

Appendix 2

Road Cards

Introduction

The following road cards are organized with new National Forest System (NFS) roads first, followed by reconstructed NFS roads second, and roads with bridge replacements (and/or roads that will be closed through the 2002 ATM decision) last. Road cards in this appendix are for all roads in the Iyoutug project that require construction, reconstruction, or bridge replacement. Other roads within the project area will follow the objectives from the 2002 ATM decision (USDA Forest Service 2002). These road cards include nine short segments, totaling 0.4 mile, of existing, unauthorized road that accesses rock pits. Because rock pits are needed for this project, as well as for future road maintenance, these existing, “unauthorized” roads are reclassified as NFS roads (using today’s road vocabulary, this reclassification is called construction).

Road cards are created both to provide long term road management objectives (RMOs) and to assist in analysis of effects. Only NFS roads are required to have RMOs. Temporary roads are decommissioned after use; they are not NFS roads and do not have RMOs. In addition, temporary road locations on the maps are estimated. Temporary road locations may change based on agreements between the Forest Service and the purchaser. Temporary roads and any specific design elements related to them are discussed in Appendix 1 (Unit Cards).

The District Ranger has approved these RMOs; signed copies of these RMOs are in the Iyoutug project record.

Numbers found in “Stream Crossings” correspond to stream numbers on road card maps with the exception of reconstructed and existing roads that have Tongass Road Condition Survey (RCS) data; RCS data is not reflected in the current stream map. Most streams within the project area were mapped using a coarse scale inventory. This inventory used aerial photo interpretation and limited field verification. Field surveys as part of this project only accurately updated the number and location of streams within the boundaries of ground based equipment harvest units. Also, field surveys of proposed roads as part of this project and those conducted as part of past Road Condition Surveys (RCS) were used to generate the narratives. These surveys included walking proposed and existing roads identifying stream crossings, recording their channel type, stream class and morphological measurements along those routes. Streams in these locations were not fully mapped, but GPS points were taken at each stream crossing point and can be found in the project record. Consequently, the narratives in the road cards provide the most accurate information to date regarding the number and types of stream crossings. Additionally, for road cards covering existing road segments, only streams crossings that would entail structure replacement or reconstruction are listed. All other stream crossing structures along these existing road segments are currently structurally sound and would remain and be used, as is.

General Mitigation Measures

The general measures described in the Introduction to Appendix 1, Unit Cards, apply to all units and roads in the Iyouktug Timber Sale project. The source(s) of each general measure is listed after the measure in terms of individual Forest-wide Standards and Guidelines (see Chapter 4 of the Forest Plan) or BMPs (see Appendix C of the Forest Plan and Chapter 10 of FSH 2509.22, The Soil and Water Conservation Handbook). Measures with application to a particular road are listed on the individual road cards as Site-specific Design Criteria.

Timing restrictions will be required on all pit and r/w blasting within ½ mile of eagle nests, if any are discovered. Timing restrictions will be required on all pit and r/w blasting within 600 feet of goshawk nests, if any goshawk nests are found within 600 feet of a road or pit.

General Design Criteria and Elements are shown on the Road Management Objectives portion of the road cards and are defined as follows:

- Functional Class: Local (L), Collector (C), and Arterial (A) classifications
- Service Life: Long (L) or Short (S), Constant (C) or Intermittent (I), Intermittent stored service (IS) consistent with NEPA disclosure document
- Traffic Service Level: Traffic Service Level anticipated for the design (A, B, C, or D) that takes into consideration the characteristics of the road and operating conditions. Applicable traffic service levels for the project area are C and D: C-Interrupted traffic flow, limited passing facilities, may not accommodate some vehicles; low design speeds; unstable surface under certain traffic or weather. D-Traffic flow is slow and may be blocked by management activities; two-way traffic is difficult, backing may be required; rough and irregular surface; travel with low clearance vehicles is difficult; single purpose facility.

Operational Maintenance Levels indicate the level of road maintenance, either Maintenance Level 2 or 3, during sale-related activities. Objective Maintenance Levels (maintenance levels 1, 2, or 3) indicate the long-term maintenance plan for the roads (after completion of the sale) and incorporate Traffic Service Levels, as described in the following definitions. The following maintenance levels apply to both Operational and Objective Maintenance Levels; applicable maintenance levels for the project area are:

- Maintenance Level 1 - Assigned to intermittent service roads during time they are closed to vehicular traffic. In the Iyouktug project, all new NFS roads and NFS roads to be reconstructed, as well as roads designated for closure will be closed to all motorized vehicles and put into storage after timber harvest. For this project, the process/action of storage will involve closing a road to vehicle traffic and placing it in a condition that requires minimum maintenance to protect the environment and preserve the facility for future use. Drainage structures in live drainages will be completely removed to restore natural drainage patterns. Ditch relief culverts may be left in place and supplemented with deep water bars in order to minimize the cost of reusing the roads in the future. Roads will be closed by barrier or bridge removal and monitored for resource protection. If the closed road is causing resource damage, BMP maintenance shall be performed to keep damage to an acceptable level. Road storage will also include storm proofing: provide water bars, out sloping, etc., to assure controlled runoff and meet BMPs. Each culvert will be evaluated as to where the water would go if the culvert were to fail to carry the high flow. A water bar or out slope at this location would minimize the potential for erosion of long stretches of ditch

line or roadway. Grass seeding would follow directions in Supplement No.: R10 TNF – 2000-2007-1. Roads in storage are left in a self-maintaining state in order to use more road maintenance funds on open drivable roads. In the Iyouktug project, the intent is to remove all stream crossing structures upon closure of roads.

- Maintenance Level 2 - Assigned to roads operated for use by high-clearance vehicles. Roads are maintained for high-clearance vehicles and monitored for resource protection. Traffic would be minor, consisting of logging trucks during sale operations, and administrative uses. Provide frequent cleanout of ditches and catch basins to assure controlled drainage. Control roadside brush to maintain sight distance. Grade as needed to maintain crown and running surface. Provide water bars, rolling dips, out sloping, etc., to assure controlled runoff until any needed maintenance can be performed on the primary drainage system.
- Maintenance Level 3 - Roads are maintained for travel by a prudent driver in a standard passenger vehicle and are subject to the provisions of the Highway Safety Act. Road use is by administrative and passenger vehicles, and by logging trucks.

AFRPR Status: Alaska Forest Resource Protection Regulations. The application of BMPs during layout, implementation, and maintenance [of roads] will maintain water quality to State of Alaska standards.

The road segments are described using mileposts as beginning and ending points. Lengths are given in miles (mi). Road width is given in feet (ft).

Road locations and information are generally determined using field surveys and on the ground reconnaissance. In some instances, the best location was determined using aerial photos and GIS. Field data will continue to be gathered, and road locations/construction methods may be refined to minimize or mitigate impacts to resources. Changes would be documented and analyzed in a NEPA change analysis.

Invasive Species Design Elements for Roads

The following design elements are to be implemented for NFS roads as well as temporary roads (see also unit cards).

On October 19, 2007, the Tongass National Forest implemented a supplement to the Forest Service Manual 2080 concerning invasive plant species (Supplement No.: R10 TNF – 2000-2007-1). The following design elements will be used to address invasive species in the Iyouktug project area.

- For oxeye daisy, creeping buttercup, and anise, which have very limited distribution, instigate manual control measures (as described in the Sitka and Hoonah Ranger Districts Weed Eradication Decision Memo) in rock quarries prior to new road construction.
- Inspect rock quarries for reed canary grass infestation prior to use and designate preferred clean areas for rock extraction. Paint or otherwise designate portions of quarries that are heavily infested with reed canary grass. Stockpile or use rock infested with reed canary grass close to the rock source, preferably on existing roads, for reconstruction, or at the intersection of new roads. Use uninfested rock on new roads wherever possible.
- Where feasible and where safety will not be compromised, for new road construction, limit the clearing of road-side trees to maintain a 100-yard long forested buffer at or

near the starting junction. This will maintain forest canopy cover over the road and road cutbanks to create a shaded corridor that will suppress weed species. Sufficient shade over a road effectively serves as a barrier to the spread of some weed species. Limited clearing would not apply to harvest units.

- Road brushing and other road maintenance associated with the project should be designed to reduce the risk of spreading weed species (see FSM 2080 Supplement No.: R10 TNF – 2000-2007-1).

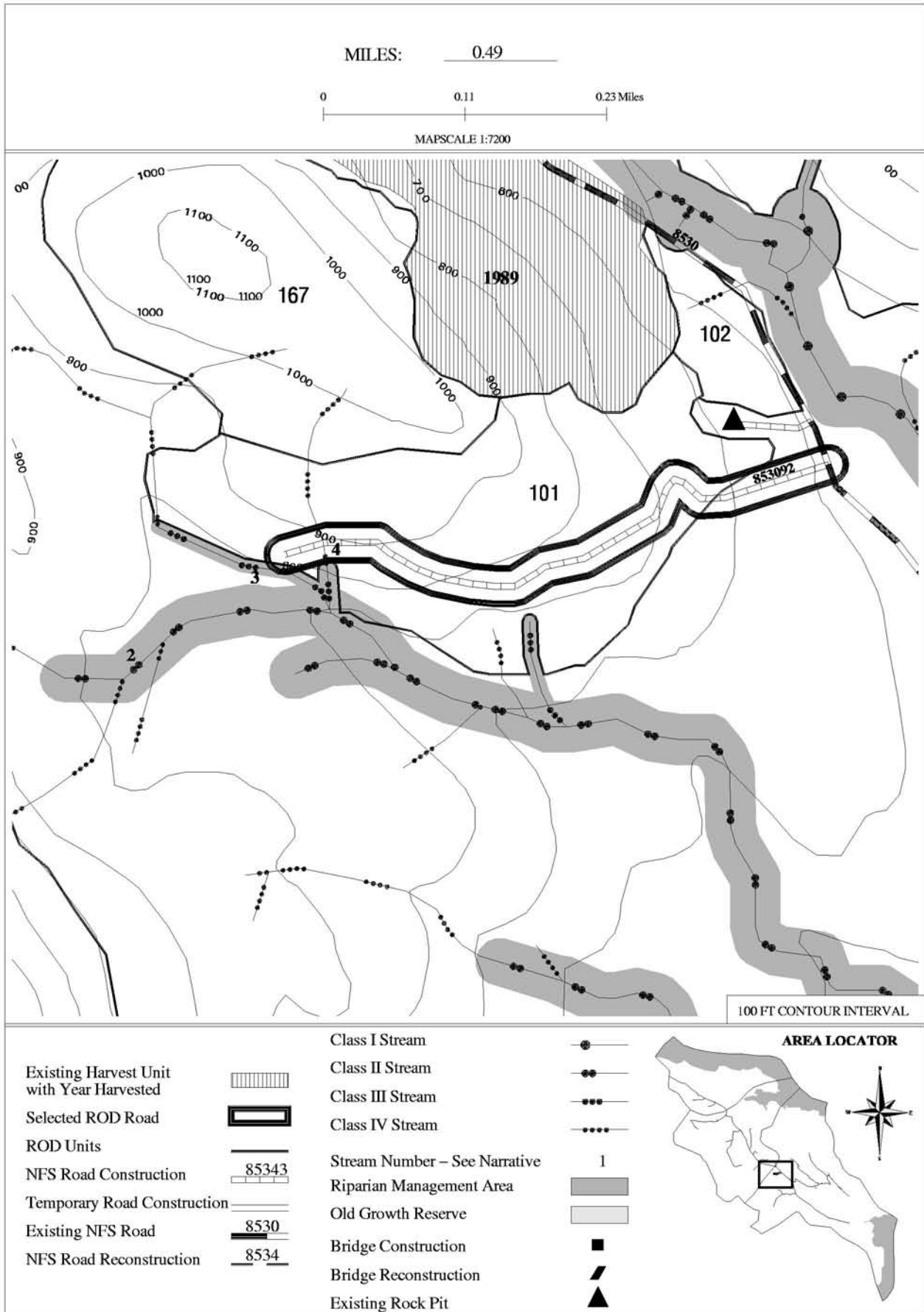
In addition to design elements, monitoring of roads and quarries will occur. The invasive species coordinator, or their representative, will monitor roads that are to be closed/stored 2 to 3 years after closure and manually treat weeds as identified in the Sitka and Hoonah Ranger Districts Weed Eradication Decision Memo. The invasive species coordinator, or their representative, will monitor other constructed roads, active quarries, and other parts of the project area 2 to 3 years after project completion for new weed introductions and manually treat weeds as identified in the Sitka and Hoonah Ranger Districts Weed Eradication Decision Memo. Because this project may last for an extended period, monitoring should occur at least every other year in areas of ground-disturbance during the project.

Figure R-5: Map of all NFS roads in the Selected Alternative

Back of map

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IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 853092



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):** 0.49 **Begin Termini:** 0.00 **End Termini:** 0.49

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	D	Shot Rock	14'	Log Truck	Log Truck	10 mph

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.49	2	1

Maintenance Narrative: Maintenance Level 2, maintain for high-clearance vehicles during the sale. Upon completion of the sale, the road will be turned to Maintenance Level 1 (closed and put into storage).

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: N/A
 Discourage: N/A
 Prohibit: N/A
 Eliminate: 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. The road will have a barrier placed at entrance, 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. 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 Unit 101. One drainage structures is required, consisting of one CMP. Road is located to accommodate logging systems and have least impact on other resources (BMP 14.2)

Wetlands: The proposed road crosses about 1,000 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, treat road to ensure hillslope drainage through ditch blocks, water bars, etc. (BMPs 14.20, 14.22) and remove all stream crossing structures. Stream crossing data from unit field inventory (2006).

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.

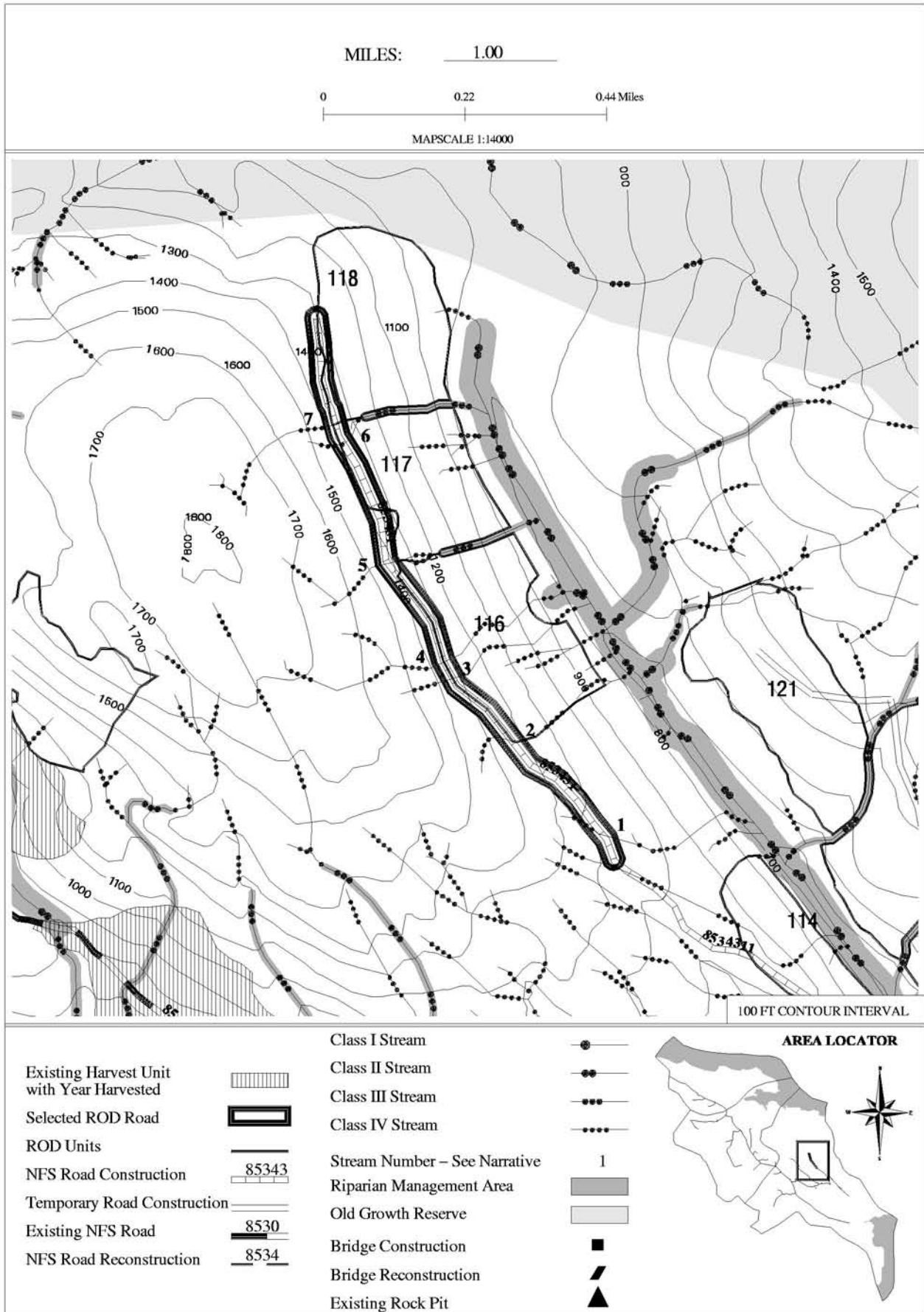
Road Management Objectives

Stream Crossings

Road No. 853092

4) Mile: 0.46 AHMU: IV Channel Type: HC0 BF Width: 3 BF Depth: Substrate:
Gradient: Structure: 36" CMP Passage Req'd: N Timing Dates:
Narrative:

IYOUKTUG TIMBER SALES RECORD OF DECISION
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):** 1.00 **Begin Termini:** 0.00 **End Termini:** 1.00

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	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.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	1.00	2	1

Maintenance Narrative: Maintenance Level 2, maintain for high-clearance vehicles during the sale. Upon completion of the sale, the road will be turned to Maintenance Level 1 (closed and put into storage).

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: N/A
 Discourage: N/A
 Prohibit: N/A
 Eliminate: 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. The road will have a barrier placed at entrance, . waterbarred and drainage structures removed to prevent vehicle 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 northerly from its beginning at Road 8534311. Grades are adverse, averaging 10%, side slopes are less than 50% with segments of full bench construction exceeding 60%. Road accesses Units 116, 117 and 118. Seven 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 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: HC0BF Width: 1.25 BF Depth: Substrate:
 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: HC0BF Width: 1 BF Depth: Substrate:
 Gradient: 33 Structure: 18" CMP Passage Req'd: N Timing Dates:
 Narrative:

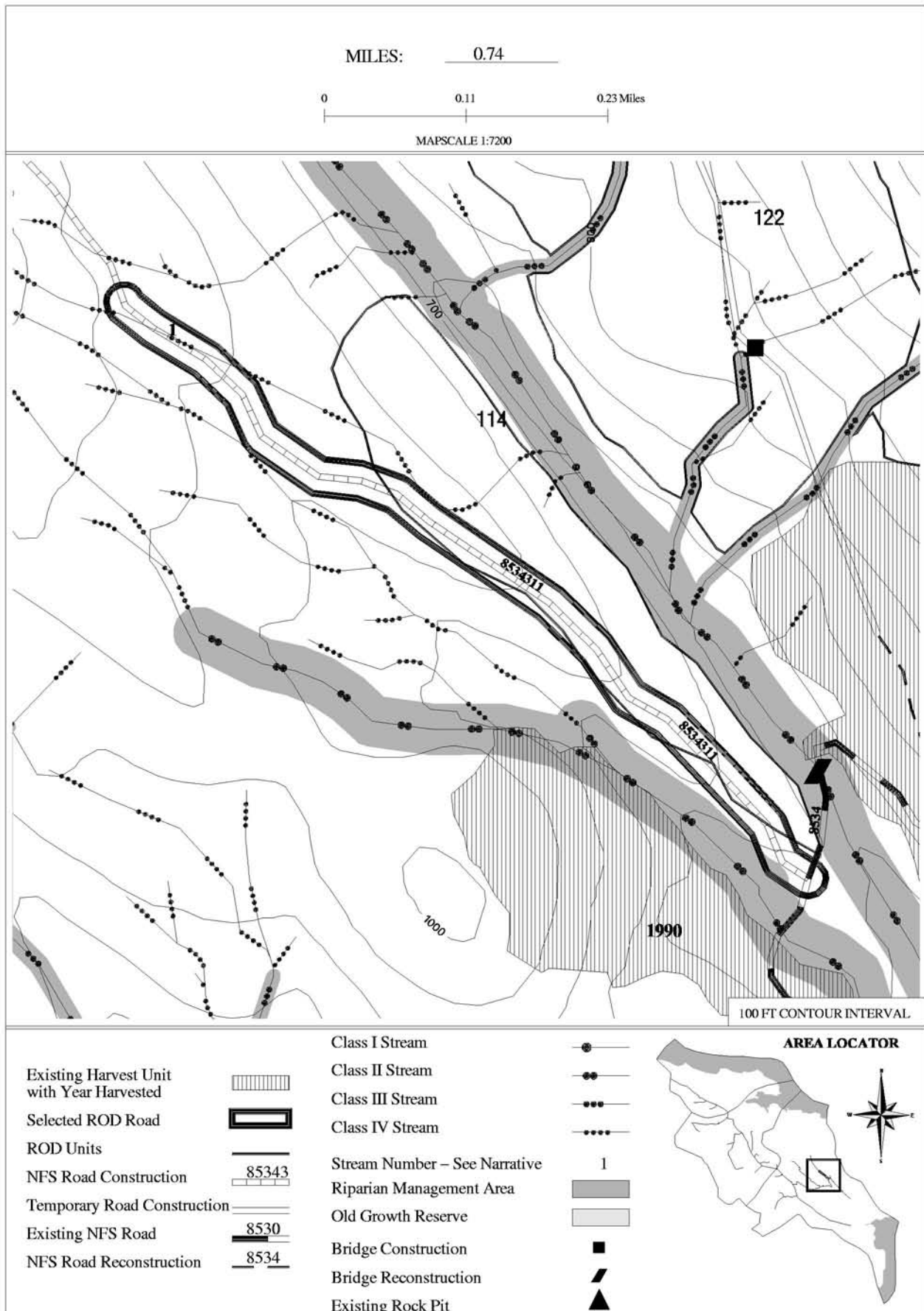
4) Mile: 0.41 AHMU: IV Channel Type: HC0BF Width: 5 BF Depth: Substrate:
 Gradient: 51 Structure: 24" CMP Passage Req'd: N Timing Dates:
 Narrative:

5) Mile: 0.60 AHMU: IV Channel Type: HC0BF Width: 6 BF Depth: Substrate:
 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: HC0BF Width: 4 BF Depth: Substrate:
 Gradient: 44 Structure: 36" CMP Passage Req'd: N Timing Dates:
 Narrative:

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8534311



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 8534311 **Route Name:** North Fork Spur **Status:** Planned

Begin M.P.: 0.00 **Length (miles):** 0.74 **Begin Termini:** 0.00 **End Termini:** 0.74

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	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.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.74	2	1

Maintenance Narrative: Maintenance Level 2, maintain for high-clearance vehicles during the sale. Upon completion of the sale, the road will be turned to Maintenance Level 1 (closed and put into storage).

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: N/A
 Discourage: N/A
 Prohibit: N/A
 Eliminate: 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. Stream crossing structures will be removed, and road will have a barrier placed at entrance, waterbarred and drainage structures removed to prevent vehicle 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.

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 cross 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 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.

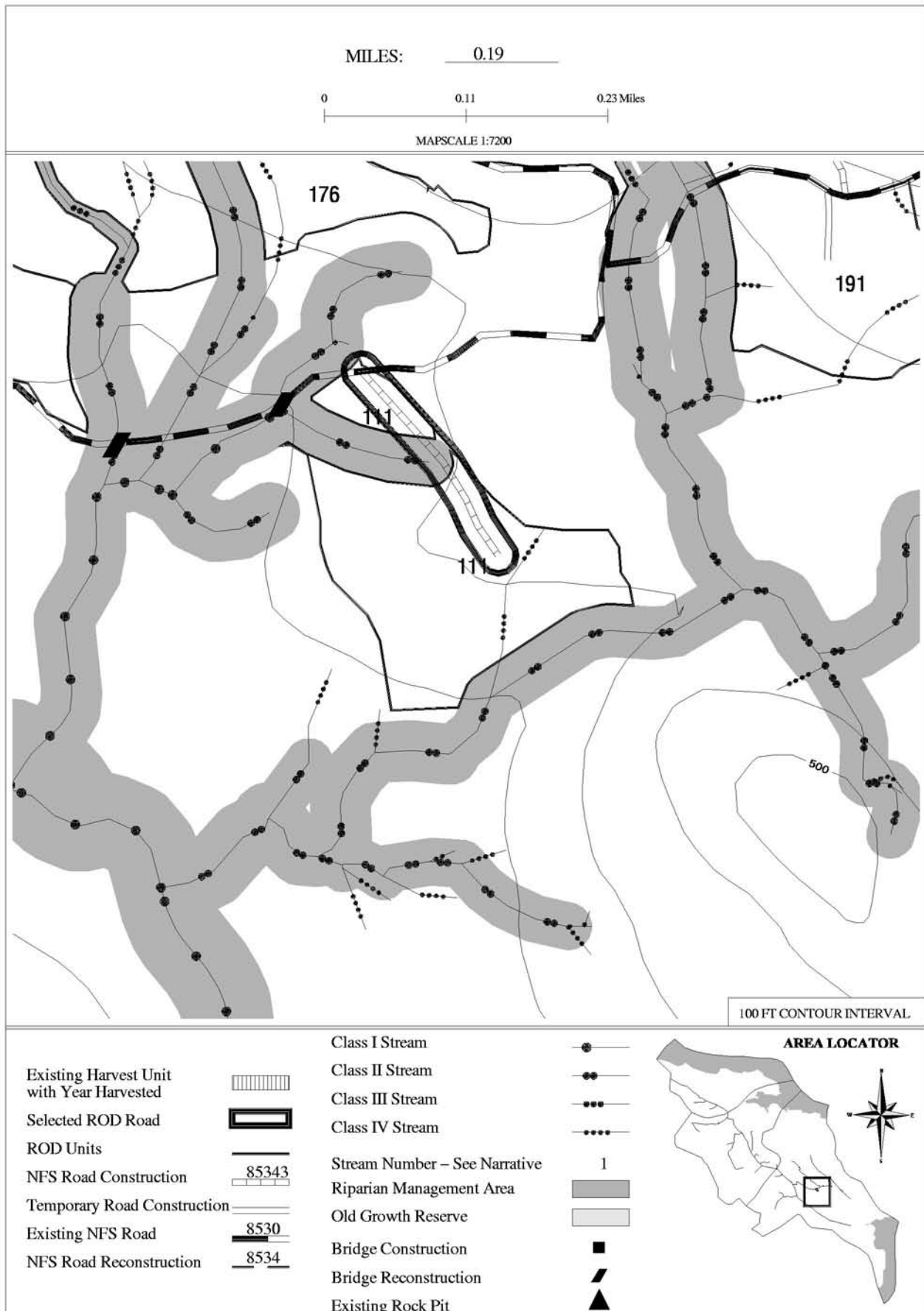
Road Management Objectives

Stream Crossings

Road No. 8534311

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

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85345



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

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	D	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.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.19	2	1

Maintenance Narrative: Maintenance Level 2, maintain for high-clearance vehicles during the sale. The 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:

Encourage: N/A
 Accept: N/A
 Discourage: Passenger cars
 Prohibit: N/A
 Eliminate: 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. The road will have a barrier placed at entrance . and waterbarred to prevent vehicle 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. 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 after the sale, remove drainage structures and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. (BMPs 14.20, 14.22). Stream channel verification information is from the 2006 unit field survey.

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.

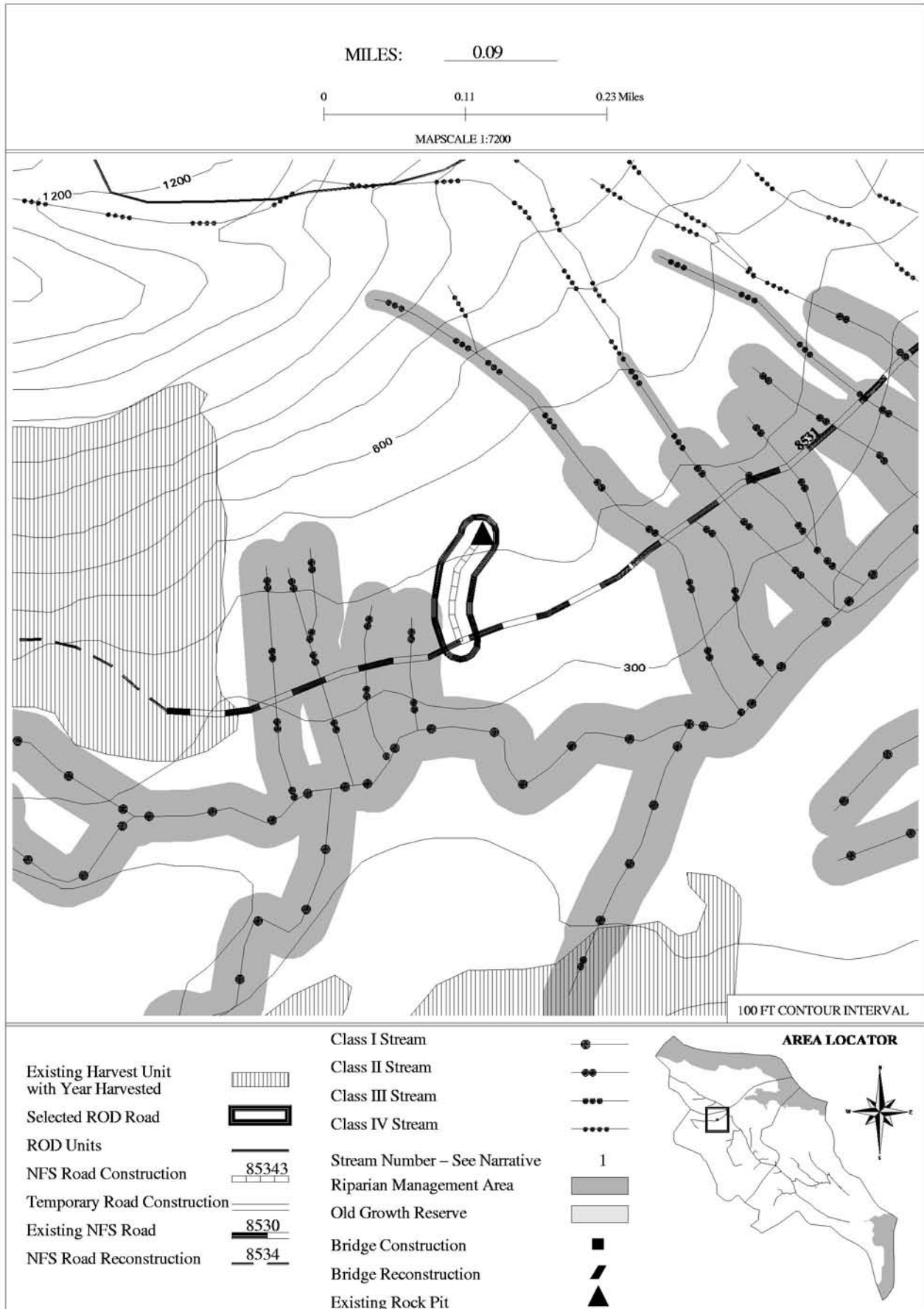
Road Management Objectives

Stream Crossings

Road No. 85345

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8531L0.615RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 8531L0.615RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.09 **Begin Termini:** 0.00 **End Termini:** 0.09

General Design Criteria and Elements

Functional Class: Local	Service Life: C	Traffic Service Level: D	Surface: Shot Rock	Width: 14'	Critical Vehicle: Rock Truck	Design Vehicle: Rock Truck	Design Speed: 10 mph
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Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed. Salvage opportunities will be available.

Maintenance Criteria

Begin Milepost: 0.00	End Milepost: 0.09	Operational Maintenance Level: 2	Objective Maintenance Level: (desired future condition) 2
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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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 8531L0.615RP

Road Location: The road corridor begins at mile post 0.615 on Road 8531 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: A portion of NFS Road 8531 is the southern boundary for the Hippoback goshawk nest buffer. This road will remain open. The one rock pit that is accessed from Road 8531 occurs within the goshawk nest buffer. The rock pit is greater than 600 feet from the known nest and may be used at any time during the goshawk nesting season. However, if a new nest is located and the rock pit falls within 600 feet of an active nest, then contact the project biologist; follow Forest Plan direction for developing and maintaining the nest buffer.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

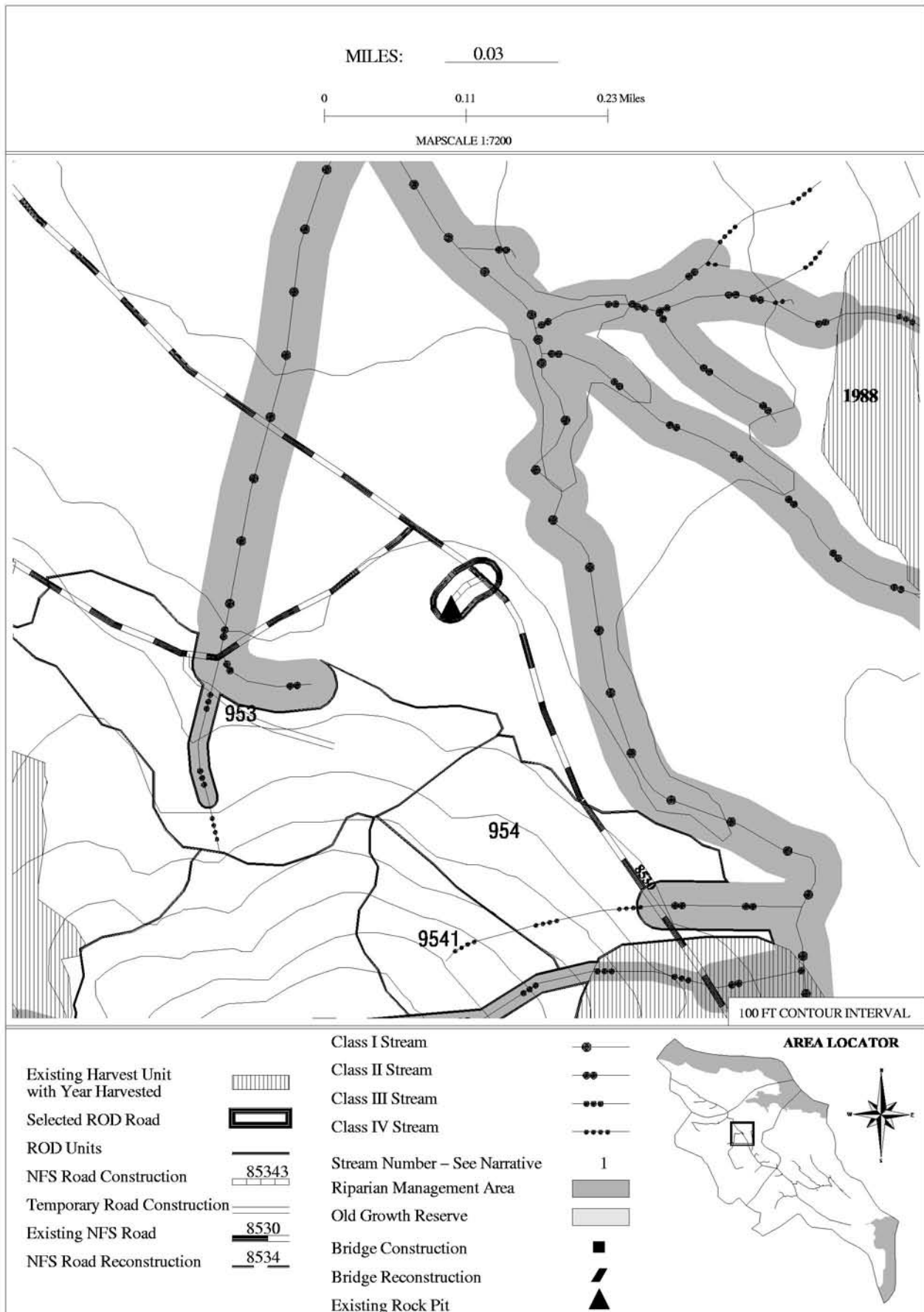
Road Management Objectives

Stream Crossings

Road No. 8531L0.615RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8530R11.794RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 8530R11.794RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.03 **Begin Termini:** 0.00 **End Termini:** 0.03

General Design Criteria and Elements

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

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

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.03	2	2

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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate	Passenger Cars

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. 8530R11.794RP

Road Location: The road corridor begins at mile post 11.794 on Road 8530 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

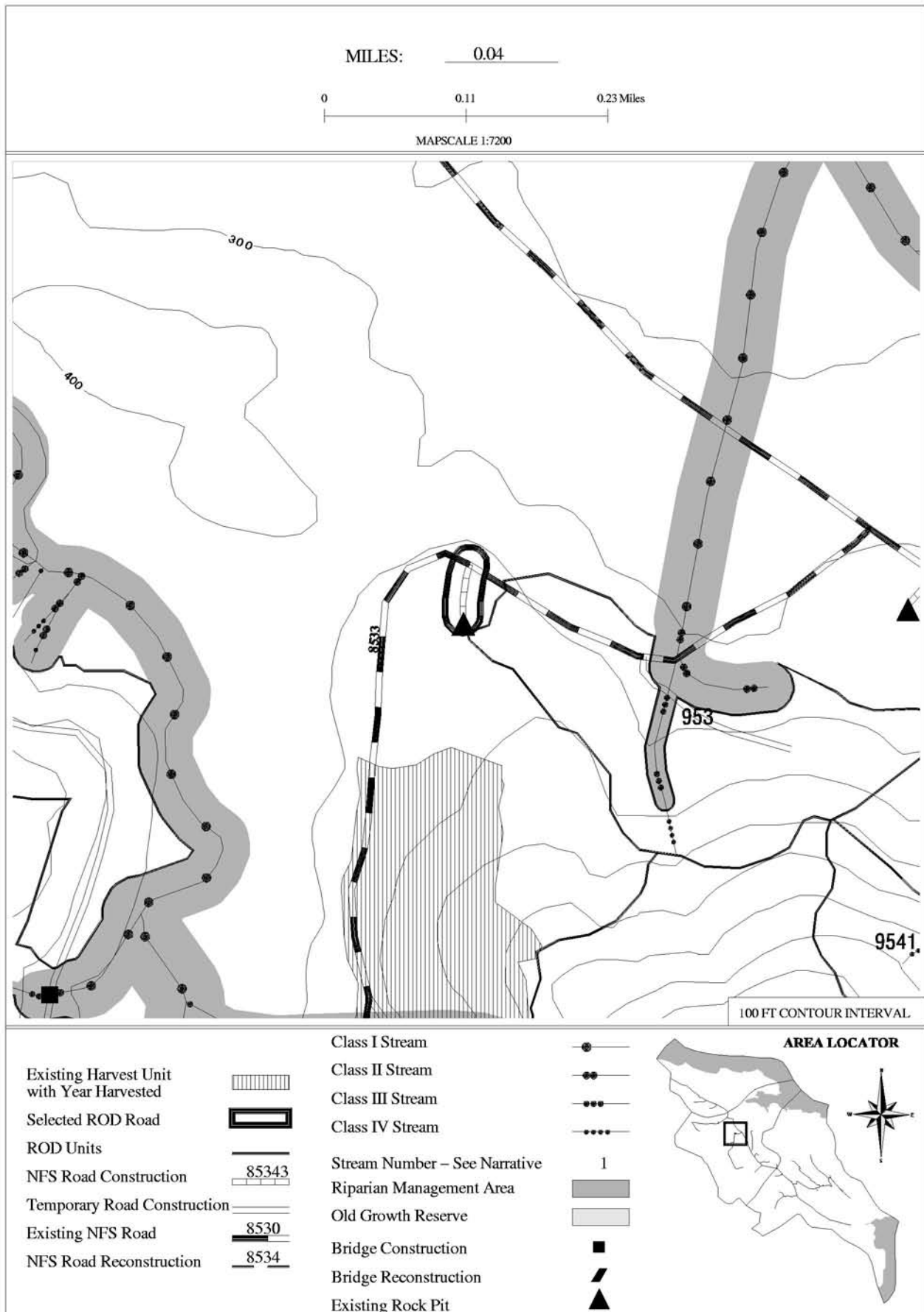
Road Management Objectives

Stream Crossings

Road No. 8530R11.794RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8533L0.365RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 8533L0.365RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.04 **Begin Termini:** 0.00 **End Termini:** 0.04

General Design Criteria and Elements

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

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

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.04	2	2

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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 8533L0.365RP

Road Location: The road corridor begins at mile post 0.365 on Road 8533 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

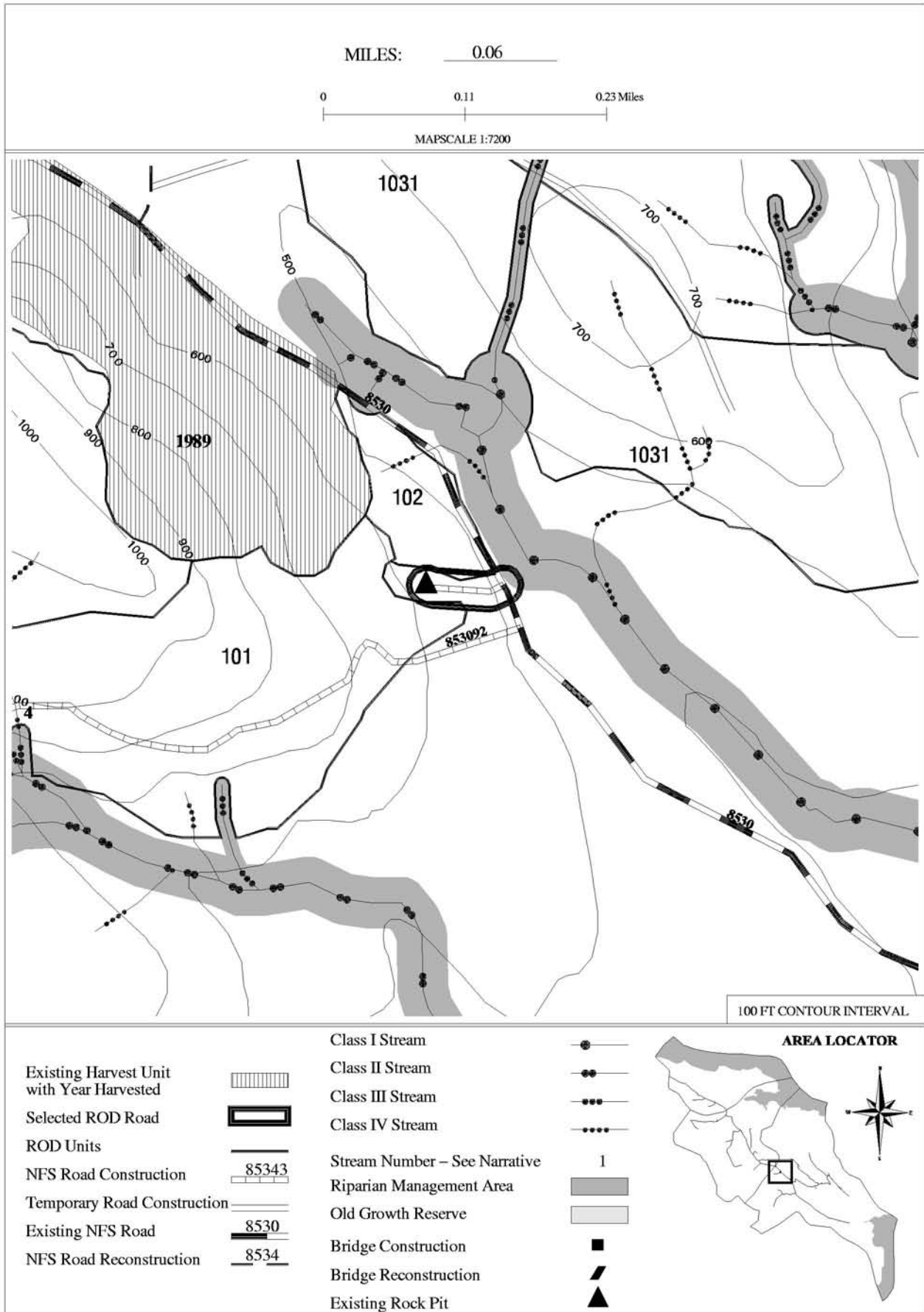
Road Management Objectives

Stream Crossings

Road No. 8533L0.365RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8530R15.258RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 8530R15.258RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.06 **Begin Termini:** 0.00 **End Termini:** 0.06

General Design Criteria and Elements

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

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

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.06	2	2

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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 8530R15.258RP

Road Location: The road corridor begins at mile post 15.258 on Road 8530 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

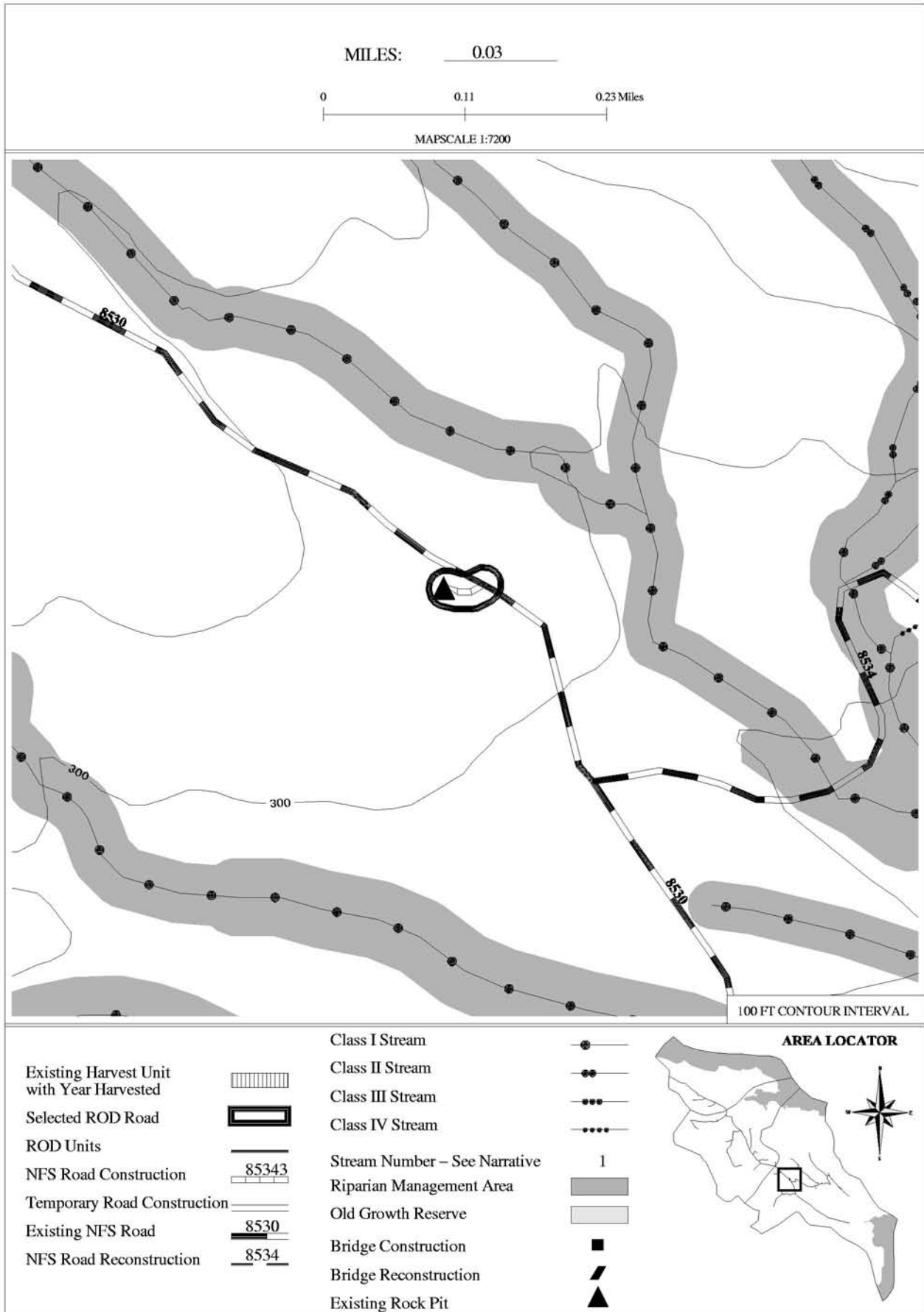
Road Management Objectives

Stream Crossings

Road No. 8530R15.258RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8530R15.901RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 8530R15.901RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.03 **Begin Termini:** 0.00 **End Termini:** 0.03

General Design Criteria and Elements

Functional Class: Local	Service Life: C	Traffic Service Level: D	Surface: Shot Rock	Width: 14'	Critical Vehicle: Rock Truck	Design Vehicle: Rock Truck	Design Speed: 10 mph
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Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed. Salvage opportunities will be available.

Maintenance Criteria

Begin Milepost: 0.00	End Milepost: 0.03	Operational Maintenance Level: 2	Objective Maintenance Level: (desired future condition) 2
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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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 8530R15.901RP

Road Location: The road corridor begins at mile post 15.901 on Road 8530 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

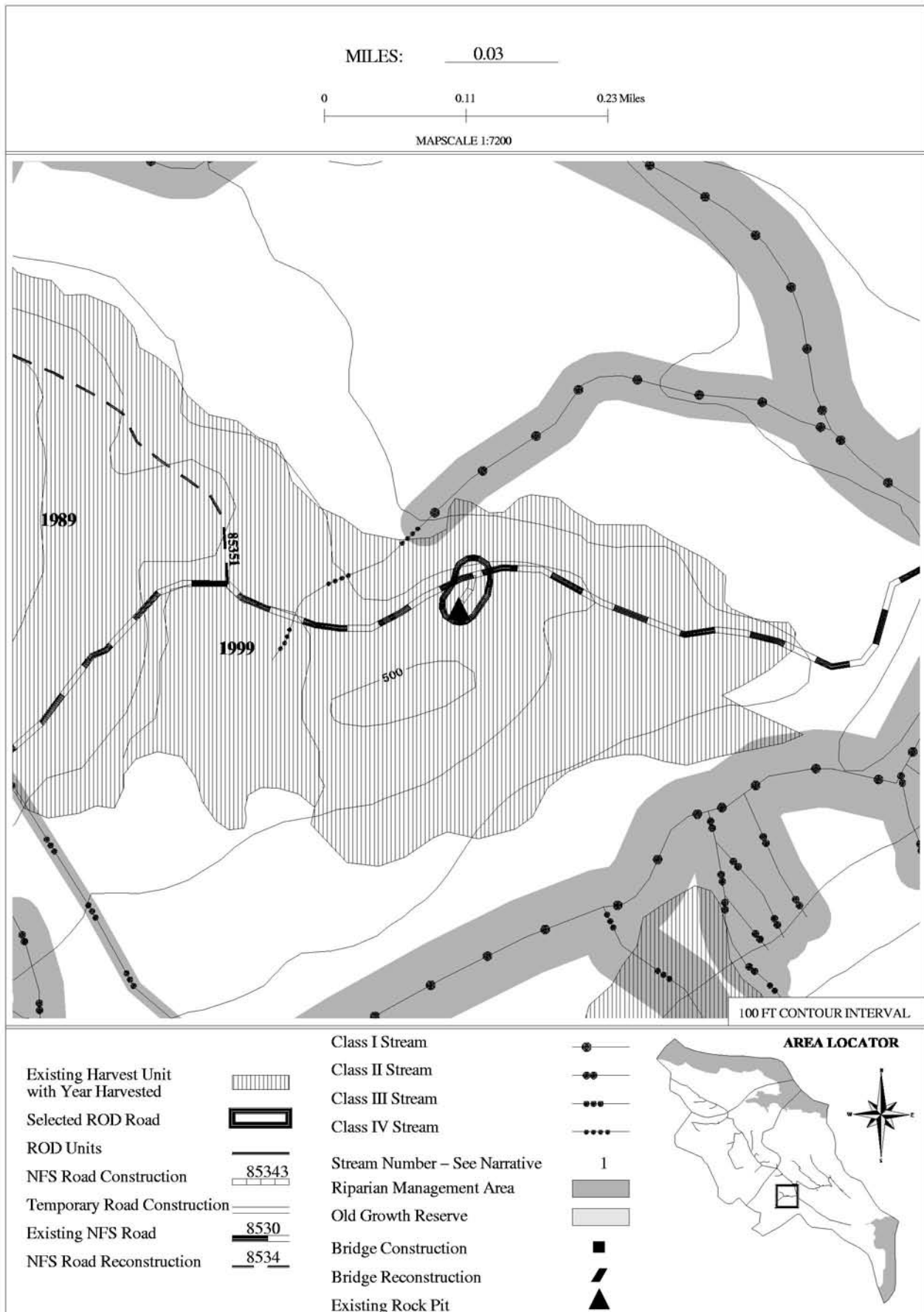
Road Management Objectives

Stream Crossings

Road No. 8530R15.901RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8535L0.625RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No 8535L0.625RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.03 **Begin Termini:** 0.00 **End Termini:** 0.03

General Design Criteria and Elements

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

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

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.03	2	2

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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 8535L0.625RP

Road Location: The road corridor begins at mile post 0.625 on Road 8535 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

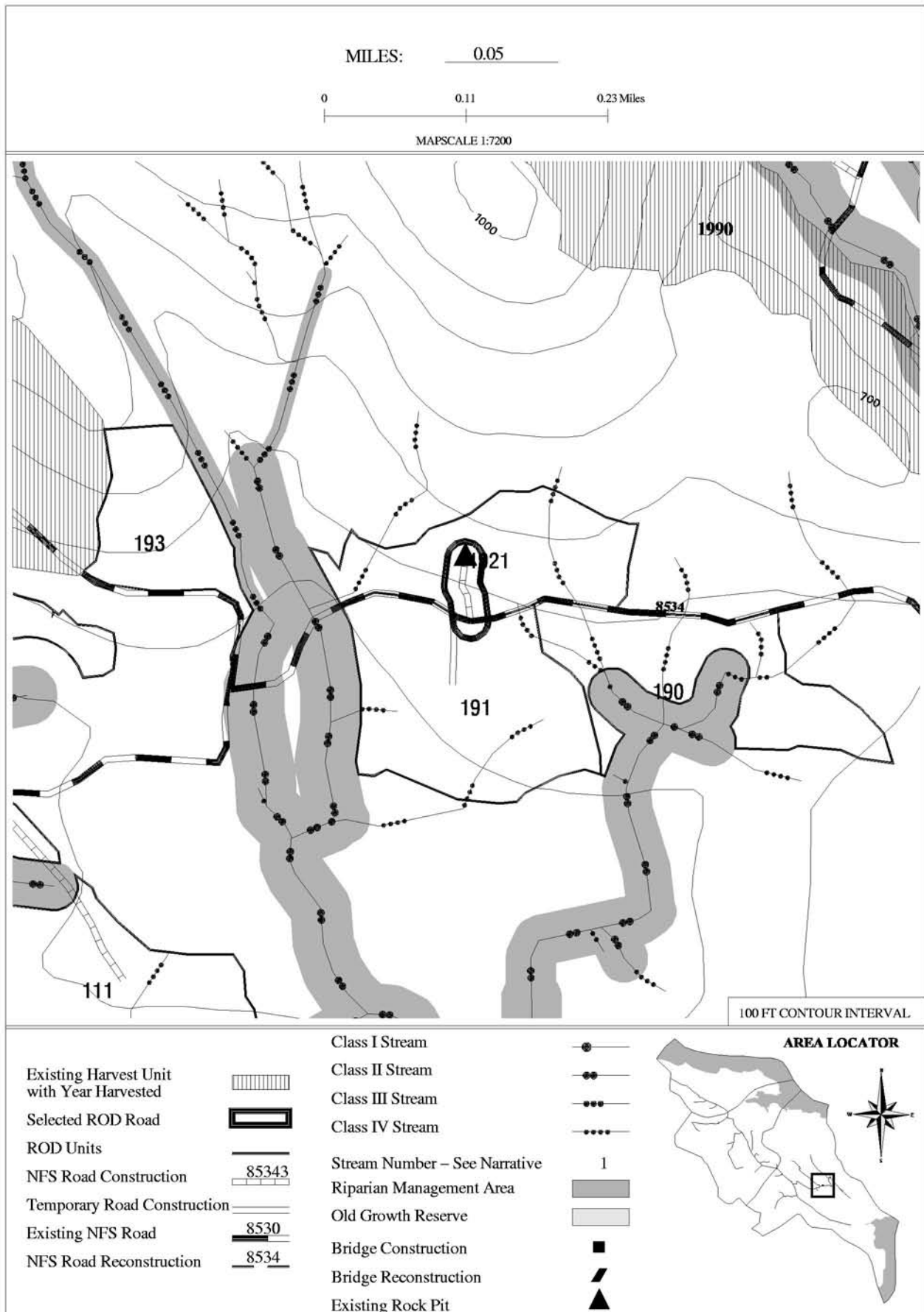
Road Management Objectives

Stream Crossings

Road No. 8535L0.625RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8534L2.101RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No 8534L2.101RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.05 **Begin Termini:** 0.00 **End Termini:** 0.05

General Design Criteria and Elements

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

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

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.05	2	2

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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 8534L2.101RP

Road Location: The road corridor begins at mile post 2.101 on Road 8534 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

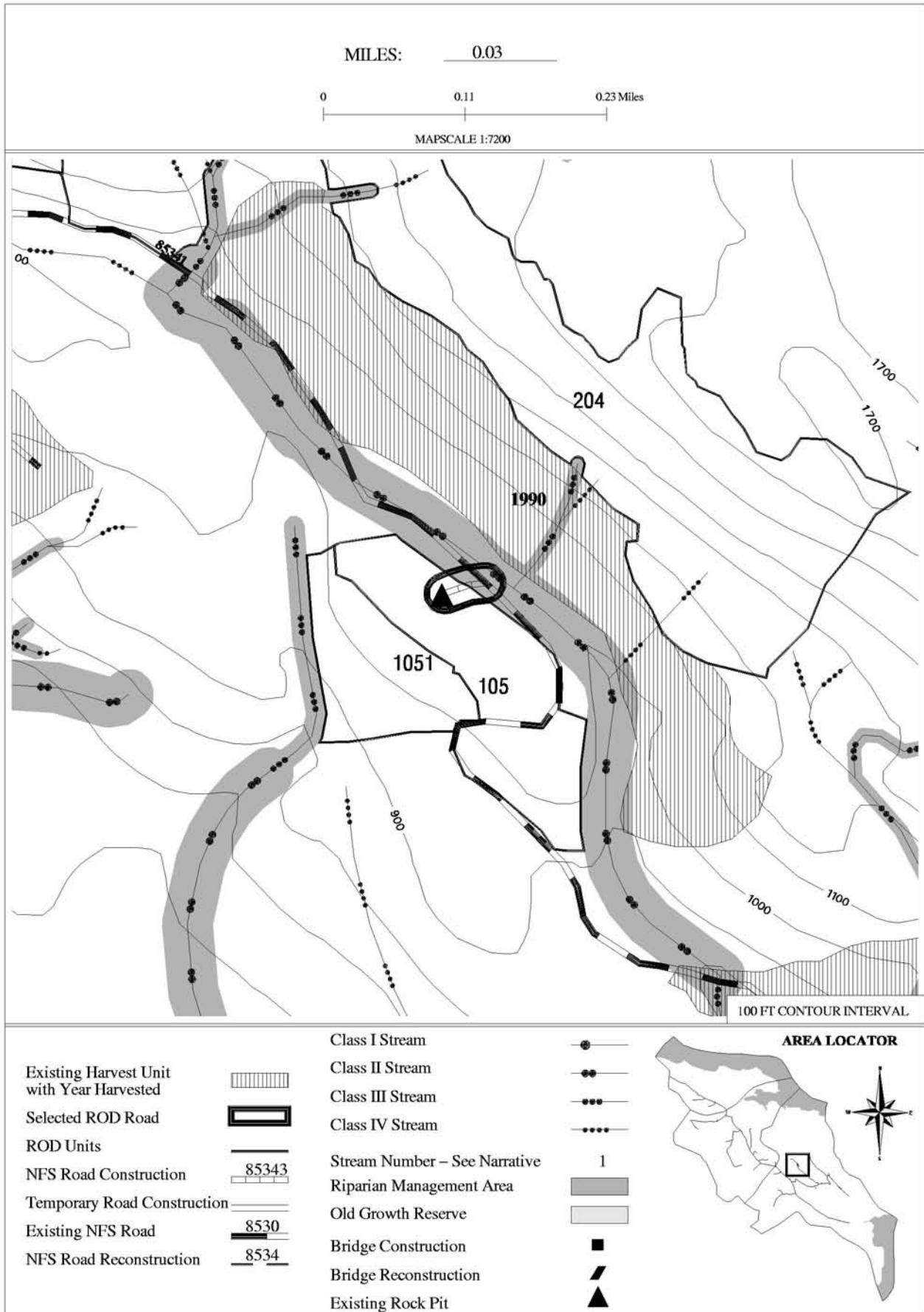
Road Management Objectives

Stream Crossings

Road No. 8534L2.101RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85341L1.858RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No 85341L1.858RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.03 **Begin Termini:** 0.00 **End Termini:** 0.03

General Design Criteria and Elements

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

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

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.03	2	2

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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 85341L1.858RP

Road Location: The road corridor begins at mile post 1.858 on Road 85341 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

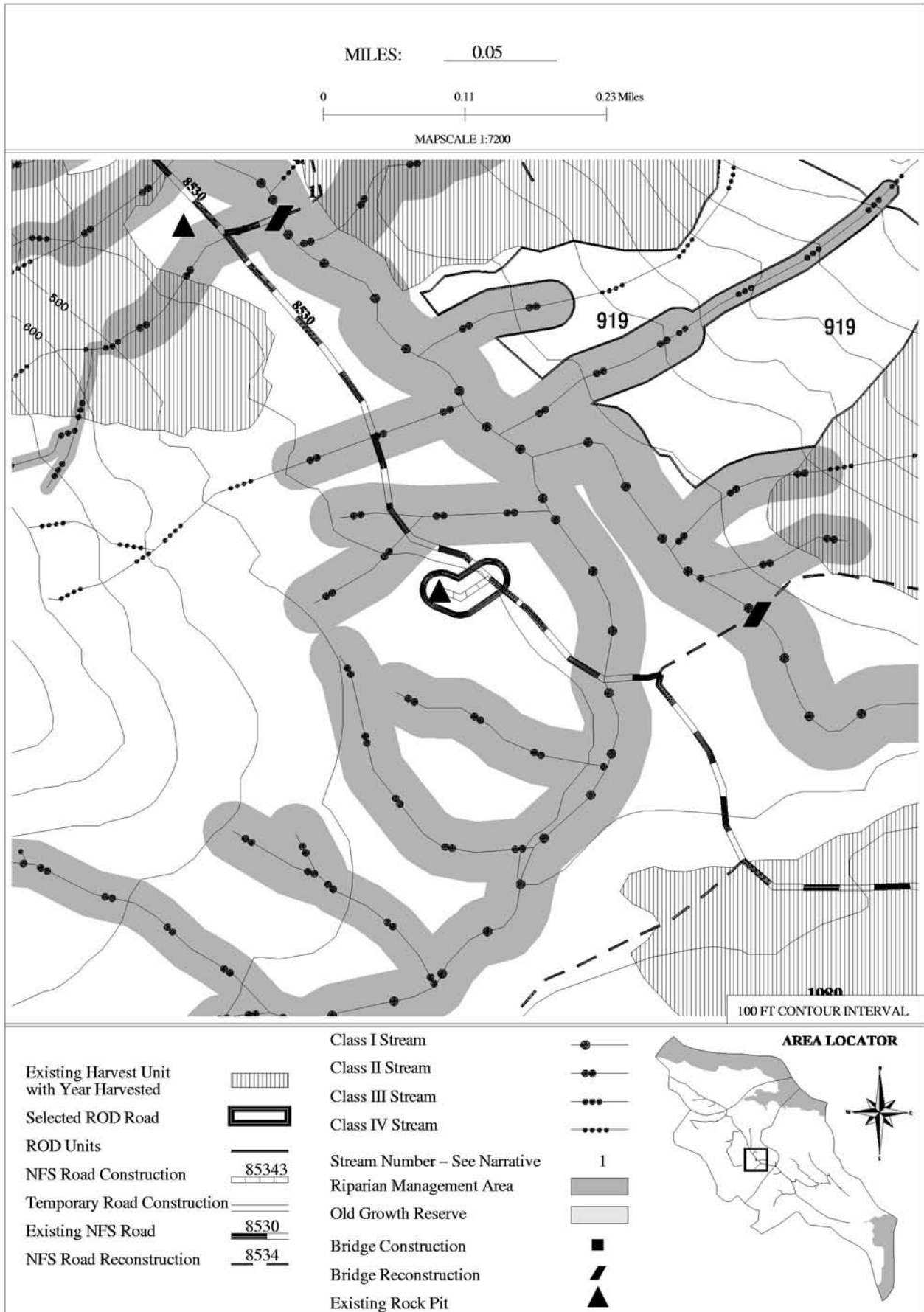
Road Management Objectives

Stream Crossings

Road No. 85341L1.858RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8530R13.614RP



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No 8530R13.614RP **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.05 **Begin Termini:** 0.00 **End Termini:** 0.05

General Design Criteria and Elements

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

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

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.05	2	2

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:

Encourage:	High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Accept:	N/A
Discourage:	N/A
Prohibit:	N/A
Eliminate:	Passenger Cars

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. 8530R13.614RP

Road Location: The road corridor begins at mile post 13.614 on Road 8530 and ends at the rock pit. Grades are favorable, averaging 3 to 5%, side slopes are less than 50%.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

Erosion Control: An erosion control plan for maintenance will be developed according to standard project specifications (BMP 14.5).

Rock Pits: 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: No concerns

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No concerns.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

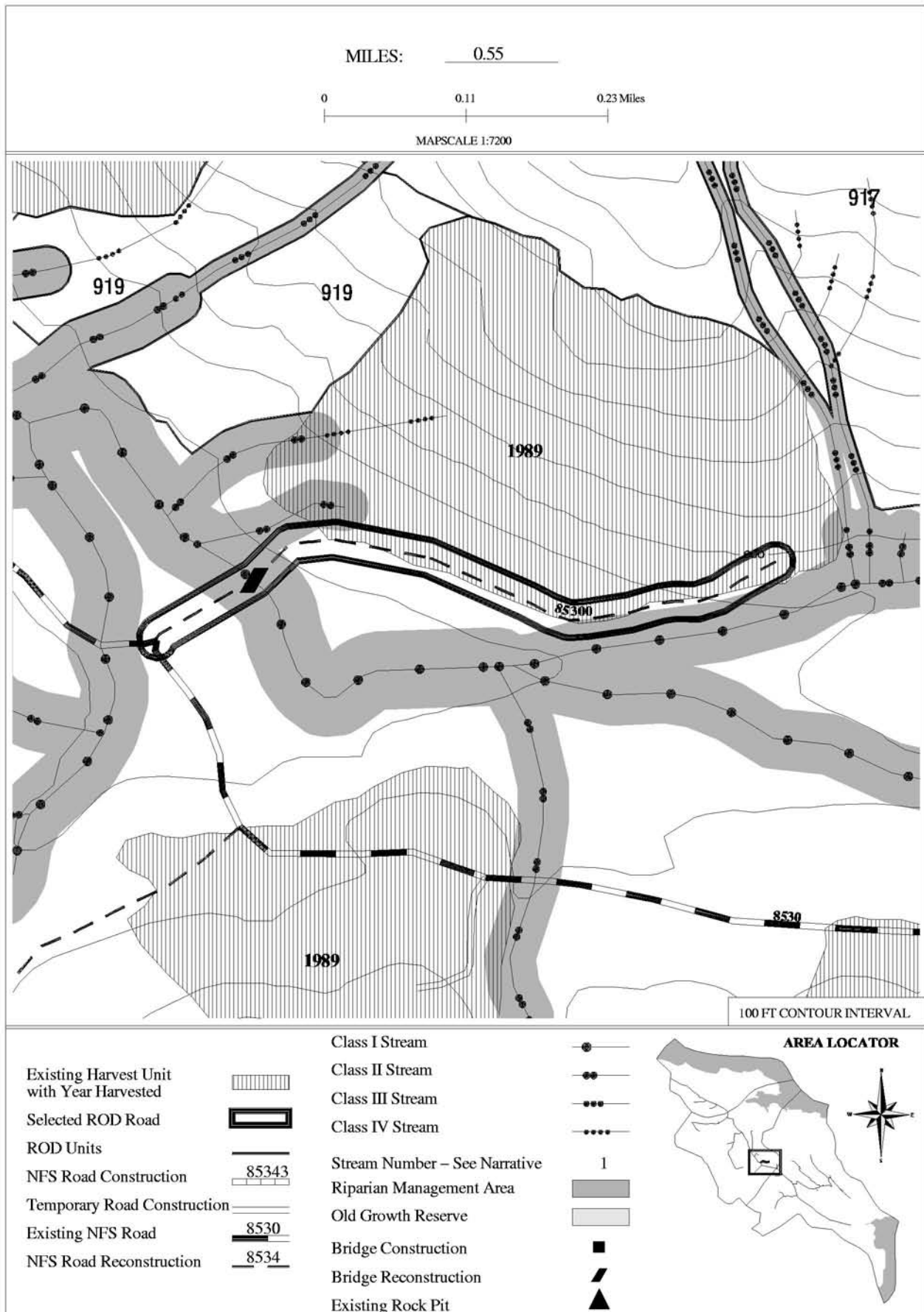
Road Management Objectives

Stream Crossings

Road No. 8530R13.641RP

No GIS, RCS or field identified stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85300



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 85300 **Route Name:** **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.55 **Begin Termini:** 0.00 **End Termini:** 0.55

General Design Criteria and Elements

Functional Class: Local	Service Life: IS	Traffic Service Level: D	Surface: Shot Rock	Width: 14'	Critical Vehicle: Log Truck	Design Vehicle: Log Truck	Design Speed: 15 mph
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Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost: 0.00	End Milepost: 0.55	Operational Maintenance Level: exist – 1, during use - 2	Objective Maintenance Level: (desired future condition) 1
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Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage). Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
Accept: High-clearance vehicles, during sale. Bicycles, Hikers
Discourage: Passenger cars
Prohibit: N/A
Eliminate: All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ **Date:** _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85300

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking. Road provides access for helicopter units.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Remove culverts and bridge and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. after the harvest (BMPs 14.20, 14.22). Existing crossing structures and concerns are based on RCS surveys. There is currently one gray culvert along this road segment at MP 0.097 and it will be removed upon completion of the sale.

Silviculture: No concerns

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

Stream Crossings

Road No. 85300

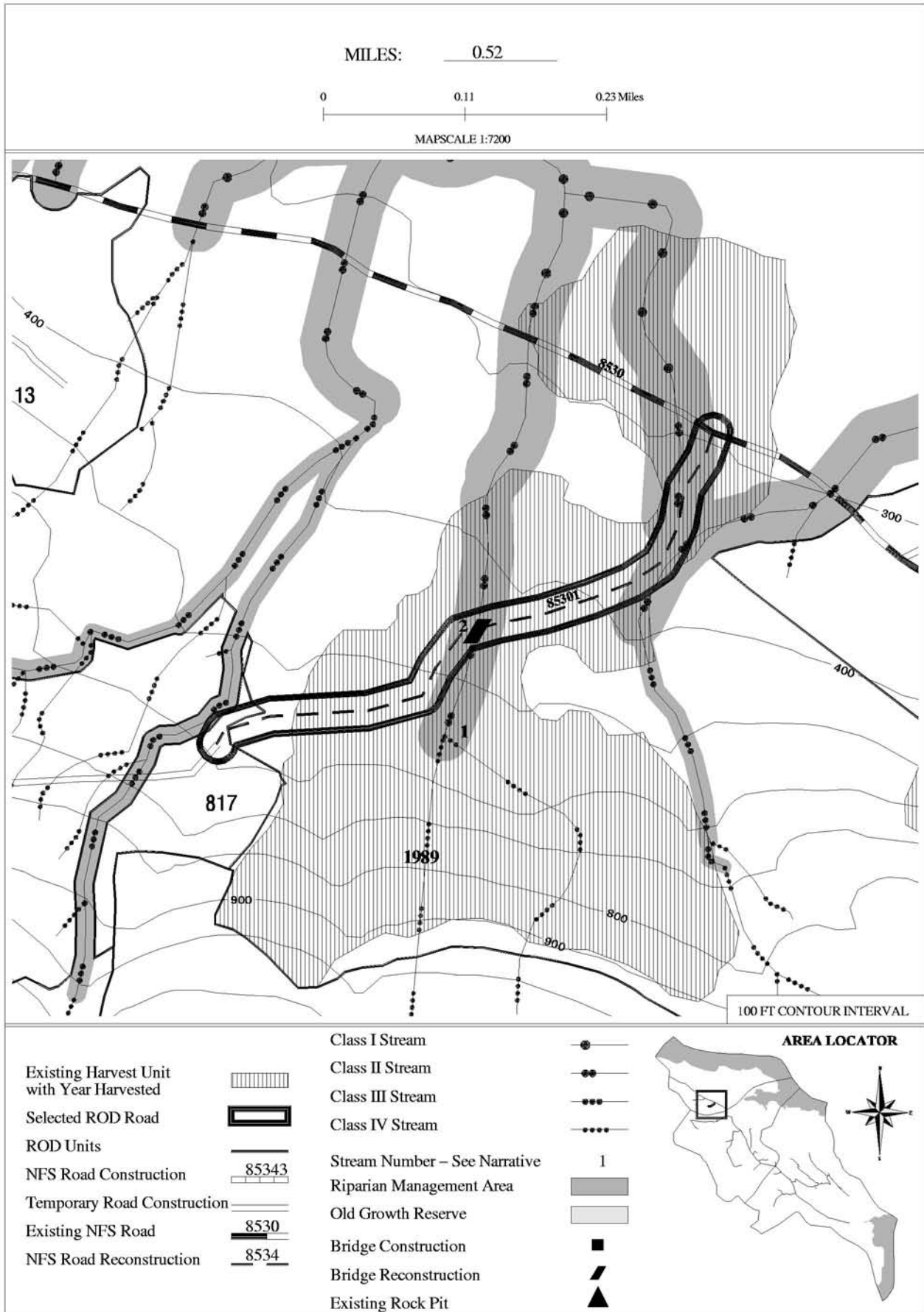
1) Mile: 0.068 AHMU: I Channel Type: FP3 BF Width: BF Depth: Substrate:
 Gradient: Structure: 44 foot Bridge Passage Req'd: Y Timing Dates: TBD
 Narrative: Existing 44 foot log stringer bridge will be replaced, the crossing will be installed under current timing restrictions. The stream crossing will be designed to accomplish fish passage for salmon and concurrence with Alaska DNR will be obtained. The bridge will be removed and the road closed after timber harvest is completed.

2) Mile: 0.097 AHMU: II Channel Type: BF Width: BF Depth: Substrate:
 MMO
 Gradient: Structure: 18' CMP Passage Req'd: Y Timing Dates: TBD
 Narrative: The current culvert is listed as a "gray" fish passage structure for gradient. The crossing will be removed and the road closed after timber harvest is completed. The crossing will be removed under current timing restrictions, and concurrence with Alaska DNR will be obtained. This stream is not on the map.

3) Mile: 0.198 AHMU: IV Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: 24" CMP Passage Req'd: N Timing Dates:
 Narrative: This stream is not on the map.

4) Mile: 0.374 AHMU: IV Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: 18" CMP Passage Req'd: N Timing Dates:
 Narrative: This stream is not on the map.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85301



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 85301 **Route Name:** Hoonah Gypsum 1 **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.52 **Begin Termini:** 0.00 **End Termini:** 0.52

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	D	Shot Rock	14'	Log Truck	Log Truck	10 mph

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.52	exist - 1, during use - 2	1

Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage). Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: High-Clearance Vehicles, OHVs, during sale. Motorcycles, Bicycles, Hikers
 Discourage: Passenger cars during sale
 Prohibit: N/A
 Eliminate: All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85301

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Remove stream crossing structures and bridge and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. after the harvest (BMPs 14.20, 14.22). Existing crossing structures and concerns are based on 2006 field surveys.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

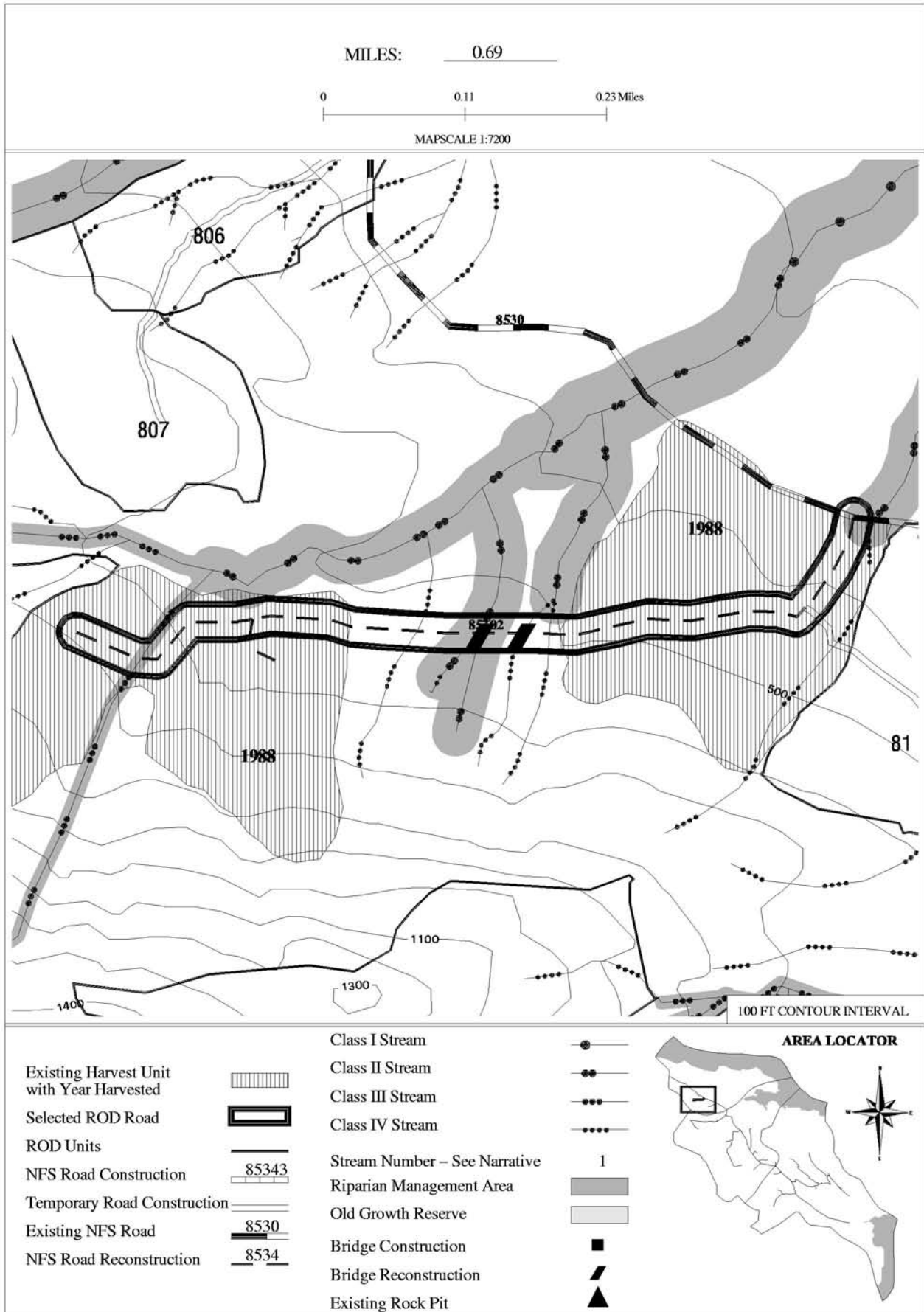
Stream Crossings

Road No. 85301

1) Mile: 0.27 AHMU: II Channel Type: HC2 BF Width: BF Depth: Substrate:
Gradient: Structure: Bridge Passage Req'd: Y Timing Dates: TBD

Narrative: The stream crossing will be designed to accomplish fish passage for salmon and concurrence with Alaska DNR will be obtained. The bridge will be removed and the road closed after timber harvest is completed. This stream is labeled as #2.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85302



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 85302 **Route Name:** Hoonah Gypsum 2 **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.69 **Begin Termini:** 0.00 **End Termini:** 0.69

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	D	Shot Rock	14'	Log Truck	Log Truck	10 mph

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.69	exist - 1, during use - 2	1

Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage). Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: High-Clearance Vehicles, OHVs, Motorcycles during sale, Bicycles, Hikers
 Discourage: Passenger cars during sale
 Prohibit: N/A
 Eliminate: All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85302

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Remove culverts and bridges and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. after the harvest (BMPs 14.20, 14.22). Stream crossing data is from the RCS database. One red pipe is located at MP 0.513 and will be removed upon completion of the sale.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

Stream Crossings

Road No. 85302

1) Mile: 0.022 AHMU: III Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: 48" CMP Passage Req'd: N Timing Dates:
 Narrative: This stream is not on the map.

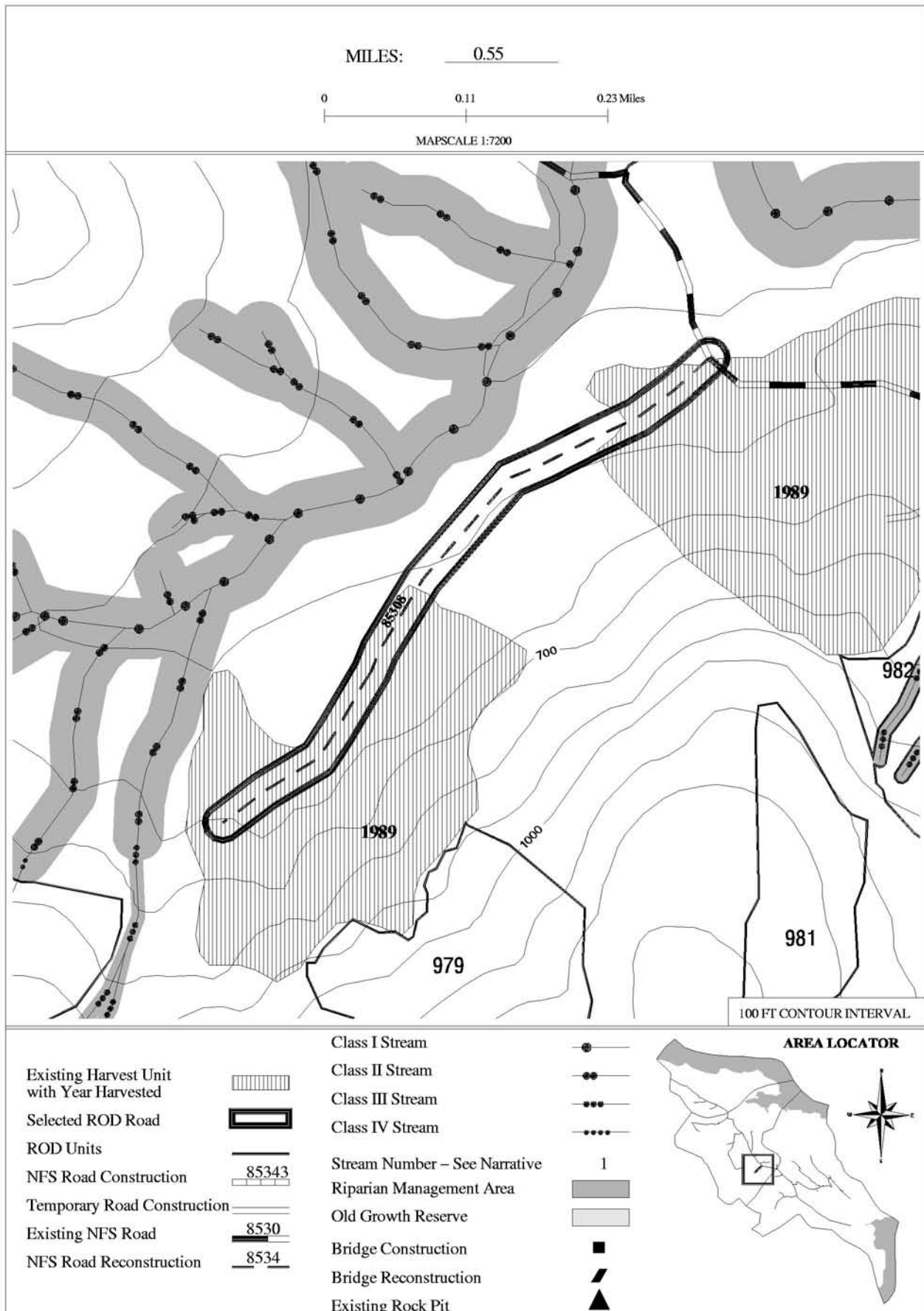
2) Mile: 0.305 AHMU: II Channel Type: HC0 BF Width: BF Depth: Substrate:
 Gradient: Structure: Bridge Passage Req'd: Y Timing Dates: TBD
 Narrative: The reconstructed crossing will be designed to accomplish fish passage for trout and concurrence with Alaska DNR will be obtained. The crossing will be removed and the road closed after timber harvest is completed.

3) Mile: 0.513 AHMU: II Channel Type: MM BF Width: BF Depth: Substrate:
 Gradient: Structure: 48" CMP Passage Req'd: Y Timing Dates: TBD
 Narrative: Culvert was surveyed, analyzed and determined to be a red pipe. The crossing will be removed and the road closed after timber harvest is completed and concurrence with Alaska DNR will be obtained.

4) Mile: 0.529 AHMU: II Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: Bridge Passage Req'd: Y Timing Dates: TBD
 Narrative: The reconstructed crossing will be designed to accomplish fish passage for trout and concurrence with Alaska DNR will be obtained. The crossing will be removed and the road closed after timber harvest is completed.

5) Mile: 0.624 AHMU: IV Channel Type: HC BF Width: BF Depth: Substrate: fine gravel
 Gradient: Structure: 48" CMP Passage Req'd: N Timing Dates:
 Narrative:

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85308



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 85308 **Route Name:** Hoonah Gypsum 8 **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.55 **Begin Termini:** 0.00 **End Termini:** 0.55

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	D	Shot Rock	14'	Log Truck	Log Truck	10 mph

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.55	exist - 1, during use - 2	1

Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage). Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: High-Clearance Vehicles, OHVs, during sale. Bicycles, Hikers
 Discourage: Passenger cars during sale
 Prohibit: N/A
 Eliminate: All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85308

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Remove culverts and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. after sale (BMPs 14.20, 14.22). Stream crossings are from the RCS database.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

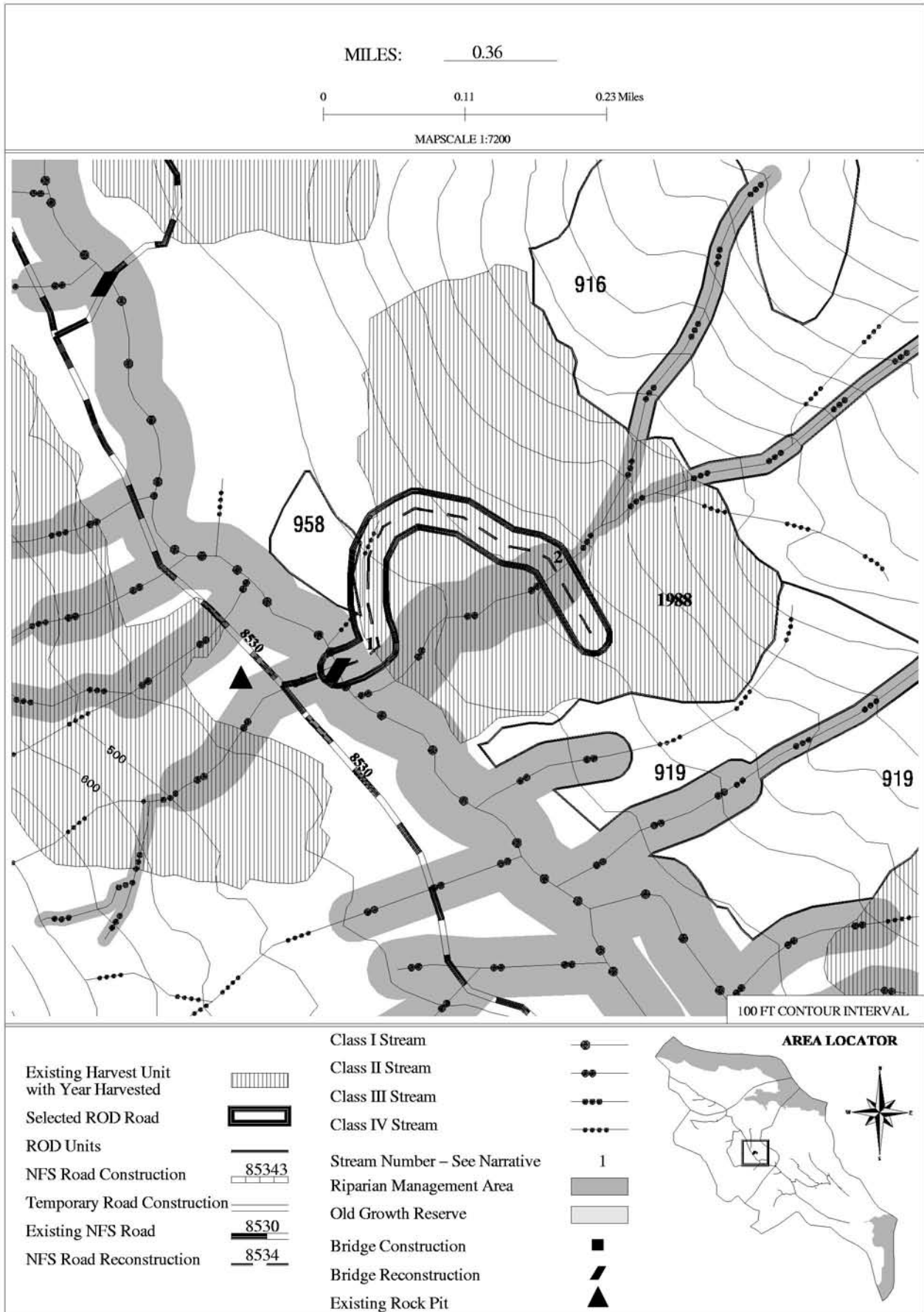
Stream Crossings

Road No. 85308

1) Mile: 0.217 AHMU: IV Channel Type: MC BF Width: BF Depth: Substrate:
Gradient: Structure: 18" CMP Passage Req'd: N Timing Dates:
Narrative: This stream is not on the map.

2) Mile: 0.459 AHMU: III Channel Type: HC BF Width: BF Depth: Substrate:
Gradient: Structure: TBD Passage Req'd: N Timing Dates:
Narrative: This stream is not on the map.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85309



Road Management Objectives

Project/EIS: Iyouktug Timber Sale	System: Hoonah - Gypsum	Land Use Designation: Timber Production
Route No.: 85309	Route Name: Hoonah Gypsum 9	Status: Existing
Begin M.P.: 0.00	Length (miles): 0.36	Begin Termini: 0.00 End Termini: 0.36

General Design Criteria and Elements

Functional Class: Local	Service Life: IS	Traffic Service Level: D	Surface: Shot Rock	Width: 14'	Critical Vehicle: Log Truck	Design Vehicle: Log Truck	Design Speed: 10 mph
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Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.36	exist – 1*, during use - 2	1

*Road is currently open

Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be turned to Maintenance Level 1 (closed and put into storage). Road is currently open but maintained as Maintenance Level 1. Road will be closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage:	N/A
Accept:	High-Clearance Vehicles, OHVs, during sale. Bicycles, Hikers
Discourage:	Passenger cars during sale.
Prohibit:	N/A
Eliminate:	All motorized vehicles post 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 currently is open, but is not maintained at Maintenance Level 2. This road will be closed and placed into storage after timber sale completion as part of the Access Travel Management decision (USDA Forest Service 2002); bridge removal would occur upon completion of the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85309

Road Location: Existing road, log stringer bridges to be installed, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Remove stream crossing structures and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. after the harvest (BMPs 14.20, 14.22). Stream crossing information is from GIS and the RCS database.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

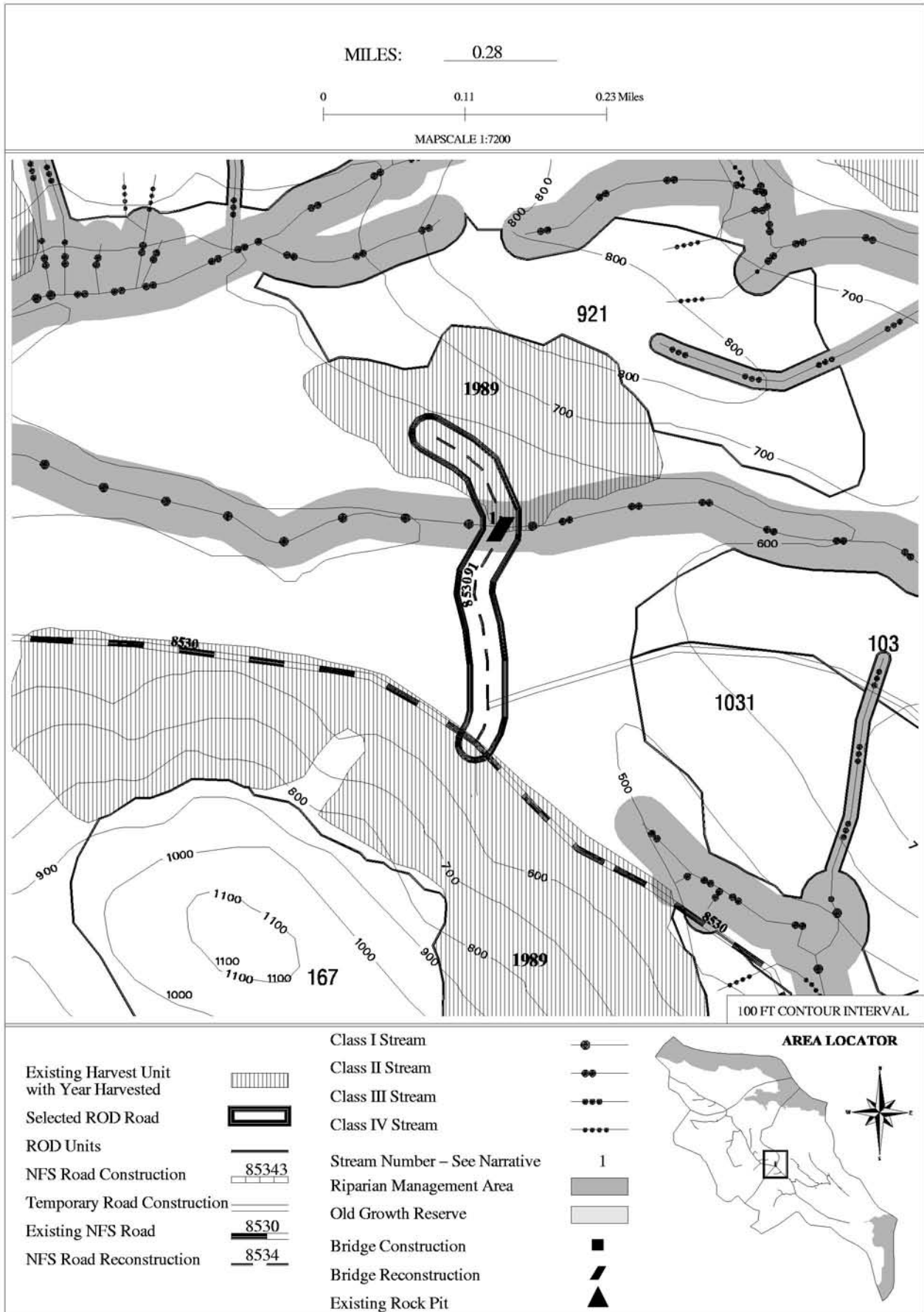
Stream Crossings

Road No. 85309

2) Mile: 0.068 AHMU: I Channel Type: MM2 BF Width: BF Depth: Substrate:
Gradient: Structure: Bridge Passage Req'd: Y Timing Dates: TBD
Narrative: Existing 55 foot log stringer bridge will be replaced, 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.

1) Mile: 0.34 AHMU: III Channel Type: HC5 BF Width: BF Depth: Substrate:
Gradient: Structure: TBD Passage Req'd: N Timing Dates:
Narrative: Structure and size to be determined.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 853091



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 853091 **Route Name:** Hoonah Gypsum 9 **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.28 **Begin Termini:** 0.00 **End Termini:** 0.28

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	D	Shot Rock	14'	Log Truck	Log Truck	10 mph

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.28	exist - 1, during use - 2	1

Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage). Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: High-Clearance Vehicles, OHVs, during sale. Bicycles, Hikers
 Discourage: Passenger cars during sale.
 Prohibit: N/A
 Eliminate: All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 853091

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Remove stream crossing structures and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. after the harvest (BMPs 14.20, 14.22). Stream crossings are from GIS.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

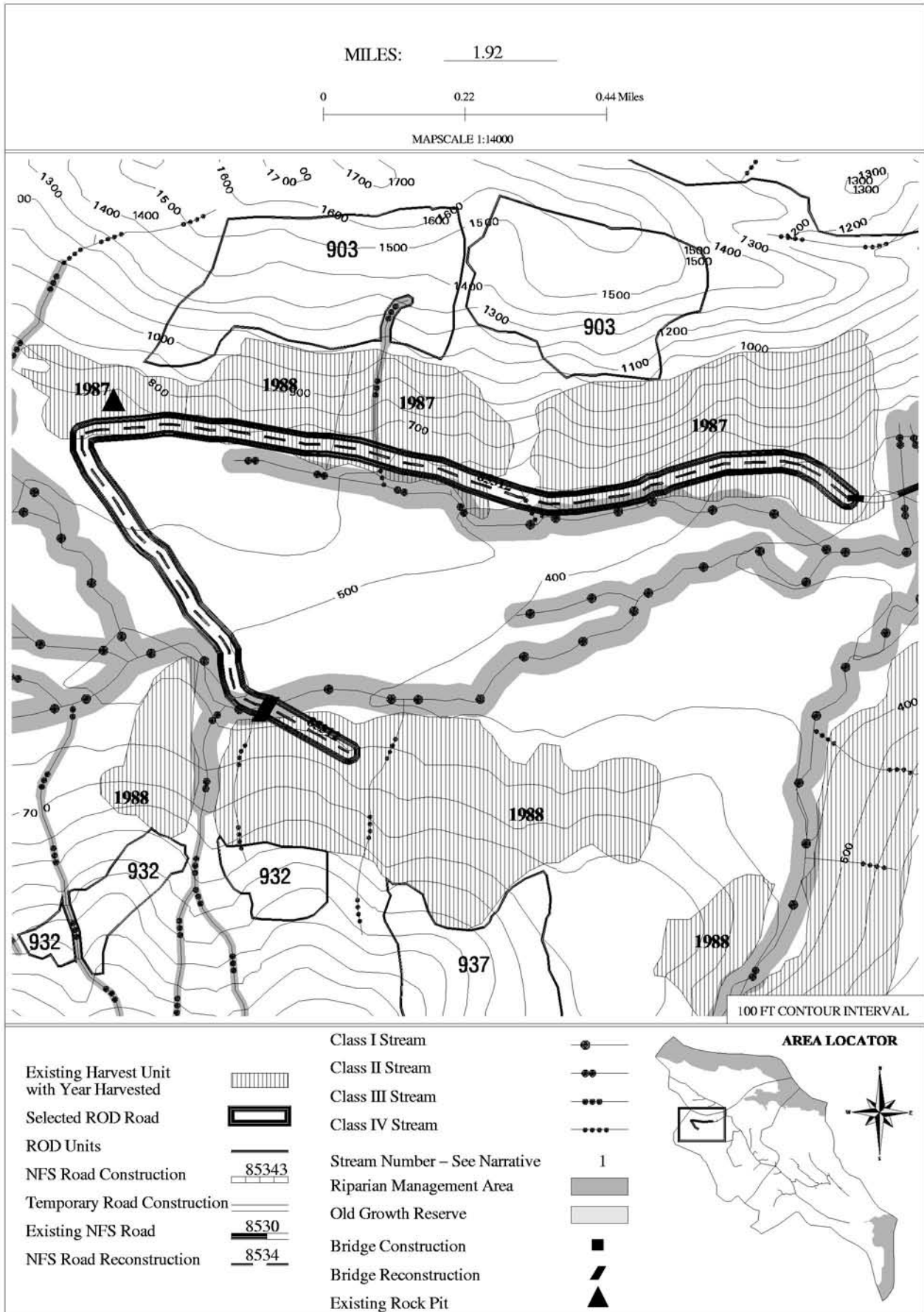
Road Management Objectives

Stream Crossings

Road No. 853091

1) Mile: 0.18 AHMU: I Channel Type: PA1 BF Width: BF Depth: Substrate:
Gradient: Structure: Bridge Passage Req'd: Y Timing Dates: TBD
Narrative: The reconstructed crossing will be designed to accomplish fish passage for salmon and concurrence with Alaska DNR will be obtained. The crossing will be removed and the road closed after timber harvest is completed.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85312



Road Management Objectives

Project/EIS: Iyouktug Timber Sale	System: Hoonah - Gypsum	Land Use Designation: Timber Production
Route No.: 85312	Route Name: Upper Hippoback	Status: Existing
Begin M.P.: 0.00	Length (miles): 1.92	Begin Termini: 0.00 End Termini: 1.92

General Design Criteria and Elements

Functional Class: Local	Service Life: IS	Traffic Service Level: D	Surface: Shot Rock	Width: 14'	Critical Vehicle: Log Truck	Design Vehicle: Log Truck	Design Speed: 10 mph
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Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost: 0.00	End Milepost: 1.92	Operational Maintenance Level: exist - 1, during use - 2	Objective Maintenance Level: (desired future condition) 1
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Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage) and structures will be removed. Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: High-Clearance Vehicles, OHVs, during sale. Bicycles, Hikers
 Discourage: Passenger cars during sale.
 Prohibit: N/A
 Eliminate: All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85312

Road Location: Existing road, log stringer bridge will be replaced. Deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Remove stream crossing structures and treat road to ensure hillslope drainage through ditch blocks, water bars, etc. after the harvest (BMPs 14.20, 14.22). Stream crossing data is from the RCS database.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: Low vulnerability karst present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

Stream Crossings

Road No. 85312

1) Mile: 0.75 AHMU: III Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: 36" CMP Passage Req'd: N Timing Dates:
 Narrative:

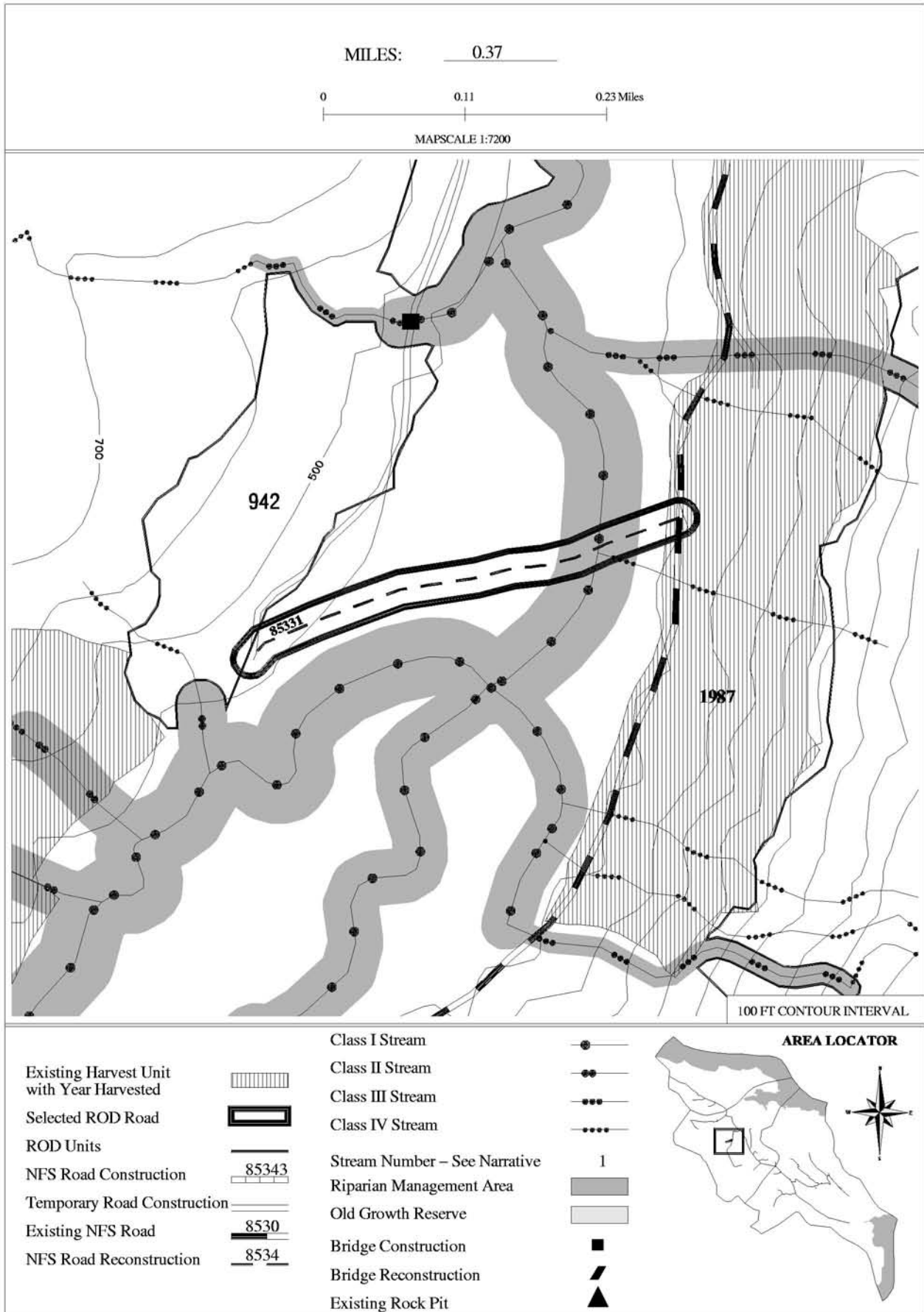
2) Mile: 1.16 AHMU: IV Channel Type: HC0 BF Width: BF Depth: Substrate:
 Gradient: Structure: 18" CMP Passage Req'd: N Timing Dates:
 Narrative: This stream is not on the map.

3) Mile: 1.32 AHMU: III Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: 24" CMP Passage Req'd: N Timing Dates:
 Narrative: This stream is not on the map.

4) Mile: 1.753 AHMU: I Channel Type: BF Width: BF Depth: Substrate:
 MM1
 Gradient: Structure: 54' LSB Passage Req'd: Y Timing Dates: TBD
 Narrative: Existing 54 foot log stringer bridge will be replaced; 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.

5) Mile: 1.753 AHMU: IV Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: 18" CMP Passage Req'd: N Timing Dates:
 Narrative:

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85331



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 85331 **Route Name:** West Suntaheen **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 0.37 **Begin Termini:** 0.00 **End Termini:** 0.37

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	IS	D	Shot Rock	14'	Log Truck	Log Truck	10 mph

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	0.37	exist - 1, during use - 2	1

Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage) and structures will be removed. Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
Accept: High-Clearance Vehicles, OHVs, during sale. Bicycles, Hikers
Discourage: Passenger cars during sale.
Prohibit: N/A
Eliminate: All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85331

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Stream crossings are from the RCS database.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

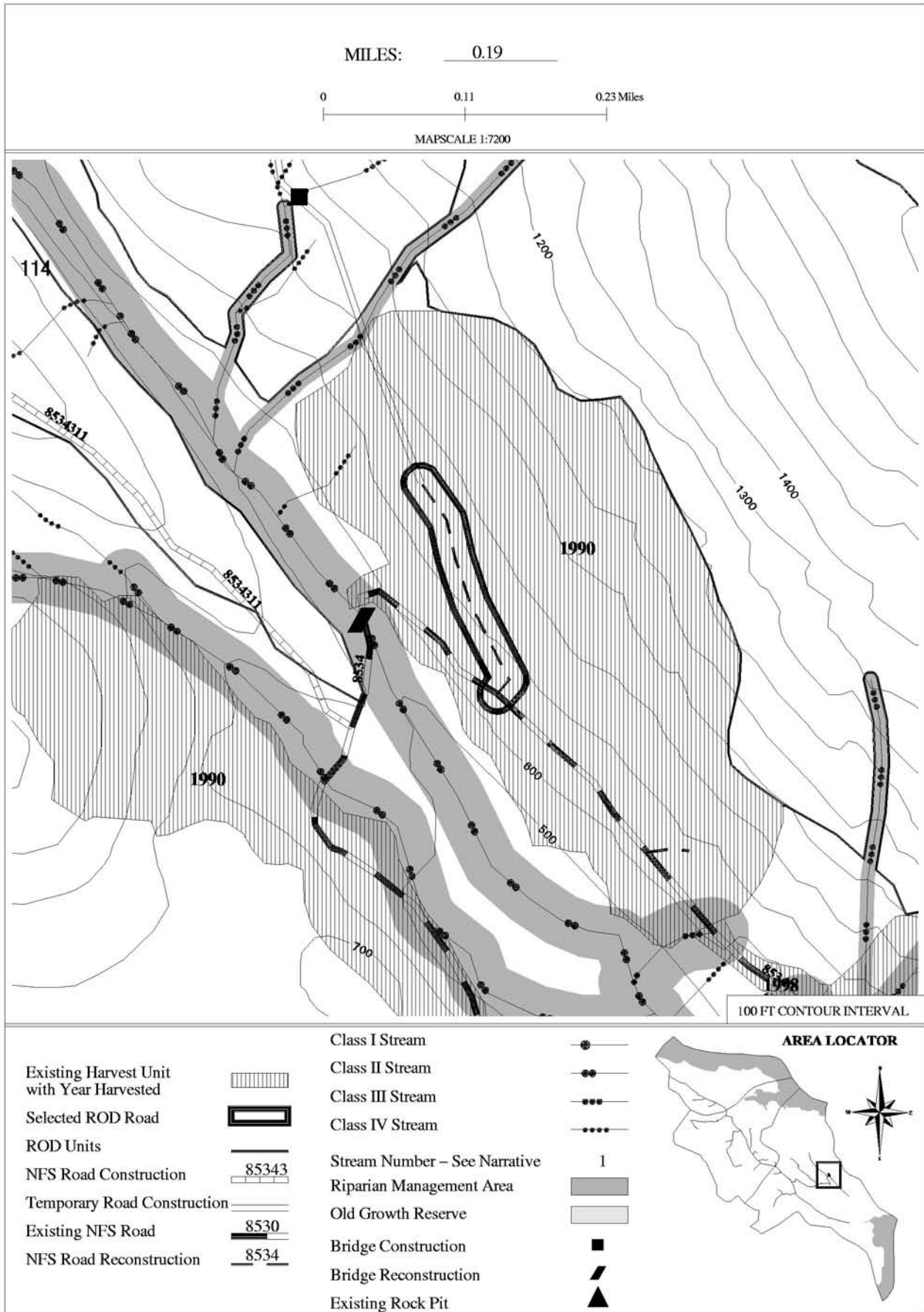
Road Management Objectives

Stream Crossings

Road No. 85331

1) Mile: 0.018 AHMU: I Channel Type: FP3 BF Width: BF Depth: Substrate:
Gradient: Structure: 70' Bridge Passage Req'd: Y Timing Dates: TBD
Narrative: Existing bridge, suitable for haul.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85344



Road Management Objectives

Project/EIS: Iyouktug Timber Sale	System: Hoonah - Gypsum	Land Use Designation: Timber Production
Route No.: 85344	Route Name: George	Status: Existing
Begin M.P.: 0.00	Length (miles): 0.19	Begin Termini: 0.00 End Termini: 0.19

General Design Criteria and Elements

Functional Class: Local	Service Life: IS	Traffic Service Level: D	Surface: Shot Rock	Width: 14'	Critical Vehicle: Log Truck	Design Vehicle: Log Truck	Design Speed: 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.

Maintenance Criteria

Begin Milepost: 0.00	End Milepost: 0.19	Operational Maintenance Level: exist - 1, during use - 2	Objective Maintenance Level: (desired future condition) 1
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Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage) and structures will be removed. Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage:	N/A
Accept:	High-Clearance Vehicles, OHVs, during sale. Bicycles, Hikers
Discourage:	Passenger cars during sale.
Prohibit:	N/A
Eliminate:	All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85344

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: No stream crossings mapped in GIS or in RCS database.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No plant concerns on the existing portion of Road 85344.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No scenery concerns on the existing portion of Road 85344.

Recreation: No concerns.

Heritage: No concerns.

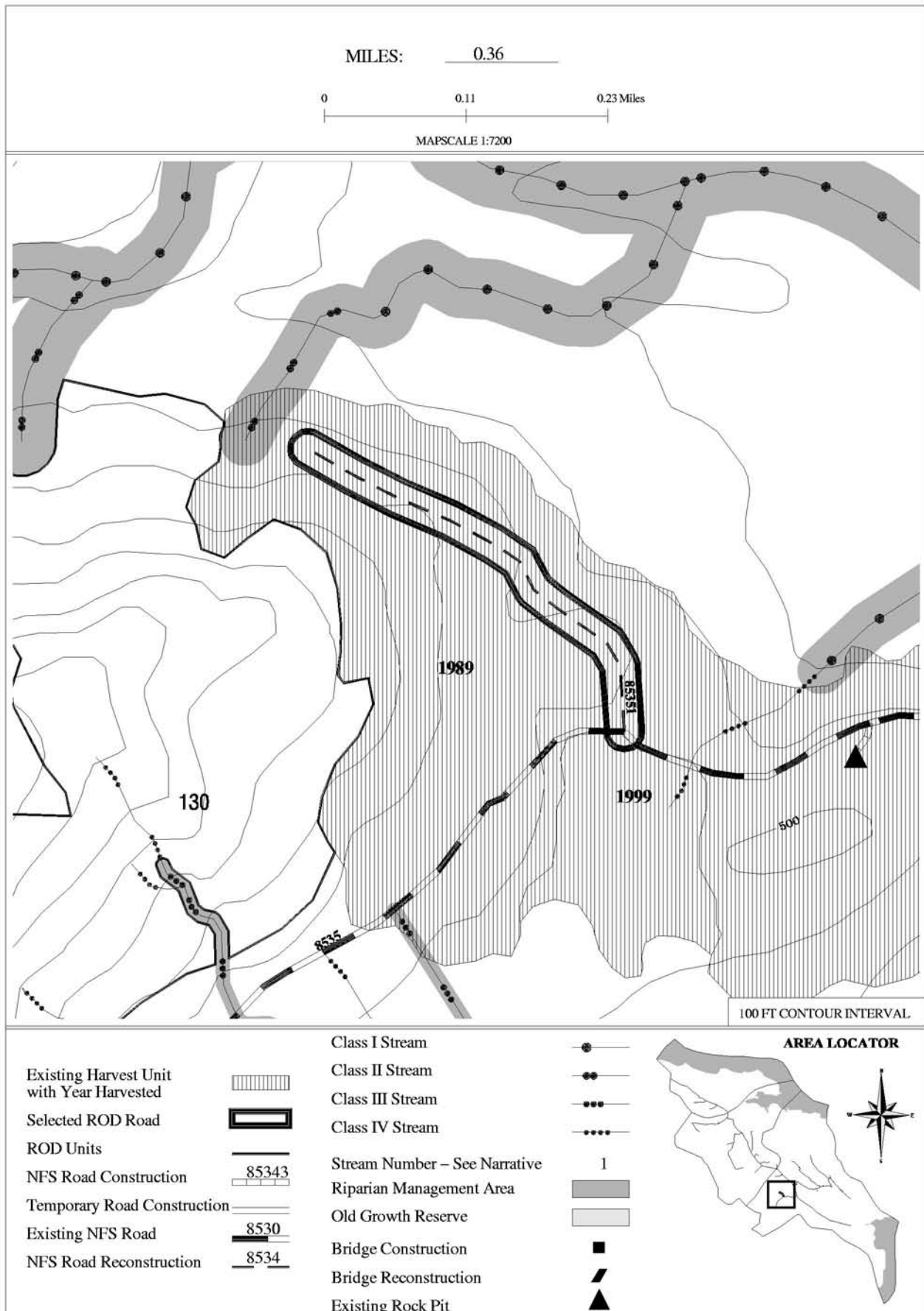
Road Management Objectives

Stream Crossings

Road No. 85344

No GIS or RCS database stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85351



Road Management Objectives

Project/EIS: Iyouktug Timber Sale	System: Hoonah - Gypsum	Land Use Designation: Timber Production
Route No.: 85351	Route Name: Gopher	Status: Existing
Begin M.P.: 0.00	Length (miles): 0.36	Begin Termini: 0.00 End Termini: 0.36

General Design Criteria and Elements

Functional Class: Local	Service Life: IS	Traffic Service Level: D	Surface: Shot Rock	Width: 14'	Critical Vehicle: Log Truck	Design Vehicle: Log Truck	Design Speed: 10 mph
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Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost 0.00	End Milepost 0.36	Operational Maintenance Level: exist - 1, during use - 2	Objective Maintenance Level: (desired future condition) 1
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Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of the sale, the road will be returned to Maintenance Level 1 (closed and put into storage) and structures will be removed. Road is currently closed. Road will remain closed during harvest except for traffic associated with the timber sale.

Operation Criteria

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

Travel Management Strategies:

Encourage:	N/A
Accept:	High-Clearance Vehicles, OHVs during sale. Bicycles, Hikers
Discourage:	Passenger cars during sale.
Prohibit:	N/A
Eliminate:	All motorized vehicles post 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 currently is, and will continue to be, closed to all traffic not associated with the timber sale. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85351

Road Location: Existing road, deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: No stream crossings mapped in GIS or RCS database.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

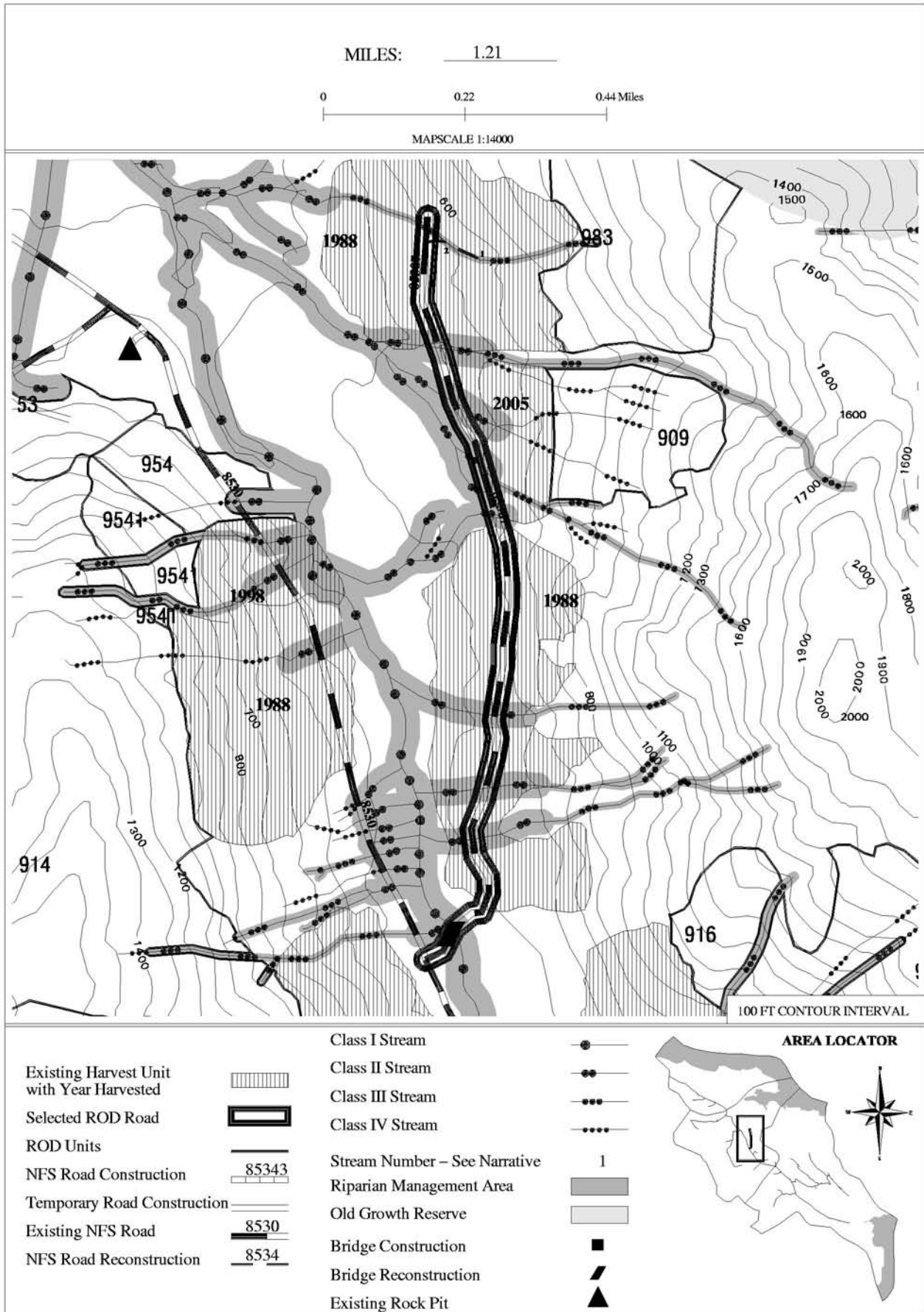
Road Management Objectives

Stream Crossings

Road No. 85351

No GIS or RCS database stream crossings.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 85307



Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 85307 **Route Name:** Hoonah Gypsum 7 **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 1.34 **Begin Termini:** 0.00 **End Termini:** 1.34

General Design Criteria and Elements

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

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	1.34	exist – 1*, during use - 2	1

*Road is currently open

Maintenance Narrative: Roads used in timber sales will brought up to existing standards incorporating best management practices prior to commercial haul and will be maintained at Maintenance Level 2 during use. Upon completion of silvicultural activities, the road will be turned to Maintenance Level 1 (closed and put into storage) and structures will be removed. Road is currently open but maintained as Maintenance Level 1. Road will be closed during harvest except for traffic associated with the timber sale. Only 1.21 miles of the road will be used for Iyouktug timber sales.

Operation Criteria

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

Travel Management Strategies:

- Encourage: N/A
- Accept: High-clearance vehicles during sale. Bicycles, Hikers
- Discourage: Passenger cars during sale.
- 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 currently is open, but is not maintained at Maintenance Level 2. This road will be closed and placed into storage after timber sale completion as part of the Access Travel Management decision (USDA Forest Service 2002); bridge replacement and removal upon timber sale completion would occur near the beginning of this road. Road will have a barrier placed at entrance, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ **Date:** _____

Road Management Objectives

Site-specific Design Criteria

Road No. 85307

Road Location: Existing road, existing log stringer will be replaced. Deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Stream information is from the RCS database. One red pipe is listed at MP 1.028 and will be removed upon completion of this sale.

Silviculture: No concerns.

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

Stream Crossings

Road No. 85307

- 1) **Mile: 0.107** AHMU: II Channel Type: PA BF Width: BF Depth: Substrate:
Gradient: Structure: LSB Passage Req'd: Y Timing Dates: TBD
Narrative: Existing 60-foot log stringer bridge will be replaced, 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. The bridge will be removed and the road closed after timber harvest is completed.
- 2) **Mile: 1.028** AHMU: II Channel Type: MM BF Width: BF Depth: Substrate:
Gradient: Structure: 48" CMP Passage Req'd: N Timing Dates:
Narrative: This culvert is currently red and will be removed upon completion of the timber sales. This culvert is also scheduled for removal under the ATM.
- 3) **Mile: 1.114** AHMU: IV Channel Type: HC0 BF Width: BF Depth: Substrate:
Gradient: Structure: CMP – Width TBD Passage Req'd: N Timing Dates:
Narrative: This will be a new installation as there is currently no structure at this crossing.

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Road 8534 Map front

Map back

Road Management Objectives

Project/EIS: Iyouktug Timber Sale **System:** Hoonah - Gypsum **Land Use Designation:** Timber Production
Route No.: 8534 **Route Name:** Iyouktug **Status:** Existing
Begin M.P.: 0.00 **Length (miles):** 5.35 **Begin Termini:** 0.00 **End Termini:** 5.35

General Design Criteria and Elements

Functional Class:	Service Life:	Traffic Service Level:	Surface:	Width:	Critical Vehicle:	Design Vehicle:	Design Speed:
Local	C	D	Shot Rock	14'	Log Truck	Log Truck	15 mph

Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost	End Milepost	Operational Maintenance Level:	Objective Maintenance Level: (desired future condition)
0.00	3.18	2	2
3.18	5.35	2	1

Maintenance Narrative: Maintenance Level 2-maintain for high clearance vehicles up to MP 3.18. Upon completion of the sale, the road past milepost 3.18 would be turned to Maintenance Level 1 (closed and put into storage) and structures will be removed.

Operation Criteria

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

Travel Management Strategies:

Encourage: N/A
 Accept: High-Clearance Vehicles, ORV's, Motorcycles, Bicycles, Hikers
 Discourage: Passenger cars
 Prohibit: N/A
 Eliminate: Passenger Cars; all motorized use past milepost 3.18

Travel Management Narrative: This road is connected to the Hoonah – Gypsum road system, which is accessed by and connected to the city of Hoonah. This road currently is, and part of it will continue to be, used as part of the open transportation system upon completion of the timber sale. However, the last 2.2 miles will be closed after the timber sale. It would be closed and placed into storage after timber sale completion as part of the Access Travel Management decision (USDA Forest Service 2002); bridge replacement and removal upon timber sale completion would occur just northeast of the junction at proposed Road 8534311. Road will have a barrier placed at this point, water barred and drainage structures removed to prevent vehicle access upon completion of sale.

District Ranger Approval

(signature) _____ Date: _____

Road Management Objectives

Site-specific Design Criteria

Road No. 8534

Road Location: Existing road, log stringer bridges to be replaced. Deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Stream information is from the RCS database. One red pipe and one gray pipe remain. This red pipe will not be removed as part of this project, but is schedule for repair in 2008. The gray culvert is not currently scheduled for replacement.

Silviculture: No concerns.

Wildlife: A portion of NFS Road 8534 is adjacent to the southern boundary of the Iyouktug goshawk nest buffer. This road will remain open. The road is greater than 600 feet from the three known nests, so no timing restrictions for use of the road were considered. However, if a new nest is located, then contact the project biologist and follow Forest Plan direction for developing and maintaining the nest buffer.

Botany: No concerns.

Lands/Minerals/Geology/Karst: No carbonate bedrock present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

Stream Crossings

Road No. 8534

1) Mile: 0.215 AHMU: I Channel Type: MM BF Width: BF Depth: Substrate:
 Gradient: Structure: Hamilton Bridge Passage Req'd: Y Timing Dates:
 Narrative: Installed 2006, suitable for haul

2) Mile: 1.215 AHMU: I Channel Type: MM1 BF Width: BF Depth: Substrate:
 Gradient: Structure: LSB Passage Req'd: Y Timing Dates: TBD
 Narrative: Existing 40 foot log stringer bridge will be replaced, the crossing will be installed under current timing restrictions. The stream crossing will be designed to accomplish fish passage for trout and concurrence with Alaska DNR will be obtained.

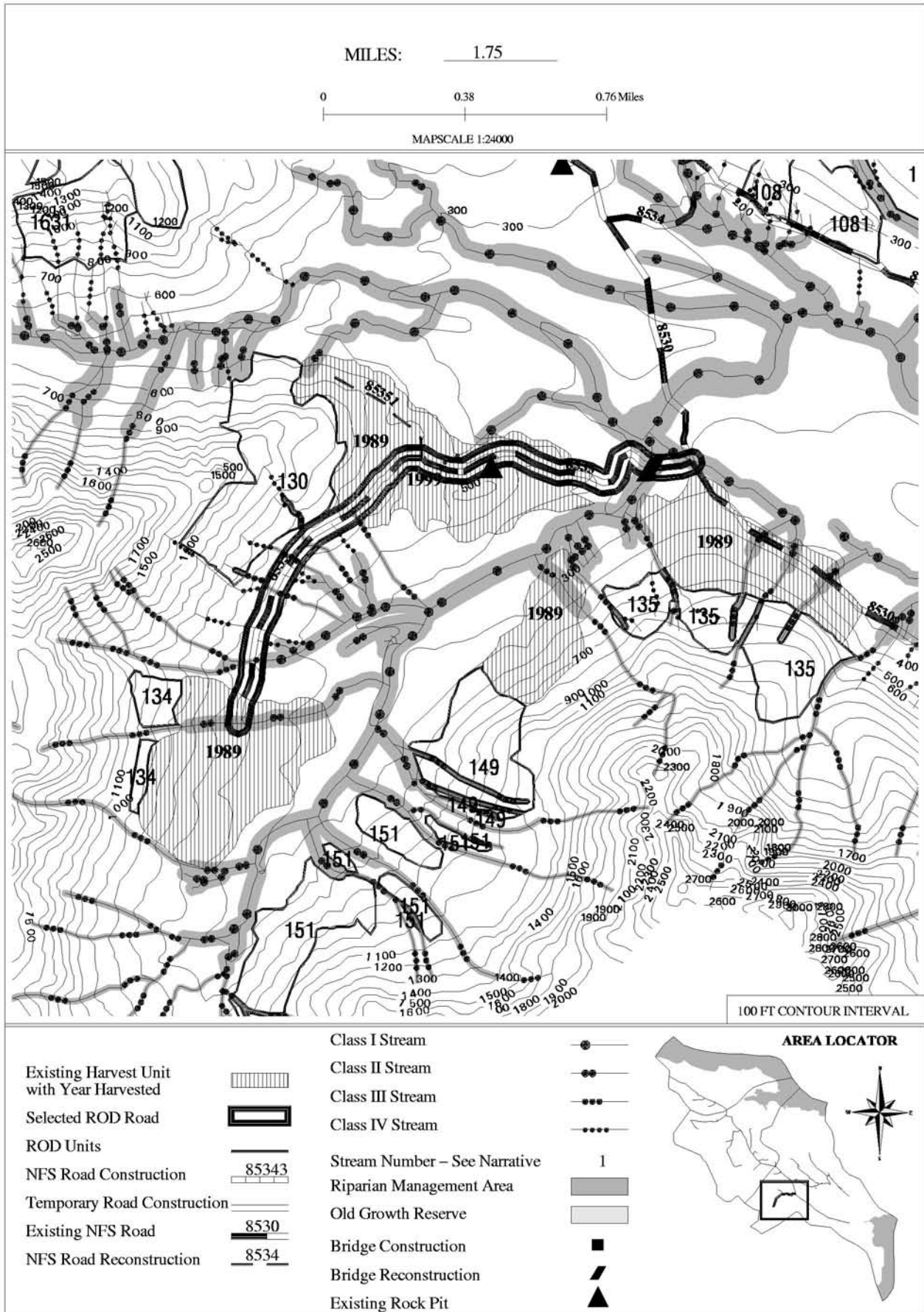
3) Mile: 1.402 AHMU: II Channel Type: MM1 BF Width: BF Depth: Substrate:
 Gradient: Structure: LSB Passage Req'd: Y Timing Dates: TBD
 Narrative: Existing 50 foot log stringer bridge will be replaced, the crossing will be installed under current timing restrictions. The stream crossing will be designed to accomplish fish passage for trout and concurrence with Alaska DNR will be obtained.

4) Mile: 1.554 AHMU: II Channel Type: HC BF Width: BF Depth: Substrate:
 Gradient: Structure: 60" CMP Passage Req'd: Y Timing Dates: TBD
 Narrative: This culvert was replaced in 2000 and has been resurveyed as red. It is currently scheduled to be repaired in 2008.

5) Mile: 3.051 AHMU: II Channel Type: MM BF Width: BF Depth: Substrate:
 Gradient: Structure: 60" CMP Passage Req'd: Y Timing Dates: TBD
 Narrative: This culvert was replaced in 2004 and has been resurveyed and classified as gray. It is not currently scheduled for replacement.

6) Mile: 3.18 AHMU: II Channel Type: MM BF Width: BF Depth: Substrate:
 Gradient: Structure: LSB Passage Req'd: Y Timing Dates: TBD
 Narrative: Existing 70 foot log stringer bridge will be replaced, the crossing will be installed under current timing restrictions. The stream crossing will be designed to accomplish fish passage for trout and concurrence with Alaska DNR will be obtained. The bridge will be removed and the road closed beyond this point after timber sale/s are completed.

IYOUKTUG TIMBER SALES RECORD OF DECISION
ROAD NUMBER 8535



Road Management Objectives

Project/EIS: Iyouktug Timber Sale	System: Hoonah - Gypsum	Land Use Designation: Timber Production
Route No.: 8535	Route Name: Sonya Kay	Status: Existing
Begin M.P.: 0.00	Length (miles): 1.75	Begin Termini: 0.00 End Termini: 1.75

General Design Criteria and Elements

Functional Class: Local	Service Life: C	Traffic Service Level: C	Surface: Shot Rock	Width: 14'	Critical Vehicle: Log Truck	Design Vehicle: Log Truck	Design Speed: 10 mph
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Intended Purpose/Future Use: Silvicultural activities: Multiple entries may be needed.

Maintenance Criteria

Begin Milepost 0.00	End Milepost 1.75	Operational Maintenance Level: 3	Objective Maintenance Level: (desired future condition) 3
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Maintenance Narrative: Maintenance Level 3. Maintain function of all structures during timber harvest.

Operation Criteria

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

Travel Management Strategies:

Encourage:	N/A
Accept:	Passenger Cars, High-Clearance Vehicles, OHVs, Motorcycles, Bicycles, Hikers
Discourage:	N/A
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 currently is, and will continue to 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. 8535

Road Location: Existing road log stringer bridges to be replaced. Deferred maintenance may be needed including brushing, ditch cleaning, drainage maintenance and spot rocking.

Wetlands: All locations where road crosses designated wetlands will have adequate drainage structures installed. To meet silvicultural exemption the road cannot be widened and no excavated fill may be placed in wetland (33CFR BMPs 1, 5).

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: 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: Stream information is from the RCS database. One gray culvert was surveyed in 2006 at MP 0.0153. It is not currently scheduled for replacement.

Silviculture: No concerns

Wildlife: No concerns.

Botany: No concerns.

Lands/Minerals/Geology/Karst: Moderate vulnerability karst present along existing road. No karst resource concerns identified.

Scenery: No concerns.

Recreation: No concerns.

Heritage: No concerns.

Road Management Objectives

Stream Crossings

Road No. 8535

1) Mile: 0.15 AHMU: 1 Channel Type: FP3 BF Width: BF Depth: Substrate:
Gradient: Structure: LSB Passage Req'd: Y Timing Dates: TBD
Narrative: Existing 60 foot log stringer bridge will be replaced, the crossing will be installed under current timing restrictions. The stream crossing will be designed to accomplish fish passage for trout and concurrence with Alaska DNR will be obtained.

2) Mile: 0.153 AHMU: I Channel Type: MM BF Width: BF Depth: Substrate:
Gradient: Structure: 48" CMP Passage Req'd: Y Timing Dates: N/A
Narrative: This culvert is gray and is not currently scheduled for replacement.

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