
Appendix C
Proposed Road Additions/Changes

APPENDIX C
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Appendix C includes the following sections:

1. Proposed National Forest System (NFS) Classified Road Additions (See Map 11)
2. Proposed NFS Classified Road Changes to OML or Class
3. Summary of US Fish and Wildlife Service terms and conditions for the Little East Creek Fuels Reduction EIS area

1. Proposed NFS Classified Road Additions

Table C-1 lists roads that would be added to the system in the action alternatives. Map 11 displays proposed road additions. Definitions of terms and abbreviations are located in Chapter 3 Section- Roads. The interdisciplinary team found these roads to be the minimum additional needed for long-term vegetation management, based on variables such as stand types, treatments and haul distances. The “ATV or ORV USE” columns identify if the road is open or not for those uses. ATV and OHV use was based on Forest Plan direction and existing condition of the road. The ATV column also includes Off-highway Motorcycle (OHM) use.

One specific intersection relocation and road reconstruction project is also proposed in all the action alternatives. The intersection of Forest Roads 457 and 459 would be relocated to improve safety. In addition, about 1 mile of Forest Road 457 would receive heavy maintenance and minor reconstruction from the relocated intersection up to and including Forest Road 457E. See end of this summary for project details.

Table C-1. Proposed National Forest System Classified Road Additions

Route #	Existing Class	Miles	Alternatives 2, 3 Modified, and 4			
			Proposed Class	Proposed OML	ATV use	ORV use
SK459	new	<0.1	All-season	4	no	no
SU5102501	Special use, temporary	0.4	Seasonal	1	no	no
SU5103606	Special use, trail	<0.1	Winter	1	no	no
U5102701	Unclassified (und)	0.1	All-season	3	no	no
U5103602	Decommissioned	0.3	Winter	1	no	no
U5103621	Unclassified (und)	0.2	Seasonal	1	yes	no
U545703	Unclassified (atv)	0.1	Seasonal	1	yes	no
U5SC11607	Special use, trail	0.4	Seasonal	1	no	no
U5SC11607A	Decommissioned	0.1	Winter	1	no	no
U5SC11608	Decommissioned	0.4	Winter	1	no	no
U5SC11608	Non-jurisdictional	0.1	Winter	1	no	no
U5SC11608C	Non-jurisdictional	0.1	Winter	1	no	no
U5SC11609	Non-jurisdictional (njat)	0.4	Seasonal	1	no	no
U5SC11609	Unclassified (atv)	0.3	Seasonal	1	no	no
U5SC11617	Unclassified (und)	0.1	Seasonal	2	yes	yes

Table C-1. Proposed National Forest System Classified Road Additions

Route #	Existing Class	Miles	Alternatives 2, 3 Modified, and 4			
			Proposed Class	Proposed OML	ATV use	ORV use
U5SC11620	Unclassified (und)	0.2	Seasonal	2	yes	yes
U5SC11638	Decommissioned	0.2	Winter	1	no	no
U5SC11640	Decommissioned	1.3	Winter	1	no	no
U6100605	Unclassified (und)	0.1	Seasonal	2	yes	yes
U619608	Unclassified (und)	0.1	Winter	1	no	no
U621003	Unclassified (atv)	0.1	Seasonal	1	no	no
U621601	Unclassified (atv)	0.1	Seasonal	1	yes	no
U621602	Unclassified (atv)	0.6	Seasonal	1	yes	no
U645302	Unclassified (und)	0.1	Seasonal	1	no	no
U646403	Decommissioned	1.6	Winter	1	no	no
U646403	Non-jurisdictional	0.1	Winter	1	no	no
U646403B	Decommissioned	0.6	Winter	1	no	no
U6464H01	Decommissioned	0.4	Winter	1	no	no
U6471A02	Unclassified (und)	0.1	Seasonal	2	yes	yes
U6SC11609	Decommissioned	0.5	Winter	1	no	no
UMN6998	Non-jurisdictional	0.1	Winter	1	no	no

Road relocation and improvement project: The terminus of FR 459 and FR 457 would be shifted north and a curve approximately 485 feet long would be constructed (Rte. SK 459). Approximately 1.0 miles of FR 457 E, Picket Lake Access, would receive heavy maintenance with sections of reconstruction. This would bring these sections of road to a similar standard to FR 459 and be safer for public travel. Work would include, but not be limited to, minor sub-grade widening, 12 foot aggregate surface top, and turnouts. A side entrance approximately 100 feet long would connect a special use road, FR 457C, and a snowmobile trail to the new curve. About 530 feet of FR 459 and FR 457 would be obliterated.

2. Proposed NFS Classified Road Changes to OML or Class

Table C-2 lists the roads that the action alternatives propose for a change in the OML or Class. Alternative 1, the no-action alternative, does not propose any changes. The proposed changes help to minimize the total NFS road system needed for long-term vegetation management. A few of the changes are corrections to the inventory. For the most part, the objective maintenance level of the roads listed would be reduced. Reducing maintenance levels reduces costs and minimizes resource impacts. For example, identifying a road as winter would restrict motorized use of the road, preventing resource impacts and reducing maintenance costs.

Table C-2. Proposed NFS Classified Road Changes (OML or Class)					
Road #	Existing Class	Existing OML	Miles	Alternatives 2, 3 Modified, and 4	
				Proposed Class	Proposed OML
1002	Seasonal	1	0.84	Winter	1
1005	Seasonal	2	1.64	Seasonal	1
1005C	Seasonal	2	0.13	Seasonal	1
1006A	Seasonal	2	1.00	Seasonal	1
1006AA	Seasonal	2	1.66	Seasonal	1
1007A	Seasonal	2	0.17	Seasonal	1
1008A	Seasonal	2	0.84	Seasonal	1
1008A	Winter	1	0.35	Seasonal	1
1008AA	Seasonal	2	0.52	Seasonal	1
1008AA	Seasonal	1	0.18	Winter	1
1008B	Seasonal	2	0.34	Seasonal	1
1008F	Seasonal	2	0.35	Seasonal	1
1009	Winter	1	0.39	Seasonal	2
200B	Seasonal	2	0.52	Seasonal	1
200H	Seasonal	2	0.03	Seasonal	1
200H	Seasonal	1	0.46	Winter	1
200K	Seasonal	2	0.18	Seasonal	1
206A	Seasonal	1	0.08	Seasonal	2
209	Seasonal	1	0.84	Winter	1
210E	Seasonal	2	0.37	Seasonal	1
453	Seasonal	2	0.26	Seasonal	1
464F	All-season	3	0.29	Seasonal	2
464G	Seasonal	2	0.34	Seasonal	1
467A	Seasonal	2	0.12	Unclassified (atv)	n/a
468	Winter	1	0.50	Seasonal	1
472A	Seasonal	2	0.20	Seasonal	1
472B	Seasonal	1	0.16	Winter	1
841C	Winter	1	0.06	Seasonal	1

3. Summary of US Fish and Wildlife Service Terms and Conditions for the Little East Creek Area

Excerpt from the Little East Creek Fuel Reduction EIS Record of Decision, pages 8 and 9:

This information applies to the existing section of FR 200 beyond the gate. See photos at the end of this section that show the sign and gate installed to restrict public motorized use of the road.

The following terms and conditions were developed with US Fish and Wildlife Service to address the potential adverse effects to the Canada lynx from proposed activities. References to the “Action Area” in this section mean “Project Area”.

1. The US Forest Service will complete the Proposed Action, as described in the Draft EIS, within approximately 5 years. All new requests for permits or extensions of existing permits for access into the Action Area are subject to further consultation with the Service.
2. The US Forest Service will limit construction and use of winter roads on Federal land to authorized use, as described in the Draft EIS, when the ground is sufficiently frozen during the normal winter operating season of November 15 to March 31.
3. At the end of each operating season, the US Forest Service will physically close Federal portions of all winter roads in the Project Area, as outlined in Appendix B of the Draft EIS.
4. The US Forest Service will prohibit unauthorized motorized use of the road corridor on Federal land by means of legal and physical closure. The US Forest Service will post and sign the road corridor as legally closed to all unauthorized motorized use at the northern entrance to the Action Area and at the Wolf Lake portage.
5. The US Forest Service will ensure that a gate at or near the entrance to the Action Area will be closed and locked in order to prohibit unauthorized use. For efficiency and safety, it would be reasonable for the gate to remain open when authorized vehicles are frequently moving in and out of the Action Area.
6. The US Forest Service will monitor use of the Action Area at least twice monthly for the life of the project (approximately 5 years). At any time the gate is open, the Forest Service will directly or indirectly monitor for unauthorized use. During the first winter of use, US Forest Service personnel who have direct contact with law enforcement authorities will monitor the winter road at least 2 days per week. The US Forest Service will provide an annual summary report to the Service of activities in the Action Area, specifically those activities that may result in an adverse impact on the Canada lynx.
7. The US Forest Service will conduct systematic surveys for lynx and snowshoe hare in and near the Action Area. The surveys will continue for three years, at which time the need for additional surveys will be reevaluated in coordination with the Service. In addition, the US Forest Service will document available records of lynx, their prey, and competing carnivores in the Action Area. The US Forest Service will provide an annual summary report of this information to the Service.

Excerpts from Little East Creek EIS, Appendix B, Road Cards

The following information applies to the existing classified roads in the Little East Creek area.

INTENDED PURPOSE: This road system provides access to federal and non-federal lands. Long-term intermittent use of the road is anticipated for land management activities and access to private property.

CONSTRUCTION REQUIREMENTS: Construction will be limited to frozen ground conditions, which in normal years runs from December to March. The roadbed width will be approximately 12-16 feet wide with total clearing widths up to 35 feet. Intervisible turnouts will require additional clearing widths. No soil fill will be placed in wetlands or at stream crossings. Upland excavation and fill will be limited to the minimum amount needed to develop a smooth driving surface. Occasional sanding of the roadbed may be necessary for safety.

CLOSURE REQUIREMENTS: The federal portion of this road will be legally closed to all unauthorized motorized use during and following harvest operations. At a minimum, the following closure and rehabilitation requirements will be completed at the end of each operating season:

- Natural drainages would be reopened and water diversions from roadbeds would be provided.
- Erosion prone areas, such as steep slopes, would be stabilized by compacting slash in the roadbed and revegetated by artificial seeding of native species.
- Erosion control devices, such as water bars, would be installed where slope gradient exceeds 18% and where conditions warrant on lesser slopes. Water bars would consist of rocks, logs, or slash.
- Discourage illegal use of the road corridor by placing native material, slash, and logs on the roadbed in strategic locations.
- Barricades, brush and signs would be placed on both sides of the Wolf Lake portage where the road corridor crosses in order to notify people of the motor use closure.

The road corridor will be closed physically and legally and will not be used on an intermittent basis.



Figure C-1. Road closure sign in front of gate on FR 200



Figure C-2. Gate restricting unauthorized motor use on FR 200 in the Little East Creek area

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