

Transportation Specialist Report East Otter Hazardous Fuels Project

**USDA-Forest Service
Ashland Ranger District
Custer National Forest**

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1.1 Transportation Resources

1.1.1 Introduction

The Transportation Resources section will discuss management direction, current conditions, and environmental consequences of the proposed alternatives on the transportation resource. The analysis area for transportation resources will be the East Otter Hazardous Fuels Project Area and access routes to the area.

1.1.2 Management Direction

1.1.2.1 Forest Plan Management Objectives

The management direction for the transportation system is described in the Custer National Forest Land and Resource Management Plan (Forest Plan). The Forest Plan management objectives for transportation are summarized below (USDA Forest Service October 1986):

- The Forest transportation system required by this plan will be constructed and managed to minimize adverse impacts on the resources, while providing access to public lands for the public and for the management of the resources. (page 5)

1.1.2.2 Forest Plan Management Standards

The Custer National Forest Plan includes standards to be applied to the Forest. These standards are intended to supplement, not replace, the National and Regional policies, standards, and guidelines found in Forest Service Manuals and Handbooks, and in the Northern Region Guide. The following are some of the standards related to this project and the transportation systems, for a complete list please refer to the USDA Forest Service October 1986 Custer National Forest Land and Resource Management Plan:

- Roads will be located, designed and constructed to provide for safety, cost efficiency, resource needs and protection, and public access. (page 36)
- Design criteria will be as shown in Forest Service manuals and handbooks, and will meet Forest Service specifications for Forest development roads. Road standards will be no higher than that necessary for safety and the proposed use. (page 36)
- Erosion control measures for all roads will be part of the design package. These measures will address specific items and how they will be treated. (page 36)
- Any road planned for closure at the end of an activity shall have rehabilitation needs identified prior to its construction. (page 36)
- Road management programs will include maintenance, signing, and traffic control. (page 37)

1.1.2.3 Forest Plan Management Area

The Forest Plan Management Areas the project lies within are B, D, and G.

Management Standards are set forth for each management area. The following are some of the standards related to this project and the transportation systems, for a complete list please refer to the USDA Forest Service October 1986 Custer National Forest Land and Resource Management Plan:

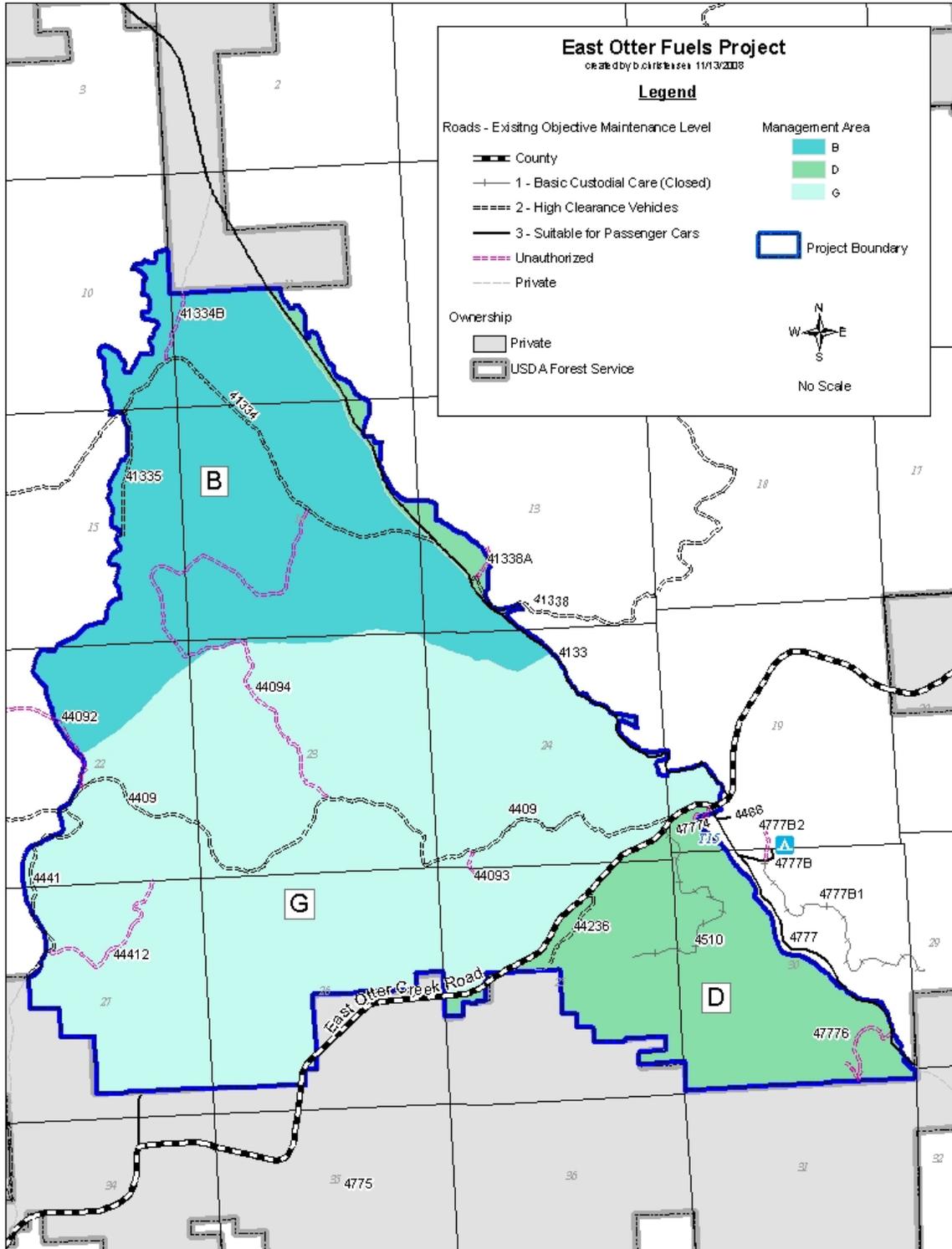


Figure 1. Management Area and Existing Objective Maintenance Level

Management Area B (page 47) is 29% of the project area:

- Where possible, existing roads will be utilized for mineral activities.
- The arterial and collector system will be maintained for public use.
- Roads may be reconstructed to provide public safety and resource protection and management.
- Roads will not be constructed on slopes of 40 percent or greater. Exceptions may be made for short distances, i.e. one-quarter mile or less where this will minimize the total impacts to the area.

Management Area D (page 56) is 17% of the project area:

- Access roads needed to meet legal obligations will be provided as required, but roads will be routed to minimize loss of wildlife habitat.
- Roads will not be constructed on slopes of 40 percent or greater. Exceptions may be made for short distances, i.e. one-quarter mile or less where this will minimize the total impacts to the area.
- Existing county and Forest Service arterial and collector roads will be maintained and reconstructed/upgraded as necessary. This may include road realignment/relocation where necessary to meet public safety requirements and/or reduce erosion problems associated with these roads.

Management Area G (page 65) is 54% of the project area:

- Roads within this management area are generally multiple use roads, exceptions may be some of those constructed for minerals development.
- Roads will not be constructed on slopes of 40 percent or greater. Exceptions may be made for short distances, i.e. one-quarter mile or less where this will minimize the total impacts to the area.
- Road management will be determined by the long-term needs of mineral and timber management.
- Locations will serve long-term use for all resources.
- Use and travel restrictions will be considered to benefit or reduce adverse impacts to wildlife.
- The roads will be a part of the Forest Transportation System and may be closed when not needed.

1.1.2.4 2001 Tri-State Off-Highway (Ohv) Vehicle Decision

In 2001, the Forest Service issued a decision that addressed unmanaged motorized cross-country travel on all National Forest System lands in Montana, North Dakota and parts of South Dakota. The Custer National Forest implemented a forest order in response to the Tri-State OHV Decision that prohibited cross-country motorized vehicle travel except for dispersed vehicle camping within 300 feet of motorized routes.

1.1.2.5 2005 Motorized Travel Rule

In December 2005, a new travel management rule took effect for all National Forest System lands. The new rule directs National Forests to designate roads, trails, and areas suitable for motorized travel. All National Forests are expected to complete the planning and designation process by 2009. The Custer National Forest has committed to completing the Ashland District by October 2009.

All travel management decisions for this project area will be made in the Ashland District Travel Management Project. Scheduled for a decision Fall 2009.

1.1.3 Current Condition

The East Otter Hazardous Fuels project area has 17.8 miles of roads within the project area. *Roads* are a motor vehicle route over 50 inches wide, unless identified and managed as a trail. (36 CFR part 212) With the project area of 4276 acres (6.7 sq.miles), the current road density within the project area is 2.6 miles of road per square mile. The existing transportation system was developed to meet management needs. The majority of the roads within the project area were created to provide access for management of range allotments and vegetation management.

1.1.3.1 National Forest System and Unauthorized Roads

There are 13.1 miles of existing forest service jurisdiction *National Forest System Roads* (NFSRs) within the project area and 4 miles outside the project area that will be used as access for the project. A National Forest System road is a forest road other than a road which has been authorized by a legally documented right-of-way held by a state, county, or other local public road authority. (36 CFR part 212)

A *forest road* is a road wholly or partly within or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources. (36 CFR part 212)

Unauthorized roads in the project area vary from roads constructed for logging, to 2-track user created routes for range management and recreation. An *unauthorized road* is a road that is not a forest road or a temporary road and that is not included in the forest transportation atlas. There are 4.7 miles of unauthorized roads within the project area with 2.8 miles being used for project access.

1.1.3.2 Road Maintenance Levels

Maintenance Level 1 is assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resource to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate". Roads receiving level 1 maintenance may be of any type, class or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses. (FSH 7709.58, Sec 12.3 – Transportation System Maintenance Handbook)

Maintenance Level 2 is assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this

level. Appropriate traffic management strategies are either (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles. (FSH 7709.58, Sec 12.3 – Transportation System Maintenance Handbook)

Maintenance Level 3 is assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either “encourage” or “accept.” “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users.(FSH 7709.58, Sec 12.3 – Transportation System Maintenance Handbook)

Table 1 displays the existing road maintenance level within the project area and roads used to access the project area.

Table 1. Existing Maintenance Level

Maintenance Level	Miles Within Project Boundary	Miles Outside Project Boundary	Miles Total
1 (closed)	1.1	0.1	1.2
2 (high clearance vehicle)	7.4	0.0	7.4
3 (passenger car)	3.1	1.7	4.8
Unauthorized	4.7	0.0	4.7
County	1.5	10.1	11.6
Total	17.8	11.9	29.7

1.1.3.3 Trails

Currently there are no trails located within the project area.

1.1.3.4 Travel Management

The current travel management in the project area is “open to travel unless posted as closed”. Unless a travel route is specifically designated as closed, it is open to travel by motorized vehicle. In addition, 2001 Tri-State Off-Highway Vehicle (OHV) Decision (*Off-Highway Vehicle (OHV) Environmental Impact Statement and Proposed Plan Amendment for Montana, North Dakota, and Portions of South Dakota*) allow use of the unauthorized roads until a site specific analysis has been completed.

All travel management decisions for this project area will be made in the Ashland District Travel Management Project following the 2005 Motorized Travel Rule guidelines. Scheduled for a decision Fall 2009.

1.1.4 Proposed Action

1.1.4.1 Past, Present, and Reasonably Foreseeable Future of Transportation System Access

The existing system roads do not provide suitable access to all areas for management needs. In the past, temporary or unauthorized roads provided access to many areas. There is re-occurring need for some of these unauthorized roads, especially for timber harvest and fuels management. Review of the transportation systems for the project area indicates approximately 2.8 miles of unauthorized roads

would provide long-term access. The Transportation System map displays the desired transportation system for range and vegetative management needs in the project area.

Roads 47774, 47776, 44093, and parts of 44094 have been identified to be added to the forest road system to address long-term access.

Roads 41334B, 41338A, 44092, 44412, and part of 44094 are routes that have no identified long-term access need for range or vegetation. These roads may be desired for recreation and are being considered in the Ashland Travel Management Planning process.

1.1.4.2 Road Reconstruction and Maintenance

Roads 4133, 41334, 4409, 44093, 44094, 4423, 44236, 4510, 4777, 4777B, 4777B1 and 47776 are within or adjacent to commercial treatment areas and will be used for access during treatment activities. Timber resource has also identified the need for construction of 6.7 miles of temporary road.

Reconstruction and Maintenance activities will focus on ensuring Best Management Practices (BMP's) are being met. Planned road reconstruction will improve the existing roads to the standard necessary for the anticipated use.

The proposed action will reconstruct 2.5 miles of NFSR 4409 and 0.1 mile of NFSR 44236. Reconstruction would consist of realignments, brushing, shaping, blading, ditch cleaning, culvert cleaning and repair, armored drainage crossing construction, spot surfacing, cattleguard/fence repair/replacement and sign repair/replacement. It is estimated at \$70,000¹ per mile for this type of reconstruction for a total cost of \$182,000.

Roads 4133, 41334, 4409, 44093, 44094, 44236, 4510, 4777, 4777B, 4777B1 and 47776 will require pre-, during, and post- haul maintenance. East Fork Otter Creek Road is currently maintained by the Powder River County and 11.6 miles of this road will be used for commercial activities. Maintenance in cooperation with the Powder River County will be required on this road.

Collection of surface rock replacement will be required on all system routes used for commercial activities.

Roads 41334B, 41335, 41338, 41338A, 44092, 4441, 44412, and 4466 are not being used for commercial activities. No maintenance or reconstruction is being proposed.

Appendix C – Road Description is a description of each road and how it will be used for the proposed project.

Table 2. Proposed Road Reconstruction and Maintenance

Road Activities	Proposed Action (miles)	Estimated Cost
No work	7.2	-
County Maintenance	11.6	-
Maintenance Only	8.3	- ²
Reconstruction	2.6	\$182,000
Total	29.7	

¹ All costs are estimated using 2008 dollars.

² Refer to Timber Resource Report for estimated maintenance costs.

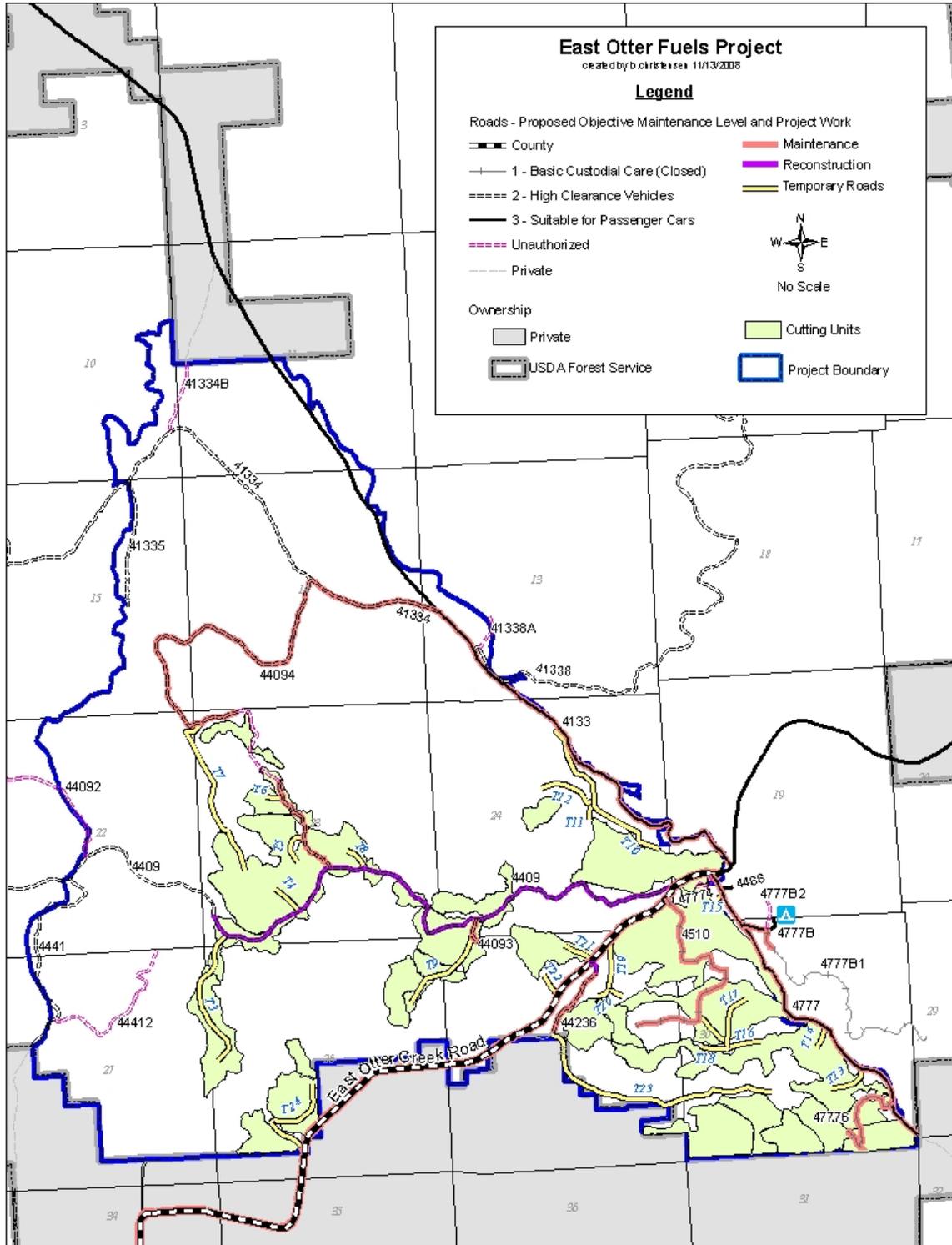


Figure 2. Proposed Objective Maintenance Level and Project Work

1.1.4.3 Road Maintenance Levels

Table 3 summarizes the miles of roads resulting from the Proposed Action by maintenance level.

Table 3. Proposed Action Road Maintenance Level Summary

Maintenance Level	Miles Within Project Boundary	Miles Outside Project Boundary	Miles Total
1 (closed)	1.6	0.1	1.7
2 (high clearance vehicle)	9.7	0.0	9.7
3 (passenger car)	3.1	1.7	4.8
Unauthorized	1.9	0.0	1.9
County	1.5	10.1	11.6
Total	17.8	11.9	29.7

1.1.4.4 Heritage

Heritage has inventoried a 150' wide corridor along the roads. Sites have been identified. Please refer to the Heritage resource report.

1.1.4.5 Road Management Objectives

Road management objectives are attached in Appendix A. Appendix B is a summary of the roads used for the project area.

1.1.4.6 Transportation System Access

The transportation system in the Proposed Action would provide a system of roads that provides long-term access for vegetation treatment and other forest management activities.

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Appendix A

Road Management Objectives

**Transportation Specialist's Report, East Otter Hazardous Fuels Project
Brenda Christensen, Custer National Forest, November 14, 2008**



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44094A__RMO.doc



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44094B__RMO.doc



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Appendix B Road Summary Table

Transportation Specialist's Report, East Otter Hazardous Fuels Project
 Brenda Christensen, Custer National Forest, November 14, 2008

East Otter Hazardous Fuels Project

Route Status	Inside or Outside Project Area	System	Objective Maintenance Level	Long Term Access	ID	NAME	Traffic Service Level	JURISDICTION	Commercial Haul Use			Recommended Action			Grand Total														
									Known Heritage Site	Pipeline Near Road	Maintain	Maintain - County	Reconstruct	Not Used for Haul Route		Add to System and Maintain	Restrict Haul	Add to System, Restrict Haul											
Existing	Inside	National Forest System Road	1	Yes	4510	Upper East Fork Spring	D	Forest Service	Yes	No	No	1.1							1.1										
			1 Total																		1.1								
			2	Yes	41334	41334	D	Forest Service	No	No	No					1.3				1.3									
					41335	41335	D	Forest Service	No	No	No	0.6									0.6								
					41338	41338	D	Forest Service	No	Yes	No					0.6					0.6								
					4409	Cook Mt Divide	D	Forest Service	No	Yes	No					0.3					0.3								
					44236	East Fork Spring	D	Forest Service	Yes	No	No			2.5							2.5								
					4441	Darling Draw	D	Forest Service	Yes	No	No	0.3		0.1							0.4								
			2 Total																		0.9	2.6	3.9					7.4	
			3	Yes	4133	Beaver Cr	C	Forest Service	No	Yes	No					1.3					1.3								
					4777	Suicide Pass	C	Forest Service	Yes	Yes	No	1.6									1.6								
			3 Total																		0.2			1.8	0.0		1.3		3.1
			County	Yes	4423	E Fk Otter Cr	B	Forest Service	Yes	Yes	No					1.5					1.5								
			County Total																			1.5							1.5
			National Forest System Road Total																		3.8	1.5	2.6	5.2					13.1
	Unauthorized (non-system) Road	1	Yes	47776	Thomas Spring	D	Forest Service	Yes	No	No									0.5										
		1 Total																									0.5		
		2	Yes	44093	44093	D	Forest Service	Yes	No	No									0.1										
				47774	47774	D	Forest Service	No	Yes	No										0.1									
			Unknown	44094	44094	D	Forest Service	Yes	Yes	No										2.1									
		2 Total																									2.2	0.1	2.3
		N/A	Unknown	41334B	41334B	n/a	Forest Service	No	No	No						0.3				0.3									
				41338A	41338A	n/a	Forest Service	No	Yes	No						0.1				0.1									
				44092	44092	n/a	Forest Service	No	Yes	No						0.4				0.4									
				44094	44094	n/a	Forest Service	No	Yes	No									0.4	0.4									
				44412	Darling Draw Spur	n/a	Forest Service	No	No	No						0.7				0.7									
		N/A Total																					1.5	0.4			1.9		
		Unauthorized (non-system) Road Total																					1.5	2.7	0.4	0.1	4.7		
		Inside Total																		3.8	1.5	2.6	6.7	2.7	0.4	0.1	17.8		
		Outside	National Forest System Road	1	Yes	4777B1	4777B1	D	Forest Service	Yes	Yes	No	0.1							0.1									
1 Total																		0.1							0.1				
3	Yes			4133	Beaver Cr	C	Forest Service	Yes	Yes	No	0.2								0.2										
				4423	E Fk Otter Cr	B	County	Yes	Yes	Yes			7.9							7.9									
				4777	Suicide Pass	C	Forest Service	Yes	Yes	No			2.2							2.2									
				4777B	Holiday Campground	C	Forest Service	Yes	Yes	No	1.3									1.3									
				4777B	Holiday Campground	C	Forest Service	Yes	Yes	No	0.1									0.1									
3 Total																		1.7	10.1						11.8				
National Forest System Road Total																		1.8	10.1							11.9			
Outside Total																		1.8	10.1							11.9			
Grand Total																		5.6	11.6	2.6	6.7	2.7	0.4	0.1	29.7				

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Appendix C Road Description

TRANSPORTATION DETAILS

The following is a description of each road within the project area and describes anticipated work associated with each road.

4133 - BEAVER CR

Road 4133 is a major forest access road on the boundary of this project. Its functional class is a collector and is designed to be a passenger car road. Beaver Creek road is on the Schedule A agreement with Powder River County.

Road 4133 will be used for timber haul. The haul route will be from the junction with road 41334 to the junction with 4423. Estimated haul distance is 1.85 miles.

Pre-, During- and Post- Haul Maintenance will be required.

41334

Road 41334 provides local forest access and access to range developments.

A portion of Road 41334 will be used for timber haul. The haul route will be from the junction with road 44094 to the junction with 4133. Estimated haul distance is 0.56 miles.

Pre-, During- and Post- Haul Maintenance will be required.

41334B and 41335

Road 41334B is an access route from private land. Proposed objective maintenance level is decommissioned.

Road 41335 is an old route which has been naturally closed. Proposed objective maintenance level is decommissioned.

Roads will not be used for timber haul access. No access needed for the fuels treatment projects.

41338 and 41338A

Road 41338 and 41338A are within the project area but do not provide access for any projects identified within the project area.

Roads will not be used for timber haul access. No access needed for the fuels treatment projects.

4409 - COOK MT DIVIDE

Road 4409 provides the only legal access to the Cook Mountain Hiking and Riding Area. Range is a major user of this road as well. A range pipeline and stock tanks exits in or near the road from the junction with 4423 through section 23 T2S R46E. Cook Mountain road is designed for high clearance vehicles.

Heavy use of this road for timber haul is expected. Haul will be from the junction with road 4441 to the junction with road 4423. Estimated haul distance is 3.35 miles.

Reconstruction of road 4409 will bring the road up to current standards by widening the road to a 14 foot traveled way with intervisible turnouts and spot surfacing. Overall it is intended to follow the existing alignment with short segments of realignment to help provide positive drainage away from the road and reduce steep grades. Where the pipeline is in the road, either the road or the pipeline will be moved to eliminate the potential of pipeline breakage. A 90 degree intersection with road 4423 will be part of the reconstruction (unless accomplished previously with the Forest Highway project).

Heritage has identified 6 sites in or near the existing road prism. These sites are located at mile posts 0.00, 0.45, 2.75, 2.90, 3.11, and 3.35.

The site at MP 0.00 near the junction with 4423 is a major site. With the reconstruction of the East Fork Otter Creek Forest Highway Project, mitigation has been identified to test this site. It is engineering's intent to work with Federal Highways to ensure a 90 degree intersection for road 4409 has been address through the East Fork Otter Creek Forest Highway Project.

The site at MP 0.45 is in a saddle where the pipeline is in the road. The road will be relocated away from the pipeline. The heritage site should be tested to determine the need for mitigation.

Heritage site located at MP 2.75 is located to the north of the road. If realignment of the road is needed, the new location shall stay to the south of the existing road. Mitigation measures will be determined after testing of the site has been completed.

At MP 2.90 the heritage site is within the road. Mitigation measures will be determined after testing of the site has been completed.

If the road will be relocated near MP 3.11 heritage would prefer the new location stay to the north of the existing road. Mitigation measures will be determined after testing of the site has been completed.

Another major heritage site located at MP 3.35 has been previously padded over during the salvage logging operation of the Schiller fire. Testing of the site will identify any additional mitigation requirements.

Mitigation measures, including but not limited to avoidance by realignment or padding over by laying geotextile fabric then placing aggregate over it, will be developed for those sites which have been tested and deemed significant.

44093

Road 44093 provides access to a stock tank.

This road is currently not on the system. If this road is used for timber haul, a decision to keep this road, add it to the system and maintain it will need to be made.

Estimated road length is 0.14 miles.

If the road is added to the system, Pre-, During- and Post- Haul Maintenance will be required. If it is decided to not add the road to the system yet use it for timber haul, it would be treated as a temporary road and obliterated (rounded cut and fill slopes; scarified; seeded; non-drivable, erosion stable condition) after use.

44094

Road 44094 provides local forest access. It is designed as a high clearance vehicle road. Portions of this road have steep side slopes where slumps and slides should be monitored.

This road is currently not on the system. If this road is used for timber haul, a decision to keep this road, add it to the system and maintain it will need to be made.

Estimated timber haul will be from MP 1.0 to the junction with 4409.

If the road is added to the system, Pre-, During- and Post- Haul Maintenance will be required. If it is decided to not add the road to the system yet use it for timber haul, it would be treated as a temporary road and obliterated (rounded cut and fill slopes; scarified; seeded; non-drivable, erosion stable condition) after use.

4423 – EAST FORK OTTER CREEK

East Fork of Otter Creek Road 4423 is a county road. It is a forest highway and is scheduled for reconstruction in 2007. There is a potential for road reconstruction to conflict with this fuels project and it's activities.

Timber haul will be from junction with 4133 to Highway 212 (estimated length is 11.6 miles) or junction with 4775 (estimated length is 2.7 miles) depending on haul route. Landing locations along the road will need to be approved by the county/state.

Pre-, During- and Post- Haul Maintenance agreement with the county will be required.

Heritage concerns have been identified within the road corridor through the Forest Highway project. Recommend reviewing the Forest Highway document to ensure all aspects of this fuels project have been covered (temp roads, landings, etc.).

44236 – EAST FORK SPRING

Road 44236 provides range access to East Fork Spring. It is a high clearance vehicle road. It currently goes through private ownership. A right-of-way or realignment will be required to use this road as access for projects.

This road is designated as a timber haul route. Realignment of 0.15 miles of the road to a high clearance vehicle standard would include construction of a 14 foot outsloped roadbed.

Pre-, During- and Post- Haul Maintenance will be required.

4441 – DARLING DRAW

Road 4441 provides local forest access. From MP 0.00 to MP 1.10 there is mixed jurisdiction between private and forest with no legal access to the forest segments. The only legal access is from road 4409 to the private boundary. The road is designed for high clearance vehicles. Proposed objective maintenance level is ML 1- Closed.

Estimated timber haul will be from MP1.10 to junction with 4409 (estimated haul distance is 1.0 mile).

Pre-, During- and Post- Haul Maintenance will be required.

Heritage has identified one site within the road corridor. Mitigation measure will be to avoid.

44412 – DARLING DRAW SPUR

Road 44412 provides local forest access.

This road is currently not on the system. If this road is used for timber haul, a decision to keep this road, add it to the system and maintain it will need to be made.

It is unclear at this time if this road will be used for timber haul. The estimated road length is 0.7 miles.

If the road is added to the system, Pre-, During- and Post- Haul Maintenance will be required. If it is decided to not add the road to the system yet use it for timber haul, it would be treated as a temporary road and obliterated (rounded cut and fill slopes, scarified, seeded, non-drivable, erosion stable condition) after use.

4466 – WHITETAIL ADMIN SITE

Road 4466 provides access to Whitetail Cabin. It is designed for passenger car traffic.

Depending on the location of the log deck, timber haul access may be needed on this road. The estimated road length is 0.10 miles.

If used by timber, Pre-, During- and Post- Haul Maintenance will be required.

Heritage concerns have been identified within the road corridor. Mitigation measures will include avoiding the site.

4510 – UPPER EAST FORK SPRING

Road 4510 provides local forest access. It is currently in the system as a maintenance level 1 road. It restricts motorized vehicle traffic. It will be opened for the duration of this project as a high clearance vehicle road.

This road will be used for timber haul. The estimated road length is 0.98 miles.

Pre-, During- and Post- Haul Maintenance will be required.

No Heritage concerns have been identified within the road corridor.

4775 – WILBUR CREEK CUTOFF

Road 4775 provides access through the forest connecting the East Fork of Otter Creek and Highway 212. Its functional class is a collector and is designed to accommodate passenger cars. Wilbur Creek Cutoff is on the Schedule A agreement with Powder River County.

This road is outside the project area; however, depending on the direction timber is hauled, it may be used as a timber haul route. The estimated road length is 4.96 miles. A segment of road within section 35 T2S R46E has right-of-way concerns which need to be addressed prior to haul.

Pre-, During- and Post- Haul Maintenance will be required. Surface rock replacement funds will be collected.

No Heritage concerns have been identified within the road corridor.

4777 – SUICIDE PASS

Road 4777 provides local forest access. It is designed for passenger car access. This project will only use the portion of road from the junction with 4423 to the private boundary located between section 30 and 29 T2S R47E.

Estimated timber haul distance is 1.5 miles.

Pre-, During- and Post- Haul Maintenance will be required.

Heritage concerns have been identified within the road corridor. Mitigation will be to avoid the site.

4777B – HOLIDAY CAMPGROUND

Road 4777B provides access to Holiday Campground. It is designed for passenger cars.

Depending on the location of the log deck, timber haul access may be needed on this road. Estimated haul distance is 0.1 miles.

If used Pre-, During- and Post- Haul Maintenance will be required.

Heritage concerns have been identified within the road corridor. Mitigation is to avoid the site.

4777B1 – HOLIDAY EXTENTION

Road 4777B1 provides local forest access. It is currently in the system as a maintenance level 1 road. It restricts motorized vehicle traffic. It will be opened for the duration of this project as a high clearance vehicle road.

Depending on the location of the log deck, timber haul access may be needed on this road. Estimated haul distance is 0.1 miles.

If used Pre-, During- and Post- Haul Maintenance will be required.

Heritage concerns have been identified within the road corridor. Mitigation is to avoid the site.

47774 – WHITETAIL STORAGE TANK

Road 47774 provides access to a water storage tank serving both the whitetail and beaver creek allotments.

This road is currently not on the system. If this road is used for timber haul, a decision to keep this road, add it to the system and maintain it will need to be made.

If the road is added to the system, Pre-, During- and Post- Haul Maintenance will be required. If it is decided to not add the road to the system yet use it for timber haul, it would be treated as a temporary road and obliterated (rounded cut and fill slopes, scarified, seeded, non-drivable, erosion stable condition) after use.

Heritage concerns have been identified within the road corridor. Mitigation has not been determined.

47776 – THOMAS SPRING

Road 47776 provides local forest access and access to Thomas spring.

This road is currently not on the system. If this road is used for timber haul, a decision to keep this road, add it to the system and maintain it will need to be made.

If the road is added to the system, Pre-, During- and Post- Haul Maintenance will be required. If it is decided to not add the road to the system yet use it for timber haul, it would be treated as a temporary road and obliterated (rounded cut and fill slopes, scarified, seeded, non-drivable, erosion stable condition) after use.

No Heritage concerns have been identified within the road corridor.