

Appendices

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Appendix A. Maps of Forest Roads

State, County, and ML-3, 4, and 5 Forest Service Roads

(See separate electronic document for these five maps).

(Insert Sam Houston NF Index Map)

(Insert Sam Houston NF Roads Map 1)

(Insert Sam Houston NF Roads Map 2)

(Insert Sam Houston NF Roads Map 3)

(Insert Sam Houston NF Roads Map 4)

Appendix B. State Highways

Sam Houston National Forest
State Highways

<u>Road ID</u>	<u>Road Name</u>	<u>Length</u>	<u>Remarks</u>
FM 1097		30.0	Forest Highway (6.0 miles)
FM 1374	Possum Walk Rd	17.0	Forest Highway (8.3 miles)
FM 1375		15.0	Forest Highway
FM 149		17.0	Forest Highway (13.5 miles)
FM 1725		20.4	Forest Highway
FM 1791		4.5	Forest Highway
FM 2025		15.1	
FM 222		7.2	
FM 2296	Phelps Rd	7.4	Forest Highway
FM 2666	Big Creek Rd	7.4	Forest Highway
FM 2693	Brandy Creek Rd	3.9	Forest Highway
FM 2778		6.8	
FM 2821	Fish Hatchery Rd	6.5	
FM 2929		4.1	Forest Highway
FM 3018		2.0	
FM 3081		6.7	
FM 3411		2.6	
FM 945		22.3	Forest Highway (13.3 miles)
FM 946		11.4	
I 45		31.3	
TX 105		30.0	
TX 150		34.0	
TX 156		5.3	
TX 19		1.5	
TX 75		12.8	
US 190		20.0	
US 59		12.8	
		355.0	

Appendix C. County Road Coop Agreements

Sam Houston National Forest Road Coop Agreements

Road ID	Road Name	Length	County	Map #	Jurisdiction	Primary Maintainer	Remarks
Forest Service							
204	Caney Creek	2.2	Montgomery	18	FS	County	
2043		0.6	Montgomery	17	FS	Permittee	Permit
2045	Bear Canyon	0.3	Montgomery		FS	FS	
204A	Dunlap	0.8	Montgomery	19	FS	County	Little Sam Forest Rd
204E		0.4	Montgomery	20	FS	County	
206	Phelps Rd	2.0	Walker	24	FS	FS	
207	Dodge Rd	2.8	San Jacinto		FS	FS	
208	County Line	1.5	Walker	20	FS	County	FM 1791 - 208B
209A7		0.3	Montgomery	9	FS	FS	Permit
212	Scott's Ridge	1.2	Montgomery	2	FS	County	
2135	Flamingo Lake	0.3	Montgomery	14	FS	FS	Permit
2180	Peerles Ellisor	0.5	San Jacinto	52	FS	FS	Permit
219A	Perry Williams	1.3	Montgomery	7	FS	FS	
224	Corral	1.7	Montgomery	13	FS	County	
226	Hall Rd	0.8	Walker	36	FS	FS	Permit
246	Watergate	0.8	Walker	25	FS	County	
248	Hardy Smith	2.2	Montgomery	8	FS	FS	
274	Mercy	1.8	San Jacinto	64	FS	County	Permit
276	Pleasant Grove	0.9	San Jacinto	63	FS	FS	
San Jacinto County							
JAC-Alsobrooks	Alsobrooks Rd	0.4	San Jacinto	24	County	County	old Tony Tap Rd
JAC-Big Woods	Big Woods Rd	0.7	San Jacinto	2	County	County	old Pine Valley Rd
JAC-Bowen	Bowen Rd	2.3	San Jacinto	19	County	County	old Bowen Flat Rd
JAC- Butch Arthur	Butch Arthur Rd	5.5	San Jacinto	23	County	County	old Co Road 23
JAC-Countryman	Countryman	0.7	San Jacinto	4	County	County	old Co Road 4
JAC-Creek Wood	Creek Wood	1.2	San Jacinto	12	County	County	old Co Road 12
JAC-Ira Denson	Ira Denson Rd	0.4	San Jacinto	6	County	County	old Co Road 6
JAC-Dilleshaw	Dilleshaw Dr	0.1	San Jacinto	22	County	County	old Co Road 22
JAC- Fostoria Tram	Fostoria Tram	4.4	San Jacinto	16	County	County	old Co Road 16
JAC-Haines Lake	Haines Lake	2.2	San Jacinto	7	County	County	old Co Road 7
JAC-Hargrove Lilley	Hargrove Lilley Rd	0.6	San Jacinto	30	County	County	old Hargrove Lane
JAC-Harper	Harper Rd	1.0	San Jacinto	26	County	County	old Co Road 26

JAC-Higgins	Higgins Dr	1.0	San Jacinto	21	County	County	old Co Road 21
JAC-Hoot	Hoot Rd	0.6	San Jacinto	33	County	County	old Cleveland Hoot Rd
JAC-John Warren	John Warren Rd	1.6	San Jacinto	25	County	County	old Co Road 25
JAC-Lee Turner	Lee Turner	0.3	San Jacinto	17	County	County	old Co Road 17
JAC-Lilley Yeager	Lilley Yeager Rd	0.5	San Jacinto	13	County	County	old Moody Fire Lane
JAC-Lower Vann	Lower Vann Rd	1.1	San Jacinto	31	FS	County	old Vann Rd
JAC-McBride	McBride Rd	1.0	San Jacinto	27	County	County	old Co Road 256B
JAC-Moody	Moody Rd	0.4	San Jacinto	13	County	County	old Moody Fire Lane
JAC-O Turner	O Turner Rd	0.5	San Jacinto	8	County	County	old Lilley Rd
JAC-Oak Forest	Oak Forest Rd	0.6	San Jacinto	20	County	County	old FM 945 Extension
JAC-Red Road	Red Road	2.4	San Jacinto	3	County	County	old Road 221
JAC-Red Road	Red Road	0.4	San Jacinto		County	FS	old Road 221
JAC-Reese	Reese Rd	0.8	San Jacinto	34	County	County	old Campground Spring Rd
JAC-Risner	Risner Rd	0.3	San Jacinto	5	County	County	old Co Road 5
JAC-Rose Hill	Rose Hill Rd	0.3	San Jacinto	10	County	County	
JAC-Shaw	Shaw Rd	2.0	San Jacinto	18	County	County	old Hutto Rd
JAC-Shelton Mizell	Shelton Mizell Rd	1.0	San Jacinto	14	County	County	old Sheldon Rd
JAC-Snow	Snow Rd	0.6	San Jacinto	15	County	County	old Hales Rd
JAC-Stephens	Stephens Rd	1.3	San Jacinto	32	County	County	old Co Road 294
JAC-Tony Tap	Tony Tap Rd	2.8	San Jacinto	29	County	County	old Co Road 291
JAC-Turner	Allen Turner Rd	1.0	San Jacinto	28	County	County	old Co Road 290
JAC-Upper Vann	Upper Vann Rd	1.0	San Jacinto	11	County	County	old Bub Van Rd
2111		1.0	San Jacinto	65	County	County	Permit
2150		0.6	San Jacinto	43	County	Permittee	Permit
296	Campground Springs Rd	0.6	San Jacinto	53	County	County	Permit
Montgomery County							
MTG-Bethel	Bethel Rd	5.0	Montgomery	4	County	County	old Road 211
MTG-Forest Glen	Forest Glen Rd	1.1	Montgomery	5	County	County	old Co Road 5
MTG-Grissom	Grissom Rd	0.9	Montgomery	5	County	County	old Co Road 5
MTG-Hidden Forest	Hidden Forest	1.4	Montgomery	12	County	County	old FS Road 2002
MTG-Lee Turner	Lee Turner	0.5	Montgomery	1	County	County	old Co Road 1
MTG-Midyett	Midyett Rd	0.6	Montgomery	10	County	County	old Co Road 10
MTG-Osborne	Osborne Rd	3.0	Montgomery	3	County	County	old Road 237
MTG-Singleton	Singleton Rd	0.4	Montgomery	11	County	County	old Co Road 11
MTG-Taliaferro	Taliaferro Rd	1.7	Montgomery		County	County	old Richards-Montgomery Rd
MTG-Welch	Welch Rd	1.5	Montgomery	6	County	County	old Co Road 6
Walker County							
WLK-Bath Lane	Bath Lane	1.5	Walker	12	County	County	
WLK-Bath Lane	(old Waller Rd)	0.3	Walker	37	County	County	Permit
WLK-Ball Rd	Ball Rd	0.8	Walker	12	County	County	FM 1374 – Cotton Cr Cemetery
WLK-Black Jack Rd	Black Jack Rd	2.0	Walker	5 & 38	County	County	old Black Jack Cemetery Rd
WLK-Cotton Cr Cemetery Rd	Cotton Cr Cemetery Rd	1.0	Walker	13	County	County	old Hightower Cemetery Rd
WLK-Cotton Cr Cemetery Rd	Cotton Cr Cemetery Rd	0.5	Walker	35	County	County	

WLK-Cotton Rd	Cotton Rd	2.0	Walker	1	County	County	old Cotton Loop Rd
WLK-Evelyn Lane	Evelyn Lane	2.0	Walker	30	County	County	Permit
WLK-Four Notch Rd	Four Notch Rd.	6.0	Walker	6	County	County	FM 2296 – FM 1375
WLK-Four Notch Rd	Four Notch Rd	1.1	Walker	17	County	County	FM 1375 - Boswell Church
WLK-Grant Colony Cemetery	Grant Colony Cemetery Rd	1.0	Walker	8	County	County	old Road 227
WLK-Gus Randal Rd	Gus Randal Rd	0.8	Walker	44	County	County	old Randall Ranch Rd
WLK-JD Edwards Rd	JD Edwards Rd	0.5	Walker	15	County	County	
WLK- Joe Novak Rd	Joe Novak Rd	0.8	Walker	9 & 33	County	County	US 190 – Private
WLK-Little Loop Rd	Little Loop Rd	0.5	Walker	16	County	County	
WLK-Lost Meadow	Lost Meadow Rd	2.8	Walker	3	County	County	old Road 214
WLK-McFadden Rd	McFadden Rd	1.3	Walker	11 & 42	County	County	
WLK-Mathis Dairy	Mathis Dairy Rd	1.8	Walker	22	County	County	US 190 – WLK-Three Notch
WLK-Nelson Rd	Nelson Rd	0.7	Walker	14	County	?	
WLK-O'Bannon	O'Bannon Rd	0.3	Walker	28	County	County	Permit
WLK- Old Colony Rd	Old Colony Rd	1.0	Walker	7	County	County	Geneva Rd – end of road
WLK-Pipkin	Pipkin Rd	0.375	Walker	18	County	County	1980'
WLK-Thompson Rd	(old Killam Rd)	1.0	Walker	26	County	County	Joe Novak – FS 241
WLK-Stubblefield Lake Rd	Stubblefield Lake Rd	1.5	Walker	2	County	County	FM 1374 – Gus Randall Rd
WLK-Stubblefield Lake Rd	Stubblefield Lake Rd	1.0	Walker	23	County	County	Gus Randall Rd – FS 215
WLK-Three Notch Rd	(old Ray Thompson Rd)	1.9	Walker	10	County	County	WLK-Watson Lake – FS 206
WLK-Watson Lake	(old Phelps Rd)	1.6	Walker	22	County	County	FM 2296 – WLK-Three Notch
206	Phelps Rd	2.0	Walker	24	FS	County	WLK-Three Notch – FS 246
207	Dodge Rd	1.9	Walker	19	County	County	South of 246
207	Dodge Rd	2.2	Walker	19	County	FS	North of 246
208	County Line Rd	1.5	Walker	20	FS	County	FM 1791 – 208B
208B	Derek	1.0	Walker	21	County	County	
246	Watergate Rd	0.8	Walker	25	FS	County	

Appendix D. Forest Service ML-3, 4, and 5 Roads

Sam Houston National Forest
Forest Service ML-3, 4, and 5 Roads

<u>Road ID</u>	<u>Road Name</u>	<u>Length</u>	<u>Functional Class</u>	<u>Operational Maintenance Level</u>	<u>Primary Maintainer</u>	<u>Surface Type</u>	<u>Traffic Service Level</u>	<u>Remarks</u>
200	Boswell Creek	4.5	Collector	3	FS	Aggregate	C	Forest Highway / PFSR
2005	King	0.5	Local	3	FS	Aggregate	C	
2005	King	1.1	Local	3	FS	Aggregate	D	
2007	Longstreet	1.1	Local	3	FS	Aggregate	D	
201	Jay Hawker	4.1	Local	3	FS	Improved Dirt	C	
2016		0.2	Local	3	FS	Dirt	D	
202	Big Woods	5.9	Collector	3	FS	Aggregate	C	Forest Highway / PFSR
2021	Cantrell Spur	0.4	Local	3	FS	Aggregate	D	
2021	Cantrell Spur	0.4	Local	3	FS	Dirt	D	
202A	Cantrell	1.5	Local	3	FS	Aggregate	D	
202A	Cantrell	0.5	Local	3	FS	Dirt	D	
203	Sinclair	1.3	Local	3	FS	Aggregate	D	
203	Sinclair	1.3	Local	3	FS	Improved Dirt	D	
203	Sinclair	1.4	Local	3	FS	Dirt	D	
203A	Sinclair Spur	0.7	Local	3	FS	Aggregate	D	
203A	Sinclair Spur	0.6	Local	3	FS	Dirt	D	
204	Caney Creek	2.5	Collector	3	County	Aggregate	C	Forest Highway
204	Caney Creek	2.5	Collector	3	FS	Aggregate	C	Forest Highway
2043	Little Sam Forest Rd	0.6	Local	3	County	Dirt	C	
2045	Bear Canyon	0.3	Local	3	County	Improved Dirt	D	
2045	Bear Canyon	0.5	Local	3	FS	Improved Dirt	D	
204A	Dunlap	1.5	Local	3	FS	Aggregate	D	
204A	Dunlap	0.8	Local	3	County	Aggregate	D	
204B	Green	0.9	Local	3	FS	Aggregate	D	
204E		0.4	Local	3	County	Dirt	D	
204G	Letcher	0.5	Local	3	FS	Aggregate	C	
205	Cagle	1.5	Local	5	FS	Paved	B	PFSR
205B		0.1	Local	5	FS	Paved	C	
205D		0.1	Local	5	FS	Paved	C	
206	Phelps	2.0	Local	3	County	Aggregate	C	Forest Highway / PFSR
206	Phelps	2.3	Local	3	FS	Aggregate	C	Forest Highway / PFSR
206A	Briar Creek	1.6	Local	3	FS	Aggregate	D	
207	Dodge	5.0	Collector	3	FS	Aggregate	C	Forest Highway / PFSR
207A	Pea Creek	3.0	Local	3	FS	Aggregate	D	
208	County Line	1.5	Collector	3	County	Aggregate	C	Forest Highway / PFSR
208	County Line	4.2	Collector	3	FS	Aggregate	C	Forest Highway / PFSR

<u>Road ID</u>	<u>Road Name</u>	<u>Length</u>	<u>Functional Class</u>	<u>Operational Maintenance Level</u>	<u>Primary Maintainer</u>	<u>Surface Type</u>	<u>Traffic Service Level</u>	<u>Remarks</u>
208A	Boundary Line	1.1	Local	3	FS	Aggregate	D	
208A	Boundary Line	0.3	Local	3	FS	Improved Dirt	D	
208H	Mountaineer	0.6	Local	3	FS	Aggregate	D	
209	Farris	3.3	Collector	3	FS	Aggregate	C	
209	Farris	0.3	Collector	3	County	Aggregate	C	
209A	Lynch	2.3	Local	3	FS	Improved Dirt	C	
209B	Hasan	0.6	Local	3	FS	Aggregate	D	
210	Double Lake	2.0	Local	5	FS	Paved	A	
2101	Double Lake Spur	0.3	Local	5	FS	Paved	A	
210A	Double Lake Spur	1.3	Local	5	FS	Paved	A	
211A	Bethel Spur	1.2	Local	3	FS	Aggregate	C	
212	Scotts Ridge	1.2	Local	5	County	Paved	B	
2126		0.7	Local	3	FS	Dirt	C	
213	Four Notch	3.0	Local	3	FS	Aggregate	C	
2135	Flamingo Lake	0.5	Local	3	County	Dirt	C	
2144		0.4	Local	3	FS	Dirt	C	
215	Stubblefield Lake	2.9	Collector	5	FS	Paved	B	Forest Highway / PFSR
215B	Stubblefield Spur	1.4	Local	3	FS	Dirt	D	
216	Bluff Creek	1.7	Local	3	FS	Aggregate	C	
217	Big Creek	2.8	Local	4	FS	Aggregate	B	Forest Highway / PFSR
217A	Lawler	3.5	Local	3	FS	Aggregate	C	
217A2		0.4	Local	3	FS	Dirt	C	
217C	Tarkington	1.3	Local	3	FS	Dirt	D	
217C	Tarkington	1.1	Local	3	FS	Aggregate	D	
218	Little Creek	1.3	Local	3	FS	Aggregate	D	
218	Little Creek	0.5	Local	3	FS	Dirt	D	
219	Magnolia	3.8	Local	3	FS	Aggregate	C	
219A	Perry Williams	1.3	Local	3	County	Aggregate	C	
219B	Pipe Specs	0.8	Local	3	FS	Aggregate	D	
220	Henry Creek	3.8	Local	3	FS	Aggregate	D	
220C	Pit	1.1	Local	3	FS	Aggregate	D	
220C	Pit	1.0	Local	3	FS	Dirt	D	
221	Red Road	3.7	Collector	3	FS	Aggregate	C	Forest Highway / PFSR
221	Red Road	3.1	Collector	3	FS	Improved Dirt	C	Forest Highway / PFSR
221A	Normanville	2.0	Local	3	FS	Aggregate	D	
221E	Duster	0.5	Local	3	FS	Aggregate	D	
221E	Duster	0.6	Local	3	FS	Dirt	D	
222	Sandy Creek	4.5	Collector	3	FS	Aggregate	C	
222	Sandy Creek	0.2	Local	3	FS	Dirt	D	
222A	Moran	0.8	Local	3	FS	Aggregate	D	
222A	Moran	0.4	Local	3	FS	Dirt	D	
223	Chatham	2.6	Local	3	FS	Improved Dirt	C	

<u>Road ID</u>	<u>Road Name</u>	<u>Length</u>	<u>Functional Class</u>	<u>Operational Maintenance Level</u>	<u>Primary Maintainer</u>	<u>Surface Type</u>	<u>Traffic Service Level</u>	<u>Remarks</u>
224	Corral	1.7	Local	3	County	Paved	B	
224	Corral	0.9	Local	3	FS	Aggregate	C	
224	Corral	0.3	Local	3	FS	Dirt	C	
226	Hall Road	0.8	Local	3	FS	Dirt	C	
2261	Raven Office	0.2	Local	5	FS	Aggregate	A	
228	Nebletts Creek	2.6	Local	3	FS	Improved Dirt	D	
228	Nebletts Creek	0.7	Local	3	FS	Dirt	D	
230	Cheavans	0.9	Local	3	FS	Aggregate	D	
231	Pole Creek	3.7	Local	3	FS	Aggregate	C	
232	Cothran	0.7	Local	3	FS	Aggregate	D	
233	Moore Grove	0.9	Local	5	FS	Paved	A	
233	Moore Grove	3.2	Local	3	FS	Aggregate	C	
233A	Calaham	0.5	Local	3	FS	Aggregate	D	
233A	Calaham	1.0	Local	3	FS	Improved Dirt	D	
233A	Calaham	0.3	Local	3	FS	Dirt	D	
233B	Five Mile Branch	0.9	Local	3	FS	Aggregate	D	
233B	Five Mile Branch	0.5	Local	3	FS	Dirt	D	
233C	Brown Branch	1.2	Local	3	FS	Aggregate	D	
233C	Brown Branch	0.2	Local	3	FS	Dirt	D	
234	Hostetter Lake	3.7	Local	4	FS	Aggregate	C	Forest Highway / PFSR
234B	Gum Springs	0.8	Local	3	FS	Aggregate	D	
234C	Hostetter Spur	0.5	Local	3	FS	Aggregate	D	
234C	Hostetter Spur	0.2	Local	3	FS	Dirt	D	
235	Riggs	1.4	Local	3	FS	Aggregate	C	
235A	Winters Branch	0.9	Local	3	FS	Aggregate	D	
236	Oil Field	1.9	Local	3	FS	Aggregate	D	
238	Hostetter	3.4	Local	3	FS	Aggregate	D	
238	Hostetter	0.1	Local	3	FS	Dirt	D	
239	HNG	1.0	Local	3	FS	Aggregate	D	
240	Mack	0.4	Local	5	FS	Paved	A	
241	Killam	2.2	Local	3	FS	Aggregate	D	
242	Laurel Hill	1.1	Local	3	FS	Aggregate	C	
243	Clark	2.5	Local	3	FS	Aggregate	D	
243	Clark	0.2	Local	3	FS	Dirt	D	
243A	Clark Spur	0.3	Local	3	FS	Aggregate	D	
244	Big Four	3.8	Local	3	FS	Aggregate	C	
245	Zindler	1.9	Local	3	FS	Aggregate	D	
246	Watergate	0.8	Local	3	County	Aggregate	C	
247		0.2	Local	3	FS	Aggregate	D	
248	Hardy Smith	1.3	Local	3	FS	Aggregate	C	
248	Hardy Smith.	0.6	Local	3	FS	Improved Dirt	D	
250	Cobb	0.4	Local	3	FS	Aggregate	D	

Appendix E. Maintenance Levels

PARAMETERS	1	2	3	4	5
Service Life	Intermittent Service-Closed Status	Constant Service or Intermittent Service - Open Status (Some uses may be restricted under 36 CFR 261.50)			
Traffic Type	Open for non-motorized uses. Closed to Motorized traffic traffic.	Administrative, permitted, dispersed recreation, specialized, commercial haul.	All National Forest Traffic - General Use and Commercial		
Vehicle Type	Closed-N/A	High clearance, pick-up, 4x4, log trucks, etc.	All types - passenger cars to large commercial vehicles		
Traffic Volume	Closed-N/A	Traffic volume increases with maintenance level			
Typical Surface	All types	None, Native, or Aggregate (may be dust abated)		Aggregate (usually dust abated) or Paved	
Travel Speed	Closed-N/A	Travel speed increases with maintenance level			
User Comfort and Convenience	Closed-N/A	Not a consideration	Low Priority	Moderate Priority	High Priority
Functional Classification	All Types	Local Collector	Local Collector Arterial	Local Collector Arterial	Local Collector Arterial
Traffic Service Level	Closed-N/A	D	A, B, C Traffic Service Level increases with Maintenance Level		
Traffic Management Strategy	Prohibit or Eliminate	Discourage or Prohibit cars. Accept or Discourage high clearance vehicles.	Encourage, Accept	Encourage	Encourage

Appendix F. Traffic Service Levels

	A	B	C	D
Flow	Free flowing with adequate parking facilities.	Congested during heavy traffic such as during peak logging or recreation activities.	Interrupted by limited passing facilities, or slowed by the road condition.	Flow is slow or may be blocked by an activity. Two-way traffic is difficult and may require backing to pass.
Volumes	Uncontrolled; will accommodate the expected traffic volumes.	Occasionally controlled during heavy use periods.	Erratic; frequently controlled as the capacity is reached.	Intermittent and usually controlled. Volume is limited to that associated with the single purpose.
Vehicle Types	Mixed; includes the critical vehicle and all vehicles normally found on public roads.	Mixed; includes the critical vehicle and all vehicles normally found on public roads.	Controlled mix; accommodates all vehicle types including the critical vehicle. Some use may be controlled to vehicle types.	Single use; not designed for mixed traffic. Some vehicles may not be able to negotiate. Concurrent use traffic is restricted.
Critical Vehicle	Clearances are adequate to allow free travel. Overload permits are required.	Traffic controls needed where clearances are marginal. Overload permits are required	Special provisions may be needed. Some vehicles will have difficulty negotiating some segments.	Some vehicles may not be able to negotiate. Loads may have to be off-loaded and walked in.
Safety	Safety features are a part of the design.	High priority in design. Some protection is accomplished by traffic management.	Most protection is provided by management.	The need for protection is minimized by low speeds and strict traffic controls.
Traffic Management	Normally limited to regulatory, warning, and guide signs and permits	Employed to reduce traffic volume and conflicts.	Traffic controls are frequently needed during periods of high use by the dominant resource activity.	Used to discourage or prohibit traffic other than that associated with the single purpose.
User Costs	Minimize; transportation efficiency is important.	Generally higher than "A" because of slower speeds and increased delays.	Not important; efficiency of travel may be traded for lower construction costs.	Not considered.
Alignment	Design speeds is the predominant factor within feasible topographic limitations.	Influenced more strongly by topography than by speed and efficiency.	Generally dictated by topographic features and environmental factors. Design speeds are generally low.	Dictated by topography, environmental factors, and the design and critical vehicle limitations. Speed is not important.
Road Surface	Stable and smooth with little or no dust, considering the normal season of use.	Stable for the predominant traffic for the normal use season. Periodic dust control for heavy use or environmental reasons. Smoothness is commensurate with the design speed.	May not be stable under all traffic or weather conditions during the normal use season. Surface rutting, roughness, and dust may be present, but controlled for environmental or investment protection.	Rough and irregular. Travel with low clearance vehicles is difficult. Stable during dry conditions. Rutting and dusting controlled only for soil and water protection.

Appendix G. Road Management Objectives



United States Department of Agriculture	Forest Service	National Forests and Grasslands in Texas SO	701 N. First Street Lufkin, TX 75901 Phone 936-639-8501 TDD# 936-639-8560
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File Code: 7730

Date: July 7, 1999

Route To:

Subject: Road Maintenance Objectives (RMOs)

To: District Rangers

Enclosed are the RMOs for the Forest. They have been approved for use Forestwide. If you have a project that requires an exception to these generic RMOs, then you can develop and approve a new RMO that meets the specific project requirements. Specific project RMOs can be approved by the District Ranger.

s/ Glenn P. Donnahoe

GLENN DONNAHOE
Acting Team Leader
Heritage, Recreation, Lands,
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NATIONAL FORESTS & GRASSLANDS IN TEXAS
ROAD MANAGEMENT OBJECTIVES (RMO)
Maintenance Level 4 and 5 Roads

I. DESIGN, OPERATION AND MAINTENANCE CRITERIA

MAINTENANCE LEVEL: ML 4: Moderate degree of user comfort

ML 5: High degree of user comfort

Recreation roads are subject to seasonal closure

TRAFFIC SERVICE LEVEL: ML 4: TSL C & B

ML 5: TSL B & A

FUNCTIONAL CLASS:	ML 4: Local – 57.1 miles	ML 5: Local – 38.6 miles
	Collector – 25.7 miles	Collector – 0 miles
	Arterial – 0 miles	Arterial – 0 miles

A. Design Criteria

Primary Road Users:

Mixed traffic including public, recreational, commercial, suburban, mail, medical and law enforcement travel needs.

B. Traffic Requirements – Traffic consists of cars, pickups, school buses, mail carriers, local law enforcement and rescue squad emergency vehicles and touring buses. Some tractor trailer, commercial and industrial carriers.

1. Design Vehicle – Cars and tractor-trailers operating at the maximum legal weight of 85,000 pounds.
2. Design Speed – Speed limits should be determined based upon road alignment and geometry and meeting state requirements.
3. Safety – Provide for surfacing material to support design vehicles within the approved design speed limit for each road. Provide for minimum 8 foot safety zones on each side of the road. Signing shall conform to the latest edition of the TX MUTCD.
4. Environmental – Design criteria and standards are consistent with the Standards and Guidelines contained in the Revised Forest Land and Resource Management Plan, 1996. A project Environmental Analysis and Decision Memo shall be consistent with the Forest Land Management Plan and the RMO.
5. Economics – The cost of the proposed road project should be evaluated with environmental requirements and its value to the overall transportation system. Service life for crushed aggregate surfacing should be a minimum of 10 years. Culverts should provide a service life of 20 years.

II. DESIGN STANDARDS

- A. Design Class – Double lane, including minimum 8-foot safety zones.
- B. Right-of-way – 50 feet
- C. Design width – 26 feet includes 22 foot riding surface with 2 foot shoulders.
- D. Design Profile & Grade – Road cross section includes cut and fill sections with ditches and drainage structures. Maximum centerline grade of 4% with short road sections of up to 8% for distance of 500 feet or less.
- E. Slopes – Front slopes 4:1, Back slopes 3:1
- F. Surfacing – ML 4: Minimum of 6 inches of crushed aggregate. ML 5: Minimum of 3 inches of hot mix asphalt or two coats of bituminous chip seal.
- G. Sub-grade – Improve structural strength with lime or cement treated sub-grade. Minimum depth to be determined by engineering design.
- H. Drainage Structures – Designed to meet 50 year flood events, structural and environmental needs.
- I. Sign – Provide regulatory, informational, directional, and warning signs according to the TX MUTCD.
- J. Erosion Control – Provide temporary and permanent erosion control to minimize the loss and damage of roadway and areas.

III. OPERATION AND MAINTENANCE STANDARDS

- A. Operation – Maintenance Level 4 and 5 roads will remain open and are subject to the Highway Safety Act. Emergency repairs of damaged roads and signs must be completed in a timely manner to respond to public traffic needs.
- B. Maintenance – Current and Preventative – Provide routine maintenance activities necessary to prevent damage to the roadway and surrounding s. Frequent monitoring and maintenance repairs are needed to ensure the safety of the traveling public and Forest Service employees. Monitor frequently and provide as a minimum road maintenance inspection on roads that have a high ADT and accident history. Take corrective action on any critical safety need.

C. The Maintenance Level 4 and 5 roads listed in the NFGT Infra Transportation System are subject to the design criteria, standards and operation and maintenance requirements of this "RMO – Maintenance Level 4 & 5".

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	Ronnie Raum Forest Supervisor	Date

NATIONAL FORESTS & GRASSLANDS IN TEXAS
ROAD MANAGEMENT OBJECTIVES (RMO)
Maintenance Level 3 Roads

I. DESIGN, OPERATION AND MAINTENANCE CRITERIA

MAINTENANCE LEVEL 3: Suitable for passenger cars

TRAFFIC SERVICE LEVEL: TSL C

FUNCTIONAL CLASS: Local – 231 miles

Collector – 201 miles

Arterial – 37 miles

A. Design Criteria

Primary Road Users:

Mixed traffic including public, recreational, commercial and other National Forest resources, suburban, mail routes, medical and law enforcement travel needs.

B. Traffic Requirements – Traffic consists of cars, pickups, log trucks, oil and gas heavy duty trucks, school buses, mail carriers, local law enforcement and rescue squad vehicles and local farming equipment and trucks.

1. Design Vehicle – Cars and tractor-trailers operating at the maximum legal weight of 85,000 pounds.
2. Design Speed – Speed limits should be determined based upon road alignment and geometry and meeting state requirements.
3. Safety – Provide for surfacing material to support design vehicles within the approved design speed limit for each road. Signing shall conform to the latest edition of the TX MUTCD.
4. Environmental – Design criteria and standards are consistent with the Standards and Guidelines contained in the Revised Forest Land and Resource Management Plan, 1996. A project Environmental Analysis and Decision Memo shall be consistent with the Forest Land Management Plan and the RMO.
5. Economics – The cost of the proposed road project should be evaluated with environmental requirements and its value to the overall transportation system. Service life for crushed aggregate surfacing should be a minimum of 10 years. Culverts should provide a service life of 20 years.

II. DESIGN STANDARDS

- A. Design Class – Single lane, with turnouts, includes some double lane roads.
- B. Right-of-way – 40 feet
- C. Design width – 14 foot riding surface with 1 foot shoulders

- D. Design Profile & Grade – Road cross section includes cut and fill sections with ditches and drainage structures. Maximum centerline grade of 6% with short road sections of up to 10% for distance of 500 feet or less.
- E. Slopes – 3:1
- F. Surfacing – Roads shall maintain a minimum of 4 inch depth of crushed aggregate surfacing with improved sub-grade.
- G. Drainage Structures – Designed to meet minimum 25 year flood events, structural and environmental needs. Provide for protection of culvert and bridge inlets and outlets, including rip rap or reinforced concrete protection.
- H. Sign – Provide warning, directional and regulatory signs complying with the TX MUTCD.
- I. Erosion Control – Provide temporary and permanent erosion control to minimize loss and damage of roadway and areas.

III. OPERATION AND MAINTENANCE STANDARDS

- A. Operation – Maintenance Level 3 roads can be closed. They are subject to the Highway Safety Act. Emergency repairs of damaged roads and signs must be completed in a timely manner to respond to public traffic needs. Use proper closure devices and signing, meeting Texas MUTCD and Forest Service requirements.
Maintenance – Current and Preventative
Provide routine maintenance activities necessary to prevent damage to the roadway and surrounding s. Frequent maintenance repairs are needed to ensure the safety of the traveling public and Forest Service employees. Monitor frequently and provide as a minimum road maintenance inspection on roads that have a high ADT and accident history. Take corrective action on any critical safety need.
- B. The Maintenance Level 3 roads listed in the NFGT Infra Transportation System are subject to the design criteria, standards and operation and maintenance requirements of this “RMO – Maintenance Level 3”.

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	Ronnie Raum, Forest Supervisor	Date

NATIONAL FORESTS & GRASSLANDS IN TEXAS
ROAD MANAGEMENT OBJECTIVES (RMO)
Maintenance Level 2 Roads

I. DESIGN, OPERATION AND MAINTENANCE CRITERIA

MAINTENANCE LEVEL 2: High Clearance Vehicles

TRAFFIC SERVICE LEVEL: TSL C and TSL D

FUNCTIONAL CLASS: Local - 1483 miles

A. Design Criteria

Primary Road Users:

- Commercial Timber Haul
- Dispersed Recreation
- Hunting and Trails
- Forest Service Administration
- Contact Administration
- Environmental Monitoring
- Resource Protection

B. Traffic Requirements

Traffic primarily consists of commercial haul vehicles with related high clearance service and administrative type vehicles.

1. Design Vehicle – Tractor trailers operating at the maximum legal weight of 85,000 pounds.
2. Safety – Provide for structural materials (riprap, geotech fabric) to reinforce poor subgrades, minimize rutting and to increase traction on grades greater than 6%. Provide for proper signing.
3. Environmental – Design criteria and standards are consistent with the Standards and Guidelines contained in the Revised Forest Land and Resource Management Plan, 1996. A project Environmental Analysis and Decision Memo shall be consistent with the Forest Land Management Plan and the RMO.
4. Economics – The cost of the proposed road project should be evaluated with environmental requirements and its value to the overall transportation system. Service life for crushed aggregate surfacing should be a minimum of 10 years. Culverts should provide a service life of 20 years.

II. DESIGN STANDARDS

- A. Design Class – Single lane with turnouts and curve widening as needed for safety.
- B. Right-of-way (ROW) – 20 to 28 feet
- C. Design width – 12 foot riding surface with 1 foot shoulders.

- D. Design Profile & Grade – Road cross section includes cut and fill sections with ditches and drainage structures. Maximum centerline grade of 8% with short road sections of up to 14% for distances to 500 feet or less.
- E. Slopes – 3:1
- F. Surfacing – Spot surfacing and surfacing of sections of roads or entire lengths of roads depending upon volume and type of traffic, soil type and strength and erosion control requirements. Some roads with existing native surfacing that prevents rutting do not need crushed aggregate.
- G. Drainage Structures – Design to meet minimum 10 year flood events, structural and environmental needs.
- H. Erosion Control – Provide temporary and permanent erosion control to minimize loss of surfacing, roadbed, and roadway components.

III. OPERATION AND MAINTENANCE STANDARDS

- A. Operation – Maintenance Level 2 roads can be closed. Use proper closure devices and signing meeting Texas MUTCD and Forest Service requirements.

Maintenance Level 2 roads are not subject to the Highway Safety Act.
- B. Maintenance – Provide maintenance activities necessary to protect the environment and resources that the transportation facility serves. Provide for spot surfacing and erosion control repair or replacement as needed. Utilize a road maintenance condition survey to identify maintenance needs.
- C. The Maintenance Level 2 roads listed in the NFGT Infra Transportation System are subject to the design criteria, standards and operation and maintenance requirements of this
“RMO – Maintenance Level 2”.

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NATIONAL FORESTS & GRASSLANDS IN TEXAS
ROAD MANAGEMENT OBJECTIVES (RMO)
Maintenance Level 1 Roads

I. DESIGN, OPERATION AND MAINTENANCE CRITERIA

MAINTENANCE LEVEL 1: Basic Custodial Care

Road Closed

TRAFFIC SERVICE LEVEL: TSL D

FUNCTIONAL CLASS: Local – 444 miles

A. Design Criteria

Primary Road Users:

Commercial Haul

Dispersed Recreation

Hunting and Trails

Forest Service Administration

Contact Administration

Environmental Monitoring

Resource Protection

B. Traffic Requirements – Traffic primarily consists of commercial haul vehicles with related high clearance service and administrative type vehicles.

1. Design Vehicle – Tractor-trailers operating at the maximum legal weight 85,000 pounds.
2. Safety – Provide for structural materials (riprap, geotech fabric) to reinforce poor subgrades, minimize rutting and to increase traction on grades greater than 8%. Provide for proper signing.
3. Environmental – Design criteria and standards are consistent with the Standards and Guidelines contained in the Revised Forest Land and Resource Management Plan, 1996. A project Environmental Analysis and Decision Memo shall be consistent with the Forest Land Management Plan and the RMO.
4. Economics – The cost of the proposed road project should be evaluated with environmental requirements and its value to the overall transportation system. Service life for crushed aggregate surfacing should be a minimum of 10 years. Culverts should provide a service life of 20 years.

II. DESIGN STANDARDS

A. Design Class – Single lane, only add turnouts where needed for safety.

B. Right-of-way – 20 feet.

C. Design width – 12-foot travelway.

- D. Design Profile & Grade – Usually flat grades with dips and ditches as needed to reduce sediment runoff. Pitch grades can be between 8% and 15% for distances of 500 feet or less. Use culverts in perennial streams and intermittent streams.
- E. Slopes – 3:1
- F. Surfacing – Provide surfacing to protect resources including stream approaches, dips and other drainage structures.
- G. Drainage Structures – Design to meet structural and environmental needs. Provide for a minimum hydraulic design for a 10-year flood event.
- H. Erosion Control – Provide temporary and permanent erosion control to minimize loss of soil.

III. OPERATION AND MAINTENANCE STANDARDS

- A. Operation – Maintenance Level 1 roads will be closed permanently or seasonally. Use proper closure devices and signing meeting Texas MUTCD and Forest Service manual requirements.

Maintenance Level 1 roads are not subject to the Highway Safety Act.

- B. Maintenance – Provide maintenance activities necessary to protect the environment and resources that the transportation facility serves. Annual and routine maintenance is not required. Repair washed out road sections to prevent further loss of roadway and drainage structures. Road condition surveys should be performed to identify maintenance needs.
- C. The Maintenance Level 1 roads listed in the NFGT Infra Transportation System are subject to the design criteria, standards and operation and maintenance requirements of this “RMO – Maintenance Level 1”.

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Appendix H. Summary of Current *Plan* Direction

The Revised Land and Resource Management Plan for the National Forests and Grasslands in Texas (the *Plan*) was approved in March 1996. This appendix summarizes the desired future conditions in the *Plan* related to roads and the *Plan's* standards and guidelines that apply to road management.

1.1 The Plan's Desired Future Condition for Roads

The discussion of the desired future conditions and management objectives in Chapter 4 of the *Plan* provide the general direction to consider in the management of roads and access to the forest. The goals, desired future conditions, and objectives relative to roads were developed to respond to the Roads and Trails issue that arose during the public involvement process during preparation of the *Plan*.

The *Plan* contains the following direction specific to roads:

Roads will exist to provide access to the NFGT, however, some of these roads will be for administration and management only, with limited vehicular use by the public (the *Plan*, p. 44).

Forest-wide objectives relative to roads include the following (the *Plan*, p. 47):

Acquire rights-of-way that facilitate efficient management.
Manage the transportation system for increased cost-effectiveness and efficiency.

1.2 Plan Standards and Guidelines Applicable to Roads

1.2.1 Forest-wide Standards and Guidelines

FW-051

Develop the Forest Road System, as needed, to respond to resource and travel management objectives while providing for the appropriate movement of people and products to and through National Forest System lands.

Road and trail construction, reconstruction, and maintenance related activities will occur to support timber management, minerals exploration and development, recreation access, special uses, Forest administration and other management activities.

FW-052

Establish and maintain vegetative cover on slopes and areas outside the driving surface or trail head that were disturbed during road and trail construction and reconstruction activities.

FW-053

Design and construct roads and trails to minimize siltation and maintain to provide surface drainage away from streams and into vegetated buffer strips or other filtering system.

FW-054

Follow Scenic Resource Standards according to FSH and FSM guidelines for road location planning.

FW-055

Provide road and trail design and construction that allows unrestricted fish passage.

FW-056

Provide appropriate maintenance, operational management and reconstruction of existing dams, roads and trails.

The use of EPA approved herbicides following appropriate site-specific environmental analysis is permitted.

FW-057

Maintain Forest Development Roads to appropriate maintenance level standards for the planned use and traffic.

The appropriate maintenance level for roads are:

Arterial Roads - Level 4 or 5

Collector Roads - Level 3,4, or 5

Local Roads - Level 1,2,3,4, or 5

Level 1 - Custodial care with road use restrictions.

Level 2 - Limited traffic with brush control for high clearance vehicle.

Level 3 - Limited traffic with rough surface, passenger vehicle use possible with user comfort and convenience a low priority.

Level 4 - Moderate traffic with surface maintenance, passenger vehicle use provided with a moderate degree of user comfort and convenience

Level 5 - High traffic possible with surface maintenance, passenger vehicle use provided with a high degree of user comfort and convenience.

FW-058

Obliterate existing roads not needed for current or future use and have vegetative cover reestablished on all disturbed areas.

FW-059

Apply road use restrictions to protect other resource values.

a. Transportation routes inventoried in the Forest Transportation Information System (Infrastructure) should remain open for public travel unless restrictions are implemented in response to resources or program including but not limited to wildlife, recreation, minerals, fire, soil and water, and road maintenance reduction

b. A site specific analysis will be prepared for each proposed travelway closure or restriction. This analysis shall consider the effects on developed and dispersed recreation including the needs of people with disabilities

c. Restrictions shall conform to the requirements of 36 CFR 261

FW-214

Design roads according to Best Management Practices (BMP's). Implementation of construction and maintenance conforms to BMP's to meet State Water Quality Standards.

1.2.2 Management Area 1 – Upland Forests Ecosystems Standards and Guidelines

MA-1-11

New trails and roads are developed as necessary to provide access for recreation and other compatible multiple uses.

New trails, trailheads, or parking facilities may be built where needed to improve recreation opportunities Provide facilities and access to key attractions such as recreational fisheries Provide access for handicapped users in the design and construction of the facilities.

MA-1-12

All system roads shall be planned, located, designed, constructed, and reconstructed to provide the road density necessary to meet commodity production needs.

Other criteria considered are

- * *Resource management objectives,*
- * *Environmental needs and requirements,*
- * *Safety,*
- * *Traffic requirements,*
- * *Vehicle characteristics;*
- * *Road users, including users with disabilities;*
- * *Use seasons, and*
- * *Economics.*

MA-1-13

Develop a total road density, including temporary roads, for timber sales using a maximum skid distance of approximately 1300 feet.

MA-1-14

Construct and reconstruct Forest Development Roads (FDR) to standards appropriate for Traffic Service Levels B through D.

MA-1-15

Provide appropriate maintenance and operational management for the FDR System to accommodate commodity production, other access needs, safety, and resource protection.

This includes the use of Environmental Protection Agency (EPA) approved pesticides where approved through site-specific environmental analysis.

MA-1-16

Require commercial users of system roads to contribute to road maintenance commensurate with their level of use.

Contributions will be in the form of reimbursement or actual work performed.

MA-1-17

Local roads constructed or reconstructed in conjunction with timber sale or special use activities may be closed or remain open for secondary purposes.

These special use roads may be managed as linear wildlife openings, open for limited use if needed for recreation or administrative uses, or available for non-motorized travel.

MA-1-18

Obliterate and revegetate temporary roads as part of the project work.

Methods used, timing, and mitigation measures shall be in accordance with the site-specific project plan. Such roads shall be designed to reestablish vegetative cover on the disturbed area as soon as practicable.

MA-1-81

Spot treat roads, skid trails, and log landings with mulch as needed to provide a protective cover according to specifications in appropriate R8-CT provisions as provided in timber sale contracts.

1.2.3 Management Area 2 – Red-cockaded Woodpecker Emphasis Standards and Guidelines

MA-2-11

New trails and roads are developed as necessary to provide access for recreation and other compatible multiple uses.

New trails, trailheads, or parking facilities may be built where needed to improve recreation opportunities, Provide facilities and access to key attractions such as recreational fisheries Access for people with disabilities shall be provided in the design and construction of facilities.

MA-2-12

All system roads shall be planned, located, designed, constructed, and reconstructed to provide the road density necessary to meet resource management and commodity production.

Other criteria considered are

- * Resource management objectives,*
- * Environmental needs and requirements,*
- * Safety,*
- * Traffic requirements,*
- * Vehicle characteristics;*
- * Road users, including users with disabilities;*
- * Use seasons, and*
- * Economics.*

MA-2-13

Develop a total road density, including temporary roads, for timber sales using a maximum skid distance of approximately 1300 feet.

MA-2-14

Construct and reconstruct Forest Development Roads (FDR) to standards appropriate for Traffic Service Levels B through D.

MA-2-15

Provide appropriate maintenance and operational management for the FDR System to accommodate commodity production, other access needs, safety, and resource protection.

This includes the use of Environmental Protection Agency (EPA) approved pesticides, where approved through site-specific environmental analysis.

MA-2-16

Require commercial users of system roads to contribute to road maintenance commensurate with the levels of use.

Contributions will be in the form of reimbursement or actual work performed.

MA-2-17

Local roads constructed or reconstructed in conjunction with timber sale or special use activities may be closed or remain open for secondary purposes.

These special use roads may be managed as linear wildlife openings, open for limited use if needed for recreation or administrative uses, or available for non-motorized travel.

MA-2-18

Obliterate and revegetate temporary roads as part of the project work.

Methods used, timing, and mitigation measures shall be in accordance with the site-specific project plan. Such roads shall be designed to reestablish vegetative cover on the disturbed area as soon as practicable. (not to exceed ten years after the termination of the contract, permit, or lease).

MA-2-80-3.3.5 Construction of Rights-of-way

Construction of linear right-of-way, such as roads, powerlines, or pipelines is prohibited within clusters, replacement or recruitment stands.

MA-2-80-3.3.6 Existing Rights-of-way

Reconstruction or maintenance of existing roads, powerlines, or pipelines through clusters, replacement or recruitment stands is allowed if the activities are scheduled outside the nesting season. Such activities shall be closely monitored to ensure protection of cavity trees and potential cavity trees.

Light maintenance of high standard open roads, such as road grading or mowing of rights-of-way, and emergency maintenance of powerlines and pipelines, may be allowed during the nesting season.

MA-2-80-4.6

Permanent clearings for nontimber purposes may not occur if the loss of habitat would reduce the capability of the HMA to support its identified RCW population objective.

1.2.4 Management Area 4 – Streamside Management Zones Standards and Guidelines

MA-4-22

Limit new road construction only to stream crossings or recreation facilities except where valid existing rights would allow.

Stream crossings should be constructed at right angles to the stream or riparian areas.

MA-4-23

Bridges are constructed so as to not constrict clearly defined stream channels.

- a. Design permanent bridges for 100-year flood levels to extent practicable*
- b. Bridge approaches should be constructed to prevent erosion, use of culverts or box culverts that adversely restrict flow and native fisheries should be avoided.*
- c. Limit the use of construction equipment in streams to the amount of time absolutely essential for completion of the project*

MA-4-24

Require appropriate structures at all designated trails, permanent and temporary road system stream crossings.

- a. Design these structures to permit fish passage.*
- b. Consider bridges on all perennial streams.*
- c. Use culverts, anchored corduroy, bridges, gravel and/or concrete fords at intermittent and certain ephemeral streams that are determined during site specific analysis to require protective measures.*
- d. Conforms with mandatory BMP for Section 404 for roads constructed for silvicultural purposes and Section 404 nationwide, general and individual permits for facility construction and maintenance when facilities are not for silvicultural purposes.*
- e. Minimize or avoid crossings for roads and trails with deeply-incased stream banks.*

MA-4-25

Protect road and trail approaches to and from perennial streams with anchored corduroy, gravel, or concrete for a minimum distance of 20 feet from the edge of stream channel.

Re-enforced approaches to bridges may be necessary and the need for these will be determined on a case-by-case basis. Extend the protection to the gradient break to include nearby transitions between the stream floodplain and other landforms.

MA-4-26

Construction of physical structures within stream channels will be designed and engineered.

Construction will consider physical stream systems, including fishery habitat improvement structures, through coordination with other resource specialists.

MA-4-27

Roads and trails will be constructed and maintained as per section 404 of the Clean Water Act.

1.2.5 Management Area 10b – Special Use Permit Sites Standards and Guidelines

MA-10b-31

Issue of new special use permits or reissue of existing special use permits will be consistent with management direction in the Revised Plan.

MA-10b-32

Upon application for new special use permits, conduct appropriate site specific analysis of the effects of the use before issuing permit.

MA-10b-33

Consolidate linear rights-of-way into a single corridor where physically and legally feasible.

MA-10b-34

New, permanent uses may be authorized only upon a clear demonstration that the proposal is in the best interests of the general public.

MA-10b-35

Deny an application for a permanent use where a reasonable alternative lies in using other than National Forest lands.

MA-10b-38

Authorize only one private access road per private tract, regardless of multiple ownership. Avoid committing National Forest land as substitute for lack of internal access due to poor sub-division planning or uncooperative neighbors in the same private tract.