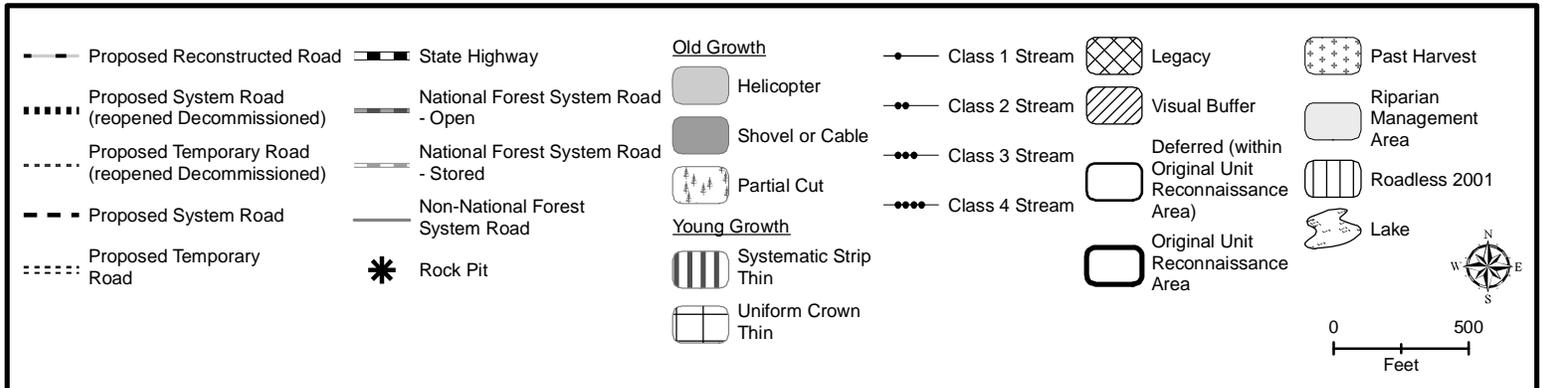
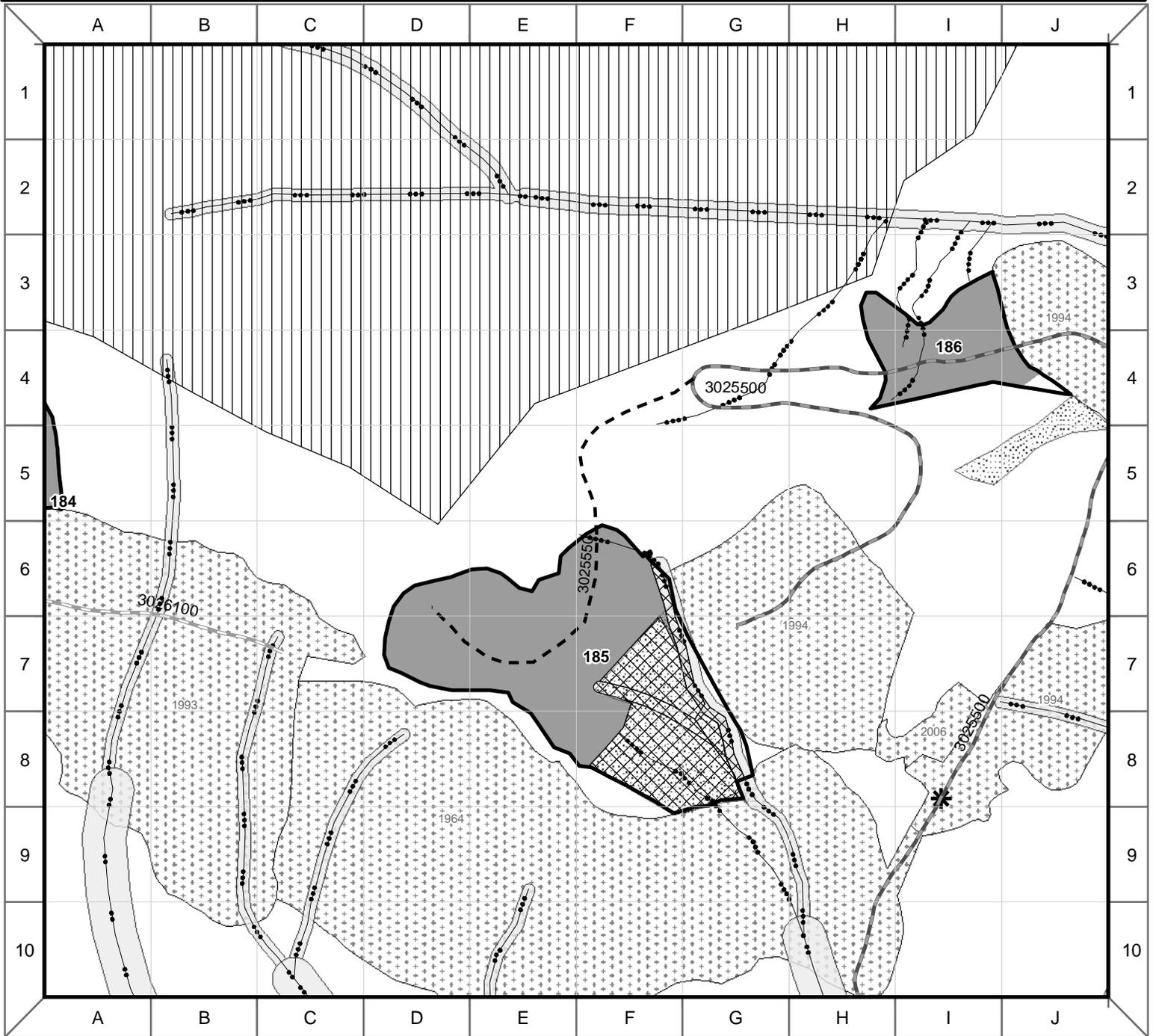
**Scenery/Recreation:** No concerns

**Heritage Resources:** No concerns

# Appendix 2

Road Number: 3025550

Record of Decision 



**Project:**  
Big Thorne EIS

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape

**Route No**  
3025550

**Route Name**

**Begin Terminus**  
3025500 MP 1.41

**End Terminus**  
Unit 583-185

**Begin MP**  
0.00

**Length**  
0.43

**Status**  
Planned

## General Design Criteria and Elements

<b>Functional Class</b>	<b>Service Life</b>	<b>Surface</b>	<b>Width</b>	<b>Design Speed</b>	<b>Critical Vehicle</b>	<b>Design Vehicle</b>
LOCAL	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

<b>Bmp</b>	<b>Emp</b>	<b>Operational Maintenance Level (Current Condition)</b>	<b>Objective Maintenance Level (Desired Future Condition)</b>	<b>Alaska Forest Practices Act Class</b>
0.00	0.43	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

**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

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<b>Traffic Management Strategies</b>	<b>Encourage:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30
	<b>Accept:</b>	1 to 5 years after timber sale activities High Clearance Vehicle from May 1 to November 30 OHV and Non-motorized use after road is closed year round.
	<b>Discourage:</b>	1 to 5 years after timber sale activities Passenger Vehicle from May 1 to November 30
	<b>Prohibit:</b>	N/A
	<b>Eliminate:</b>	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 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 3025550

### **Route Basics:**

The purpose of this road is to access Unit 583-185. The proposed road has an approximate length of 0.43 mile. The road is accessed by existing NFS road 3025500. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

### **Road Location:**

Road accesses Unit 583-185. Grades are favorable to 11%, construction difficulty is easy to moderate. Location controlled by existing road location and needed landing locations. 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:**

This road traverses over approximately 1¼ acre of forested wetland/emergent short sedge and ¾ acre of forested wetland. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, extent of wetlands, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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.

### **Erosion Control:**

An erosion control plan for construction 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 construction 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.

### **Stream Crossings:**

No Class I, II or III stream crossings are present; however, there is one Class IV stream crossing and multiple non-stream drainages.

### **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:**

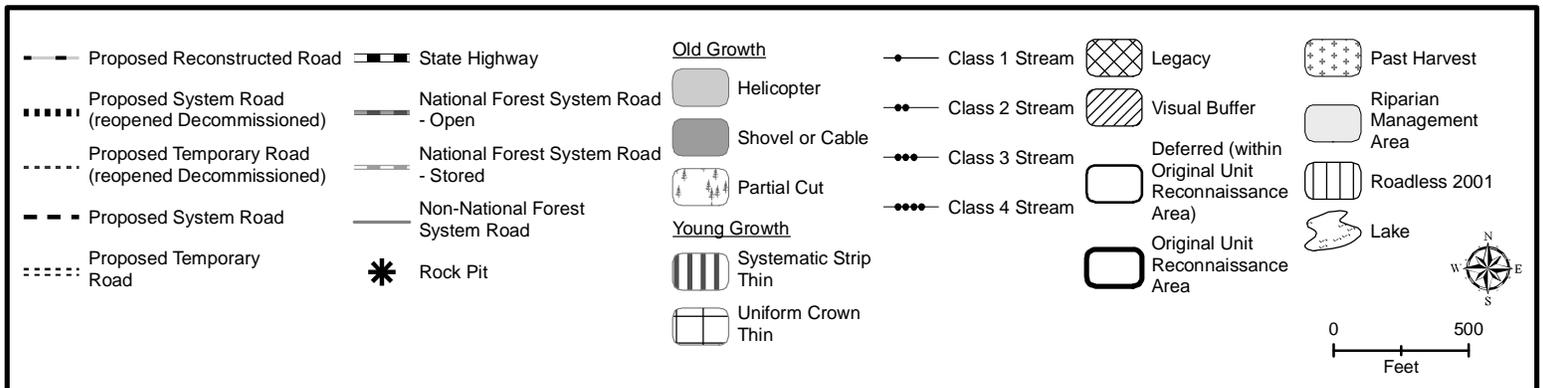
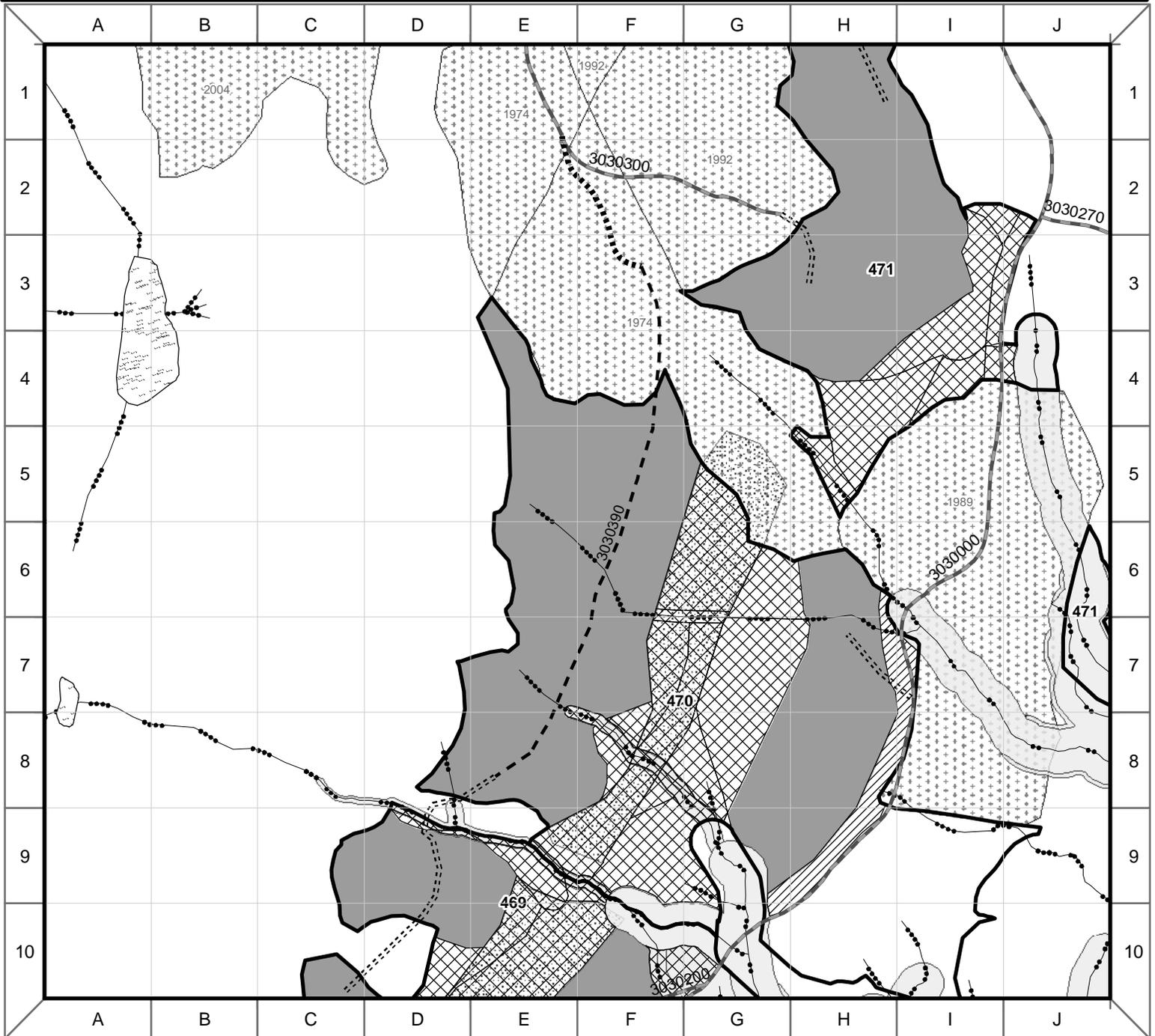
The proposed route traverses slopes that range from about 10 to 40% to access Unit 583-185. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and Road-3). All areas of organic and mineral soil exposed during reconstruction shall be grass seeded and fertilized (R10 BMPs 12.17 and 14.8 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 construction (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: 3030390

Record of Decision



**Project:**  
Big Thorne EIS

**System:**  
Prince of Wales Island

**Land Use Designation:**  
Modified Landscape

**Route No**  
3030390

**Route Name**

**Begin Terminus**  
3030300 MP 4.02

**End Terminus**  
Unit 581-470

**Begin MP**  
0.00

**Length**  
0.67

**Status**  
Planned

**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 the 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**

<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	0.67	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**

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 motorized trail.

**Operation Criteria**

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

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

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**Site Specific Design Criteria  
Road 3030390**

**Route Basics:**

The purpose of this road is to access Unit 581-470. The proposed road has an approximate length of 0.67 miles. The first 0.15 miles of the proposed road will be constructed across previously decommissioned road bed. The road is accessed by existing NFS road 3030300. Deferred maintenance may be needed on the existing road including brushing, ditch cleaning, drainage maintenance and spot rocking.

**Road Location:**

Road accesses Unit 581-470. Grades are favorable to 16%, construction difficulty is moderate. 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:**

This road traverses through approximately  $\frac{3}{4}$  acre of forested wetland. Road location was completed to avoid wetlands; however, wetlands were unavoidable on the proposed road due to safety considerations, engineering design constraints, and considerations for other resources (R10 BMPs 12.5 and 14.2 and National Core BMPs AqEco-2 and Road-2). Overlay construction would be used where possible, excavation would be avoided, and extra cross drains would be installed to avoid altering subsurface flow (R10 BMPs 12.5, 14.3, 14.9, and 14.17, CFR BPs 5, 7, and 8, and National Core BMPs AqEco-2, Fac-2, Road-2, Road-3, Road-6, and Road-7). The road is planned for storage following harvest (R10 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 construction 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 construction 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  $\frac{1}{2}$  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:**

No class I, II, or III stream crossings are present. Two Class IV streams and multiple non-stream drainages are present along this proposed route.

**Other Resource Information (if applicable)**

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

**Wildlife:** This road accesses a unit that are included in the unit pool due to the proposed OGR modifications in Alternative 3 only. No concerns.

**Botany:** Proposed road runs parallel with the edge of a population of lesser round-leaved orchid. No direct effects are anticipated with the current proposed road alignment, but portions of the population would be within the indirect effects area for this roadline.

**Invasive Species:** No concerns

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**Lands/Minerals/Geology/Karst:** No concerns

**Soil and Water:**

The proposed route traverses slopes that range from about 20 to 50% to access Unit 581-470. Apply R10 BMPs 14.2 and 14.7 and National Core BMPs Fac-2, Road-2, and 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 construction (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