

## Road Management Objectives

**Project/EIS:** Iyouktug Timber Sale      **System:** Hoonah - Gypsum      **Land Use Designation:** Timber Production  
**Route No.:** 853092      **Route Name:** Greywacke      **Status:** Planned  
**Begin M.P.:** 0.00      **Length (miles):** 0.69      **Begin Termini:** 0.00      **End Termini:** 0.69

**General Design Criteria and Elements**

<b>Functional Class:</b>	<b>Service Life:</b>	<b>Traffic Service Level:</b>	<b>Surface:</b>	<b>Width:</b>	<b>Critical Vehicle:</b>	<b>Design Vehicle:</b>	<b>Design Speed:</b>
Local	C, IS for Alt. 3	C for Alts. 2, 4, 5, D for Alt. 3	Shot Rock	14'	Log Truck	Log Truck	10 mph

**Intended Purpose/Future Use:** Silvicultural activities: Multiple entries may be needed. Salvage opportunities will be available.

**Maintenance Criteria**

<b>Alternatives</b>	<b>Begin Milepost</b>	<b>End Milepost</b>	<b>Operational Maintenance Level:</b>	<b>Objective Maintenance Level: (desired future condition)</b>
2	0.00	0.69	2	2
3	0.00	0.49	2	1
4	0.00	0.29	2	2
5	0.00	0.49	2	2
1	0.00	0.00	N/A	N/A

**Maintenance Narrative:** Maintenance Level 2, maintain for high clearance vehicles in Alternatives 2, 4, and 5. Upon completion of the sale, the road will be turned to Maintenance Level 1 (closed and put into storage) in Alternative 3.

**Operation Criteria**

**Highway Safety Act:** No      **Jurisdiction:** National Forest      **AFRPR Status:** active

**Travel Management Strategies:**

Alternatives: 2, 4, 5  
 Encourage: N/A  
 Accept: High Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers  
 Discourage: N/A  
 Prohibit: N/A  
 Eliminate: Passenger Cars; for Alt. 3 – All motorized vehicles after the sale

**Travel Management Narrative:** This road is connected to the Hoonah – Gypsum road system, which is accessed by and connected to the city of Hoonah. It will be used as part of the open transportation system upon completion of the timber sale in Alternatives 2, 4, and 5. In Alternative 3, road will be tank trapped and waterbarred with stream crossing structures removed to prevent access upon completion of the sale.

**District Ranger Approval**

(signature) \_\_\_\_\_ Date: \_\_\_\_\_

## Road Management Objectives

### Site-specific Design Criteria

Road No. 853092

**Road Location:** The road corridor bears westerly from its beginning at road 8530 and ends at the lower reaches of a relatively steeper slope. Grades are favorable, averaging 15 to 18%, side slopes are less than 50% with one segment of full bench construction exceeding 50%. The beginning of the corridor is located through low quality timber and brush which should screen it from road 8530. Road accesses Units 101 and 165. Four drainage structures are required, consisting of one log stringer bridge and 3 cmps. Road is located to accommodate logging systems and have least impact on other resources (BMP14.2)

**Wetlands:** The proposed road crosses about 1000 feet of wetland. The wetland is both forested wetland and muskeg. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Road construction through these wetlands is unavoidable (BMP 14.2). Overlay construction is recommended to minimize disturbance to the wetland and ensure hydraulic connectivity of the roaded wetland with the surrounding areas (BMPs 12.5 and 14.17). This road meets silviculture exemption for 404 permitting through Army Corps of Engineers.

**Erosion Control:** An erosion control plan for construction and maintenance will be developed according to standard project specifications (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.11, 14.8)

**Rock Pits:** Use existing pit on 8530. 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)

#### **Resource Information:**

**Timber/Logging:** No concerns.

**Soils/Water:** For the 1,000 feet of road that exceeds 50% side slope gradient, do not side cast and end-haul only (BMP 14.12, 14.19). Build the road when the soils are not saturated, generally May through August (BMP 14.6). Involve a soil scientist during design to prevent mass failures/landslides (BMP 14.3, 14.7). For road storage under Alternative 3, treat road to ensure hillslope drainage through ditch blocks, water bars, etc. (BMPs 14.20, 14.22) and remove all three stream crossing structures. Stream crossing data from unit field inventory (2006). Road location along Class II stream has been field reviewed and it is at least 120 feet from the stream, although the map has not been updated to reflect this.

**Silviculture:** No concerns.

**Wildlife:** No concerns.

**Botany:** No concerns.

**Lands/Minerals/Geology/Karst:** No carbonate bedrock found along proposed road location. No karst resource concerns identified.

**Scenery:** No concerns.

**Recreation:** No concerns.

**Heritage:** No concerns.

# Road Management Objectives

## Stream Crossings

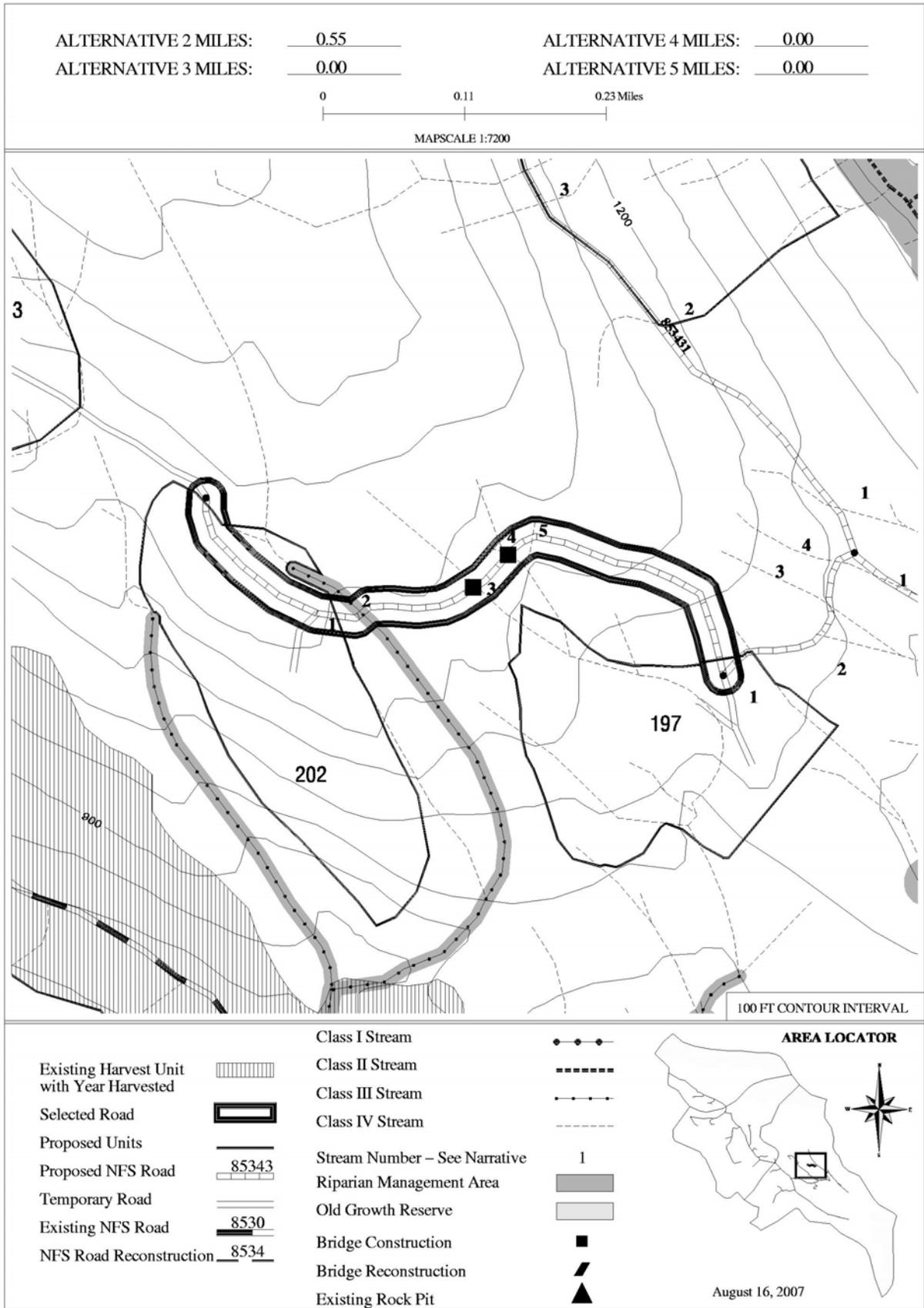
Road No. 853092

4) Mile: 0.46 AHMU: IV Channel Type: HC0 BF Width: 3 BF Depth: Substrate:  
 Gradient: Structure: 24" CMP Passage Req'd: No Timing Dates:  
 Narrative:

3) Mile: 0.52 AHMU: III Channel Type: BF Width: BF Depth: Substrate:  
 HC5  
 Gradient: Structure: 36" CMP Passage Req'd: No Timing Dates:  
 Narrative:

2) Mile: 0.65 AHMU: II Channel Type: BF Width: 4 BF Depth: Substrate:  
 MMO  
 Gradient: 3 Structure: LS Bridge Passage Req'd: Y Timing Dates: TBD  
 Narrative: The crossing will be installed under current timing restrictions. The stream crossing will be designed to accomplish fish passage for resident trout and concurrence with Alaska DNR will be obtained.

1) Mile: 0.66 AHMU: IV Channel Type: BF Width: 1.5 BF Depth: Substrate:  
 MMO  
 Gradient: 3 Structure: 18" CMP Passage Req'd: N Timing Dates:  
 Narrative:



## Road Management Objectives

**Project/EIS:** Iyouktug Timber Sale                      **System:** Hoonah - Gypsum                      **Land Use Designation:** Timber Production  
**Route No.:** 85343    **Route Name:** Far Side    **Status:** Planned  
**Begin M.P.:** 0.00                      **Length (miles):** 0.55                      **Begin Termini:** 0.00                      **End Termini:** 0.55

**General Design Criteria and Elements**

<b>Functional Class:</b>	<b>Service Life:</b>	<b>Traffic Service Level:</b>	<b>Surface:</b>	<b>Width:</b>	<b>Critical Vehicle:</b>	<b>Design Vehicle:</b>	<b>Design Speed:</b>
Local	C	D	Shot Rock	14'	Log Truck	Log Truck	10 mph

**Intended Purpose/Future Use:** Silvicultural activities: Multiple entries may be possible or needed as determined by the order and timeframe in which the units are harvested. Salvage opportunities may be available.

**Maintenance Criteria**

Alternatives	Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
2	0.00	0.55	2	2
1, 3, 4, 5	0.00	0.00	N/A	N/A

**Maintenance Narrative:** Maintenance Level 2, maintain for high clearance vehicles.

**Operation Criteria**

**Highway Safety Act:** No                      **Jurisdiction:** National Forest                      **AFRPR Status:** active

**Travel Management Strategies:**

Alternatives: 2  
 Encourage: N/A  
 Accept: High Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers  
 Discourage: Passenger cars  
 Prohibit: N/A  
 Eliminate: N/A

**Travel Management Narrative:** This road is connected to the Hoonah – Gypsum road system, which is accessed by and connected to the city of Hoonah. It will be used as part of the open transportation system upon completion of the timber sale.

**District Ranger Approval**

(signature) \_\_\_\_\_ Date: \_\_\_\_\_

## Road Management Objectives

### Site-specific Design Criteria

Road No.            85343

**Road Location:** The road corridor bears westerly from its beginning at planned NFSR road 853431. It climbs generally at a 15% grade and contours its way around to the west side of the mountain. It ends on top of a flat bench. Side slopes are generally less than 50% with some short distances of side slopes up to 60%. The road crosses less than 200 feet of slopes over 50%. Road accesses Units 189 and 192. Five drainage structures are required, consisting of 18 to 36 inch CMPs. Road is located to accommodate logging systems and have least impact on other resources (BMP14.2)

**Wetlands:** The proposed road crosses about 200 feet of wetland. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Road construction through these wetlands is unavoidable (BMP 14.2). Overlay construction is recommended to minimize disturbance to the wetland and ensure hydraulic connectivity of the roaded wetland with the surrounding areas (BMPs 12.5 and 14.17). This road meets silviculture exemption for 404 permitting through Army Corps of Engineers.

**Erosion Control:** An erosion control plan for construction and maintenance will be developed according to standard project specifications (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMPs 12.17, 14.11, 14.8)

**Rock Pits:** Use existing pit on 8534. 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)

#### **Resource Information:**

**Timber/Logging:** No concerns

**Soils/Water:** The road crosses less than 200 feet of slopes over 50%. Where the side slopes exceed 50% gradient, do not side cast and end-haul only (BMP 14.12, 14.19). Build the road when the soils are not saturated, generally May through August (BMP 14.6). Involve a soil scientist during design to prevent mass failures/landslides (BMP 14.3, 14.7). Channel type information is from the 2006 unit field survey. Stream crossings are from the GIS layer.

**Silviculture:** No concerns.

**Wildlife:** No concerns.

**Botany:** No concerns.

**Lands/Minerals/Geology/Karst:** No carbonate bedrock found along proposed road location. No karst resource concerns identified.

**Scenery:** No concerns.

**Recreation:** No concerns.

**Heritage:** No concerns.

## Road Management Objectives

### Stream Crossings

Road No. 85343

1) Mile: 0.15 AHMU: IV Channel Type: HC BF Width: 1 BF Depth: Substrate:  
 Gradient: 18 Structure: 18" CMP Passage Req'd: Timing Dates:  
 Narrative:

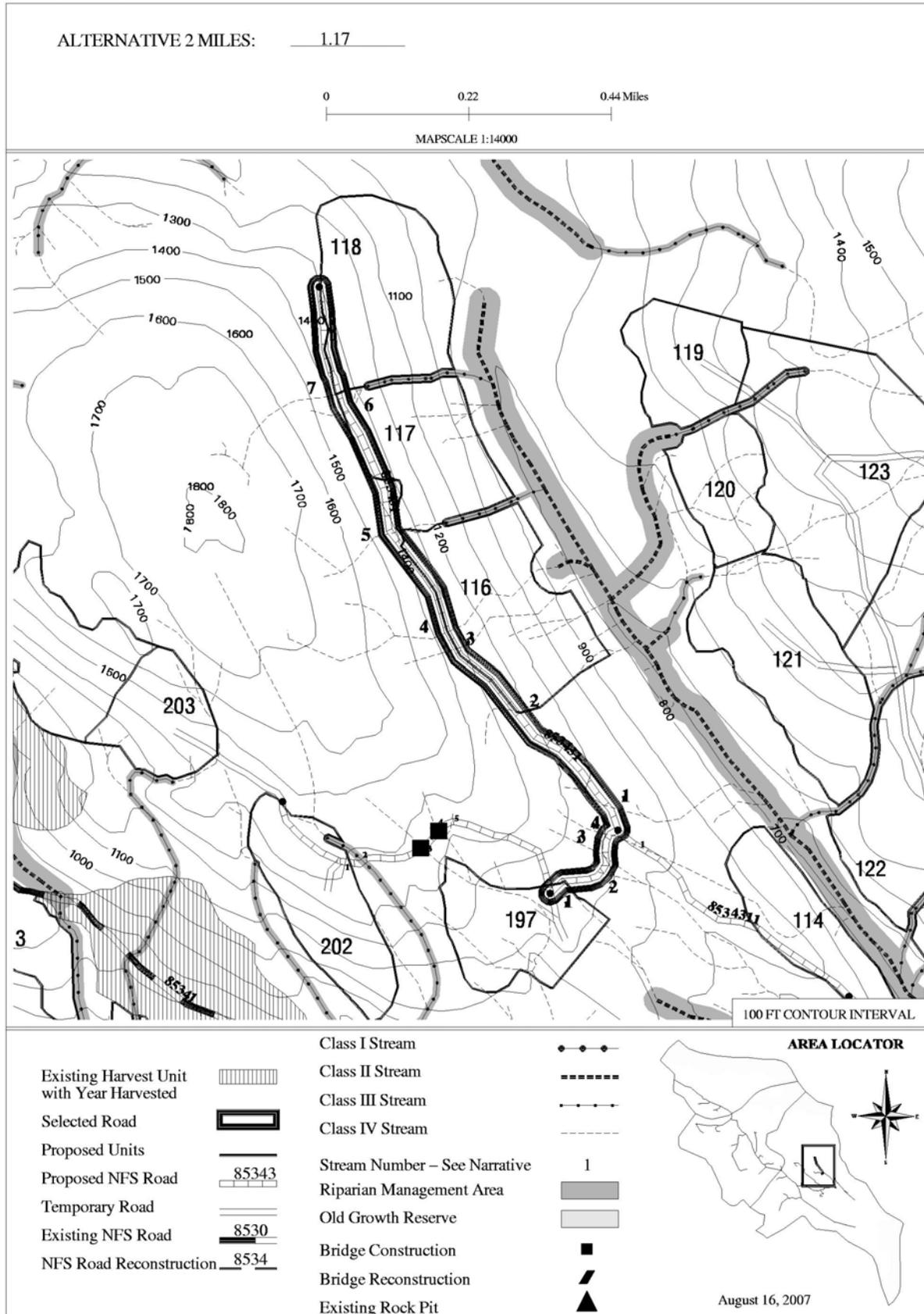
2) Mile: 0.17 AHMU: III Channel Type: BF Width: 5 BF Depth: Substrate:  
 HC5  
 Gradient: 21 Structure: 36" CMP Passage Req'd: N Timing Dates:  
 Narrative:

3) Mile: 0.27 AHMU: IV Channel Type: BF Width: 2 BF Depth: Substrate:  
 HC0  
 Gradient: 56 Structure: 24" CMP Passage Req'd: N Timing Dates:  
 Narrative:

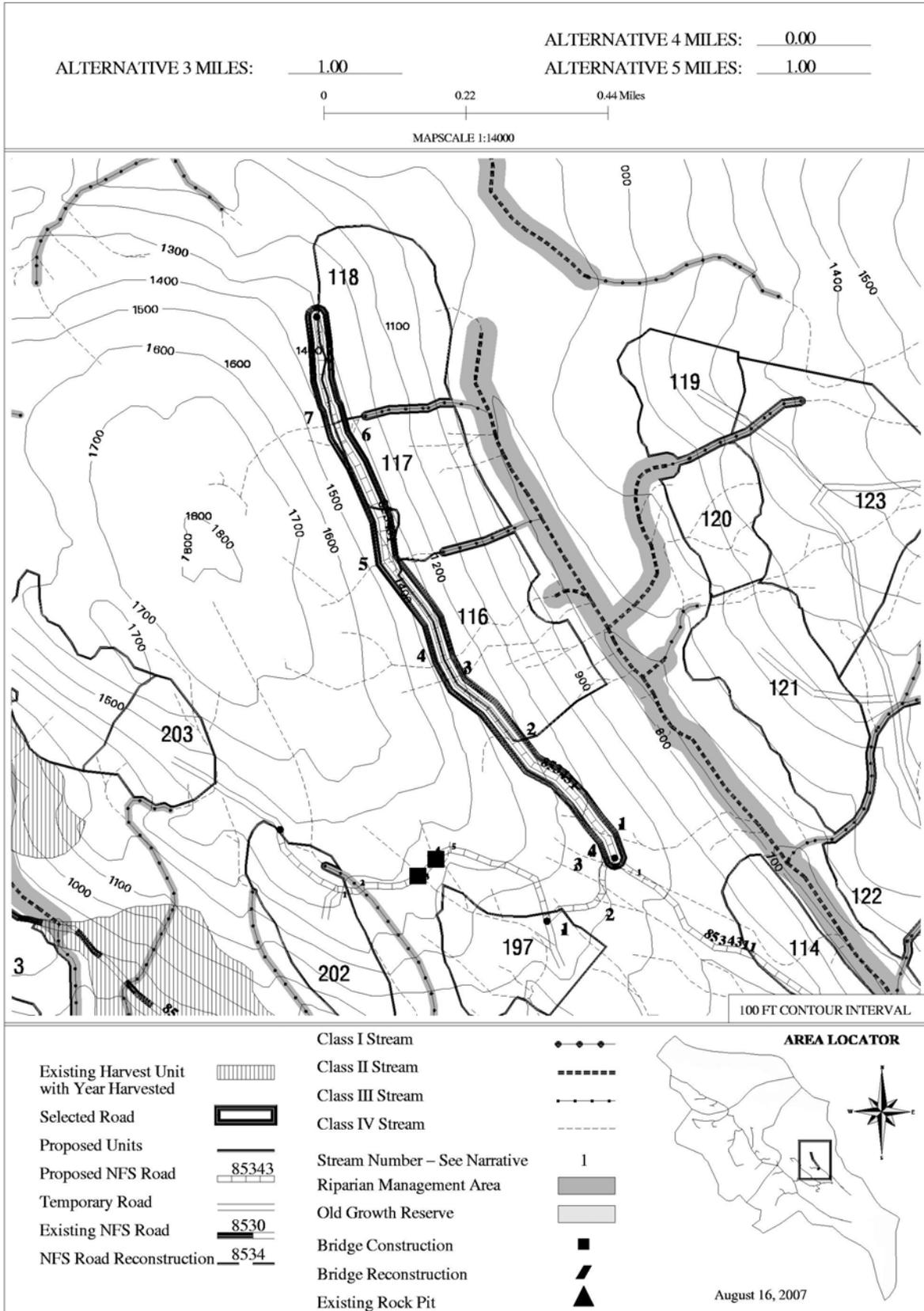
4) Mile: 0.31 AHMU: IV Channel Type: BF Width: 3 BF Depth: Substrate:  
 HC0  
 Gradient: 31 Structure: 36" CMP Passage Req'd: N Timing Dates:  
 Narrative:

5) Mile: 0.33 AHMU: IV Channel Type: BF Width: 1 BF Depth: Substrate:  
 HC0  
 Gradient: 18 Structure: 18" CMP Passage Req'd: N Timing Dates:  
 Narrative:

IYOUKTUG TIMBER SALE ROAD CARD  
ROAD NUMBER 853431



IYOUKTUG TIMBER SALE ROAD CARD  
ROAD NUMBER 853431



## Road Management Objectives

**Project/EIS:** Iyouktug Timber Sale      **System:** Hoonah - Gypsum      **Land Use Designation:** Timber Production  
**Route No.:** 853431      **Route Name:** Area 34      **Status:** Planned  
**Begin M.P.:** 0.00      **Length (miles):** 1.17      **Begin Termini:** 0.00      **End Termini:** 1.17

**General Design Criteria and Elements**

<b>Functional Class:</b>	<b>Service Life:</b>	<b>Traffic Service Level:</b>	<b>Surface:</b>	<b>Width:</b>	<b>Critical Vehicle:</b>	<b>Design Vehicle:</b>	<b>Design Speed:</b>
Local	C, IS for Alt. 3	C for Alts. 2, 5, D for Alt. 3	Shot Rock	14'	Log Truck	Log Truck	10 mph

**Intended Purpose/Future Use:** Silvicultural activities: Multiple entries may be possible or needed as determined by the order and timeframe in which the units are harvested. Salvage opportunities may be available.

**Maintenance Criteria**

<b>Alternatives</b>	<b>Begin Milepost</b>	<b>End Milepost</b>	<b>Operational Maintenance Level:</b>	<b>Objective Maintenance Level: (desired future condition)</b>
2	0.00	1.17	2	2
3	0.00	1.00	2	1
5	0.00	1.00	2	2
1, 4	0.00	0.00	N/A	N/A

**Maintenance Narrative:** Maintenance Level 2, maintain for high clearance vehicles in Alternatives 2 and 5. Upon completion of the sale, the road will be turned to Maintenance Level 1 (closed and put into storage) in Alternative 3.

**Operation Criteria**

**Highway Safety Act:** No      **Jurisdiction:** National Forest      **AFRPR Status:** active

**Travel Management Strategies:**

- Alternatives: 2, 5
- Encourage: N/A
- Accept: High Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
- Discourage: Passenger Cars
- Prohibit: N/A
- Eliminate: N/A; for Alt. 3 – All motorized vehicles after the sale

**Travel Management Narrative:** This road is connected to the Hoonah – Gypsum road system, which is accessed by and connected to the city of Hoonah. It will be used as part of the open transportation system upon completion of the timber sale in Alternatives 2 and 5. In Alternative 3, road will be tank trapped and waterbarred and drainage structures removed to prevent access upon completion of the sale

**District Ranger Approval**

(signature) \_\_\_\_\_ **Date:** \_\_\_\_\_

## Road Management Objectives

### Site-specific Design Criteria

Road No. 853431

**Road Location:** The road corridor bears easterly from its beginning at road 85343 for a short distance before heading predominantly north. Grades are adverse, averaging 10%, side slopes are less than 50% with segments of full bench construction exceeding 60%. Road accesses Units 116 and 117. Six drainage structures are required, consisting of 18 to 36 inch cmps. Road is located to accommodate logging systems and have least impact on other resources (BMP14.2)

**Wetlands:** The proposed road crosses about 200 feet of wetland. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Road construction through these wetlands is unavoidable (BMP 14.2). Overlay construction is recommended to minimize disturbance to the wetland and ensure hydraulic connectivity of the roaded wetland with the surrounding areas (BMPs 12.5 and 14.17). This road meets silviculture exemption for 404 permitting through Army Corps of Engineers.

**Erosion Control:** An erosion control plan for construction and maintenance will be developed according to standard project specifications (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.11, 14.8)

**Rock Pits:** Use existing pit on 8534. 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)

#### **Resource Information:**

**Timber/Logging:** No concerns.

**Soils/Water:** About 1,100 feet of the road crosses slopes exceeding 50% gradient. The slope ranges from about 55 to 67 % gradient and there is evidence of past landslides along the proposed road. For the 1,100 feet of road exceeds 50% side slope gradient, do not side cast and end-haul only (BMP 14.12, 14.19). Build the road when the soils are not saturated, generally May through August (BMP 14.6). Involve a soil scientist during design to prevent mass failures/landslides (BMP 14.3, 14.7). For road storage under Alternative 3, remove all stream crossing structures after the sale, and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. (BMPs 14.20, 14.22). Channel type information is from the 2006 unit field survey. Stream crossings are from the GIS layer.

**Silviculture:** No concerns.

**Wildlife:** No concerns.

**Botany:** No concerns.

**Lands/Minerals/Geology/Karst:** No carbonate bedrock found along proposed road location. No karst resource concerns identified.

**Scenery:** No concerns.

**Recreation:** No concerns.

**Heritage:** No concerns.

## Road Management Objectives

### Stream Crossings

Road No. 853431

1) Mile: 0.04 AHMU: IV Channel Type: BF Width: 1.25 BF Depth: Substrate:  
 HC0  
 Gradient: 47 Structure: 18" CMP Passage Req'd: N Timing Dates:  
 Narrative:

2) Mile: 0.25 AHMU: IV Channel Type: HC0 BF Width: 1.25 BF Depth: Substrate:  
 Gradient: 62 Structure: 18" CMP Passage Req'd: N Timing Dates:  
 Narrative:

3) Mile: 0.39 AHMU: IV Channel Type: BF Width: 1 BF Depth: Substrate:  
 HC0  
 Gradient: 33 Structure: 18" CMP Passage Req'd: N Timing Dates:  
 Narrative:

4) Mile: 0.41 AHMU: IV Channel Type: BF Width: 5 BF Depth: Substrate:  
 HC0  
 Gradient: 51 Structure: 24" CMP Passage Req'd: N Timing Dates:  
 Narrative:

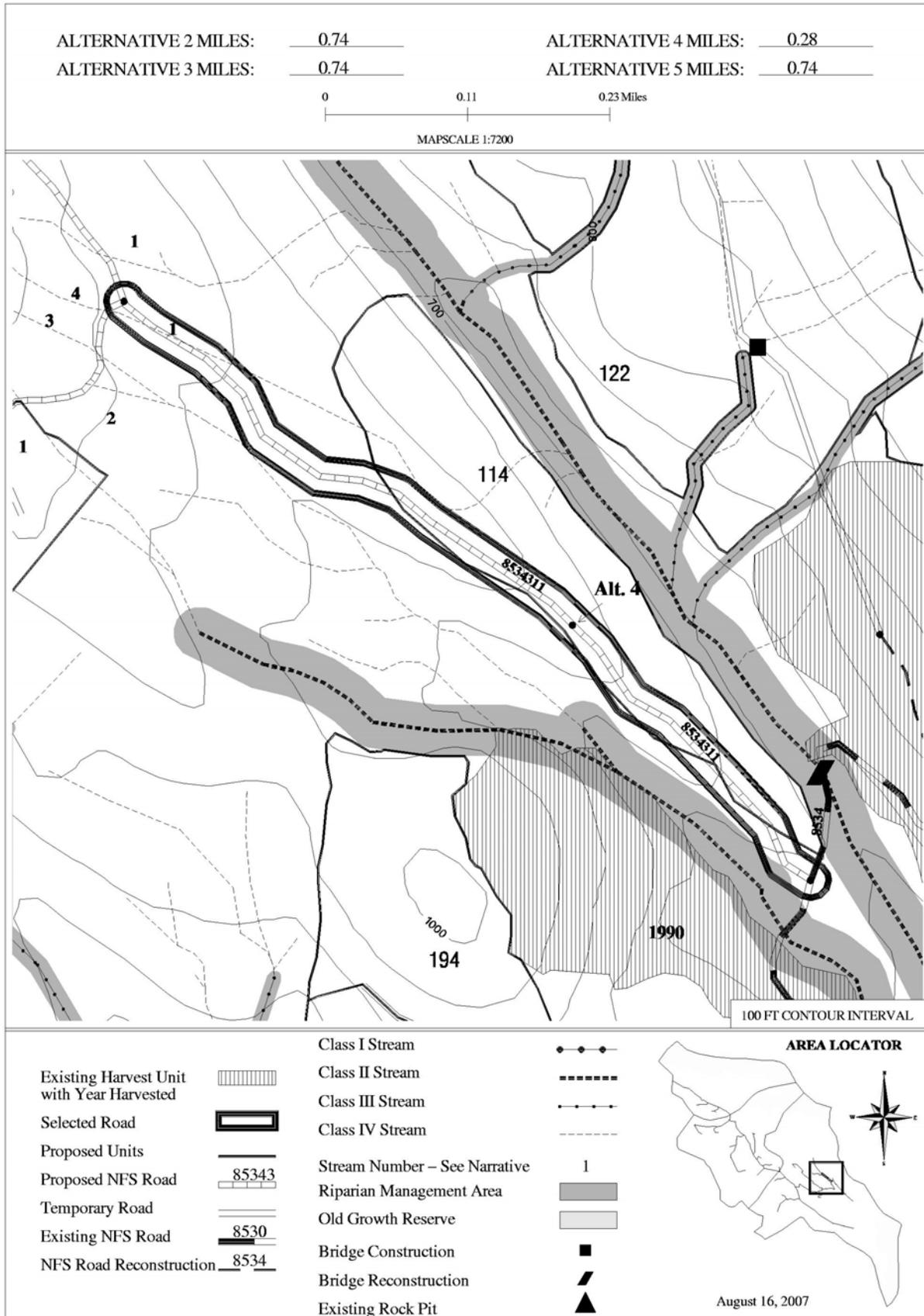
5) Mile: 0.60 AHMU: IV Channel Type: BF Width: 6 BF Depth: Substrate:  
 HC0  
 Gradient: 80 Structure: 36" CMP Passage Req'd: N Timing Dates:  
 Narrative:

6) Mile: 0.80 AHMU: IV Channel Type: HC0 BF Width: 1.5 BF Depth: Substrate:  
 Gradient: 52 Structure: 24" CMP Passage Req'd: N Timing Dates:  
 Narrative:

7) Mile: 0.83 AHMU: IV Channel Type: BF Width: 4 BF Depth: Substrate:  
 HC0  
 Gradient: 44 Structure: 36" CMP Passage Req'd: N Timing Dates:  
 Narrative:

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IYOUKTUG TIMBER SALE ROAD CARD  
ROAD NUMBER 8534311



## Road Management Objectives

<b>Project/EIS:</b> Iyouktug Timber Sale	<b>System:</b> Hoonah - Gypsum	<b>Land Use Designation:</b> Timber Production
<b>Route No.:</b> 8534311	<b>Route Name:</b> North Fork Spur	<b>Status:</b> Planned
<b>Begin M.P.:</b> 0.00	<b>Length (miles):</b> 0.74	<b>Begin Termini:</b> 0.00 <b>End Termini:</b> 0.74

**General Design Criteria and Elements**

<b>Functional Class:</b> Local	<b>Service Life:</b> C, IS for Alt. 3	<b>Traffic Service Level:</b> C for Alts. 2, 4, 5, D for Alt. 3	<b>Surface:</b> Shot Rock	<b>Width:</b> 14'	<b>Critical Vehicle:</b> Log Truck	<b>Design Vehicle:</b> Log Truck	<b>Design Speed:</b> 10 mph
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**Intended Purpose/Future Use:** Silvicultural activities: Multiple entries may be possible or needed as determined by the order and timeframe in which the units are harvested. Salvage opportunities may be available.

**Maintenance Criteria**

Alternatives	Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
2, 5	0.00	0.74	2	2
3	0.00	0.74	2	1
4	0.00	0.28	2	2
1	0.00	0.00	N/A	N/A

**Maintenance Narrative:** Maintenance Level 2, maintain for high clearance vehicles in Alternatives 2, 4, and 5. Upon completion of the sale, the road will be turned to Maintenance Level 1 (closed and put into storage) in Alternative 3.

**Operation Criteria**

**Highway Safety Act:** No      **Jurisdiction:** National Forest      **AFRPR Status:** active

**Travel Management Strategies:**

Alternatives:	2, 4, 5
Encourage:	N/A
Accept:	High Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Discourage:	Passenger cars
Prohibit:	N/A
Eliminate:	N/A; for Alt. 3 – All motorized vehicles after the sale

**Travel Management Narrative:** This road is connected to the Hoonah – Gypsum road system, which is accessed by and connected to the city of Hoonah. It will be used as part of the open transportation system upon completion of the timber sale in Alternatives 2, 4, and 5. In Alternative 3, stream crossing structures will be removed, and road will be tank trapped and waterbarred to prevent access upon completion of the sale.

**District Ranger Approval**

(signature) \_\_\_\_\_ Date: \_\_\_\_\_

## Road Management Objectives

### Site-specific Design Criteria

Road No. 8534311

**Road Location:** The road corridor bears northerly from its beginning at road 8530 and ends at the lower reaches of a relatively steeper slope. Grades are favorable, averaging 12%, side slopes are less than 40% with one 50 foot segment of full bench construction exceeding 50%. Road accesses Unit 114. One drainage structure is required, consisting of one 24" CMP. Road is located to accommodate logging systems and have least impact on other resources (BMP14.2)

**Wetlands:** The proposed road does not cross any wetlands. This road meets 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 (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.11, 14.8)

**Rock Pits:** Use existing pit on 8534. 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)

#### **Resource Information:**

**Timber/Logging:** No concerns.

**Soils/Water:** There are about 50 feet of road that crosses side slopes greater than 50% gradient. To construct this short section of road on slopes exceeding 50%, do not side cast and end-haul only (BMP 14.12, 14.19). Build the road when the soils are not saturated, generally May through August (BMP 14.6). Involve a soil scientist during design to prevent mass failures/landslides (BMP 14.3, 14.7). For road storage in Alternative 3 after the sale, remove culvert and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. (BMPs 14.20, 14.22). Channel type information is from the 2006 unit field survey. Stream crossings are from the GIS layer.

**Silviculture:** No concerns.

**Wildlife:** No concerns.

**Botany:** No concerns.

**Lands/Minerals/Geology/Karst:** No carbonate bedrock found along proposed road location. No karst resource concerns identified.

**Scenery:** No concerns.

**Recreation:** No concerns.

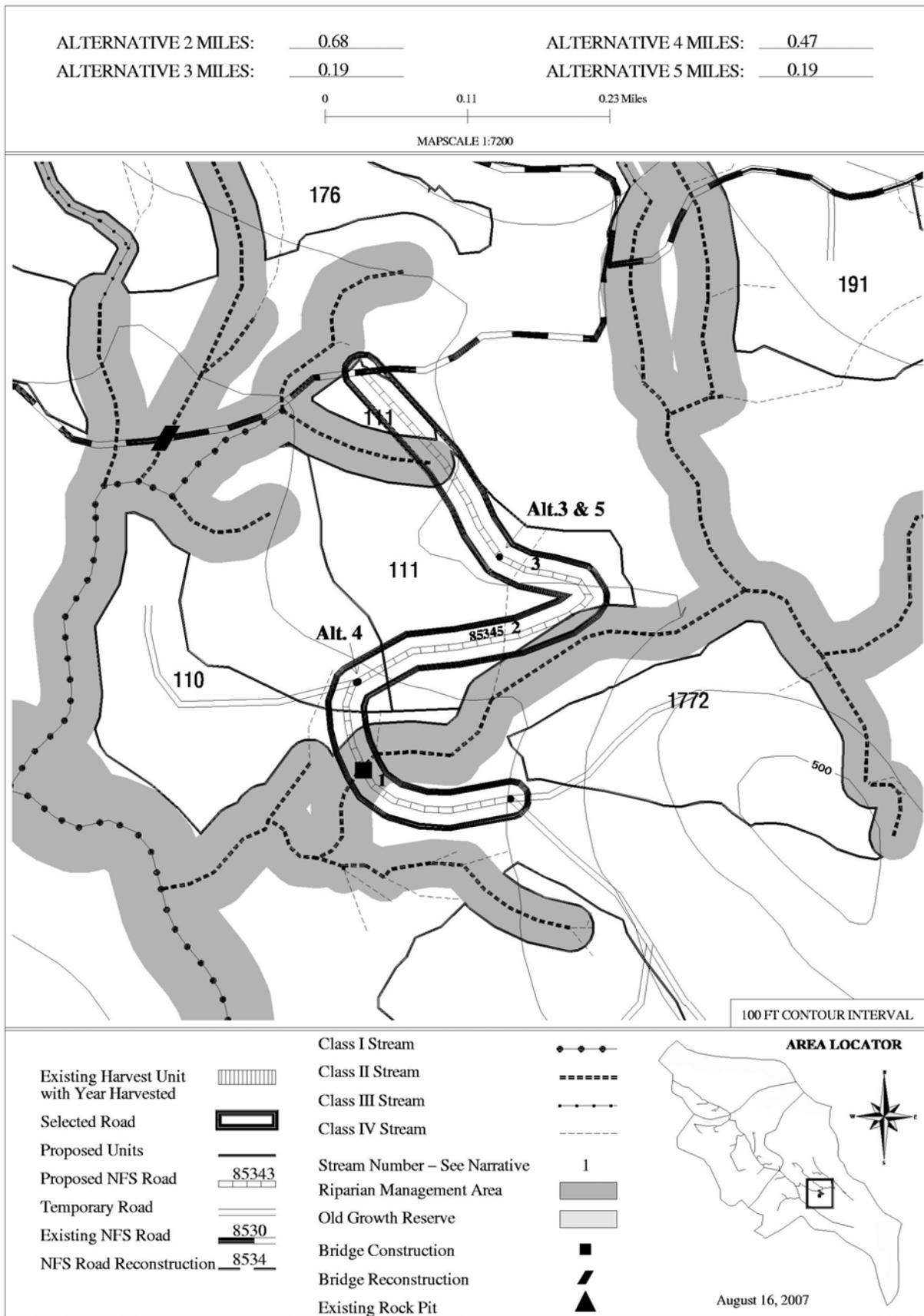
**Heritage:** No concerns.

## Road Management Objectives

### Stream Crossings

Road No. 8534311

1) Mile: 0.7 AHMU: IV Channel Type: BF Width: 2 BF Depth: Substrate:  
HC0  
Gradient: 12 Structure: 24" CMP Passage Req'd: N Timing Dates:  
Narrative:



## Road Management Objectives

**Project/EIS:** Iyouktug Timber Sale      **System:** Hoonah - Gypsum      **Land Use Designation:** Timber Production  
**Route No.:** 85345      **Route Name:** Iyouktug 5      **Status:** Planned  
**Begin M.P.:** 0.00      **Length (miles):** 0.68      **Begin Termini:** 0.00      **End Termini:** 0.68

**General Design Criteria and Elements**

<b>Functional Class:</b>	<b>Service Life:</b>	<b>Traffic Service Level:</b>	<b>Surface:</b>	<b>Width:</b>	<b>Critical Vehicle:</b>	<b>Design Vehicle:</b>	<b>Design Speed:</b>
Local	C, IS for Alt. 3	C for Alts. 2, 4, 5, D for Alt. 3	Shot Rock	14'	Log Truck	Log Truck	15 mph

**Intended Purpose/Future Use:** Silvicultural activities: Multiple entries may be possible or needed as determined by the order and timeframe in which the units are harvested. Salvage opportunities may be available.

**Maintenance Criteria**

Alternatives	Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
2	0.00	0.68	2	2
4	0.00	0.47	2	2
5	0.00	0.19	2	2
3	0.00	0.19	2	1
1	0.00	0.00	N/A	N/A

**Maintenance Narrative:** Maintenance Level 2, maintain for high clearance vehicles. In Alternative 3, road will be in Maintenance Level 1 (closed and in storage) after the sale.

**Operation Criteria**

**Highway Safety Act:** No      **Jurisdiction:** National Forest      **AFRPR Status:** active

**Travel Management Strategies:**

Alternatives: 2, 4, 5  
 Encourage: N/A  
 Accept: High Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers  
 Discourage: Passenger cars  
 Prohibit: N/A  
 Eliminate: N/A; for Alt. 3 – All motorized vehicles after the sale

**Travel Management Narrative:** This road is connected to the Hoonah – Gypsum road system, which is accessed by and connected to the city of Hoonah. It will be used as part of the open transportation system upon completion of the timber sale if Alternatives 2, 4, or 5 are chosen. In Alternative 3, road will be tank trapped and waterbarred to prevent access upon completion of the sale.

**District Ranger Approval**

(signature) \_\_\_\_\_ Date: \_\_\_\_\_

## Road Management Objectives

### Site-specific Design Criteria

Road No. 85345

**Road Location:** The road corridor bears southerly from its beginning at road 8530. It executes a reverse “S” shape to drop elevation and cross the creek and ends on the top of the other bank. Side slopes are less than 50%. The beginning of the corridor is located through low quality timber and brush which should screen it from road 8530. Road accesses Units 110, 111 and 1772. Three drainage structures are required, consisting of one log stringer bridge and 2 CMPs. Road is located to accommodate logging systems and have least impact on other resources (BMP14.2)

**Wetlands:** The entire road is located on wetland. This area is comprised of wetlands so this is unavoidable. Minimize the road footprint through the wetlands and provide adequate hillslope drainage (33 CFR BMPs 1, 3). Road construction through these wetlands is unavoidable (BMP 14.2). Overlay construction is recommended to minimize disturbance to the wetland and ensure hydraulic connectivity of the roaded wetland with the surrounding areas (BMPs 12.5 and 14.17). This road meets silviculture exemption for 404 permitting through Army Corps of Engineers.

**Erosion Control:** An erosion control plan for construction and maintenance will be developed according to standard project specifications (BMP 14.5). All areas of organic or mineral soil exposed during construction shall be grass seeded and fertilized (BMP 12.17, 14.11, 14.8)

**Rock Pits:** Use existing pit on 8534. 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)

### **Resource Information:**

**Timber/Logging:** No concerns.

**Soils/Water:** Build the road when the soils are not saturated, generally May through August (BMP 14.6). Involve a soil scientist during design to prevent mass failures/landslides (BMP 14.3, 14.7). For road storage in Alternative 3 after the sale, remove culvert and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. (BMPs 14.20, 14.22). Channel type information is from the 2006 unit field survey. Stream crossings are from the GIS layer.

**Silviculture:** No concerns.

**Wildlife:** No concerns.

**Botany:** No concerns.

**Lands/Minerals/Geology/Karst:** No carbonate bedrock found along proposed road location. No karst resource concerns identified.

**Scenery:** No concerns.

**Recreation:** No concerns.

**Heritage:** No concerns.

## Road Management Objectives

### Stream Crossings

Road No. 85345

3) Mile: 0.20 AHMU: IV Channel Type: BF Width: 2.5 BF Depth: Substrate:  
 Gradient: 2 Structure: 24" CMP Passage Req'd: N Timing Dates:  
 Narrative:

2) Mile: 0.34 AHMU: IV Channel Type: HC0 BF Width: 2.5 BF Depth: Substrate:  
 Gradient: 12 Structure: 24" CMP Passage Req'd: Timing Dates:  
 Narrative:

1) Mile: 0.54 AHMU: I Channel Type: BF Width: 21 BF Depth: Substrate:  
 Gradient: 3 Structure: Bridge Passage Req'd: Y Timing Dates: TBD  
 Narrative: The crossing will be installed under current timing restrictions. The stream crossing will be designed to accomplish fish passage for salmon and concurrence with Alaska DNR will be obtained.