

**Forest Service Handbook  
National Headquarters – Washington Office  
Washington, DC**

**Forest Service Handbook 7709.59 – Road System Operations and Maintenance Handbook  
Chapter 10 - Road Management**

**Amendment:** 7709.59-2009-1

**Effective date:** February 5, 2009

**Duration:** This amendment is effective until superseded or removed.

**Superseded Directive:** 7709.59\_contents (Amendment 7709.59-91-1, 03/01/1991); 7709.59\_zero\_code (Amendment 7709.59-91-1, 03/01/1991); 10 (Amendment 7709.59-91-1, 03/01/1991); 20.1-23.23 (Amendment 7709.59-91-1, 03/01/1991); 24-27 (Amendment 7709.59-91-1, 03/01/1991); 30 (Amendment 7709.59-91-1, 03/01/1991); 40 (Amendment 7709.59-91-1, 03/01/1991); 50 (Amendment 7709.59-91-1, 03/01/1991)

**Approved by:** Gloria Manning, Associate Deputy Chief, NFS

**Date approved:** January 30, 2009

**Responsible Staff:**

**Explanation of changes:** Following is an explanation of the changes throughout the directive by section.

**7709.59:** This amendment changes the title from “Transportation System Operation Handbook” to “Road System Operations and Maintenance Handbook.”

**02:** Revises objectives to include results of both operations and maintenance and for protecting investments, resources, and environment.

**03:** Removes cross-references to FSM 2350, FSM 2730, and FSM 5460. Adds references to maintenance.

**05:** Removes cross-references to definitions in FSH 7709.16, FSM 2353.05, FSM 2355.05, FSM 5460.5, and FSM 5467.05.

**06:** Changes caption from “Process for Access Management” to “Process for Travel Management” and sets forth new direction on current travel planning process. Revises exhibit 01 to illustrate the process for the travel management process.

**08:** Removes code, caption, and reference documentation.

**10:** Changes the chapter title from “Planning” to “Road Management” and sets forth revised direction previously set out in 7709.55, chapter 30, “Planning for Projects.” Changes cross-references from FSM 7711 to FSM 7711.1 and FSM 7712.31 to FSM 7714.

**11.1:** In paragraph 1b, adds travel analysis and existing legal agreements and contracts to sources of information list and removes access management objectives. In paragraph 3, sets forth new direction on use of considerations derived from travel planning and travel analysis to include Environmental and Resource Considerations, Legal Requirements, Road Users, Vehicle Characteristics, Traffic Requirements, Safety, and Economics. Clarifies direction that road management objectives are not decision documents, but are certified documentation of decisions.

**11.2:** Changes caption from “OHV Use on Forest Development Roads” to “Coordination of Uses on National Forest System Roads” and sets forth new direction to follow guidance in 7709.59 section 52 for coordinating Highway Legal and Non-Highway Legal vehicles.

**11.3:** Sets forth new direction to use the RMO Module of Infra Travel Routes and that the electronic record must be printed and signed by the certifying line officer. Updates exhibit 01 using a sample of the electronic output of an RMO developed through the Infra module.

**20:** Throughout the chapter, changes the term “Forest development road(s)” to “National Forest System road(s).” Makes other technical and editorial changes.

**20.11:** Revises cross-reference of the Organic Administration Act to emphasize statutory right to use existing roads as opposed to statutory right to mine for minerals.

**20.12:** Updates cross-reference to Title 36, Code of Federal Regulation, Part 212 to reflect the Travel Management Rule. Adds new prohibitions in paragraph 3, prohibited activities, to cross-reference Title 36, Code of Federal Regulations, section 261.13 and Title 36, Code of Federal Regulations, section 261.14.

**20.3:** Removes code, caption, and direction for “Policy.”

**20.41:** Changes caption from “Regional Forester and Experiment Station Directors” to “Regional Foresters.” Clarifies and adds new regional forester responsibilities.

**20.42:** Changes caption from “Forest Supervisors and Administrator of the Lake Tahoe Basin Management Unit” to “Forest Supervisors and Management of Other Administrative Units of the National Forest System.”

**20.5:** Removes code and caption for “Definitions” and removes obsolete terms.

**21:** Adds cross references to Title 23, Code of Federal Regulations, section 660.103 and FSM 7705.

**21.2:** Adds direction that roads included in the “Schedule A” of Forest Road Agreements are considered to be on the transportation system. Revises direction on expenditure of funds for maintenance of private roads to assure appropriations under Title 23, United States Code, section 205 are not used for such purposes.

**22:** Removes direction on Forest Service rights on public roads and recodes to section 22.1.

**22.1:** Recodes to this section direction on Forest Service rights on public roads previously set out in section 22. Removes obsolete direction stating, “use of roads built under the Act of July 26, 1866, and which are being maintained by the Forest Service cannot be restricted.”

**23:** Changes caption from “Traffic Rules and Orders” to “Traffic Rules, Designations, and Orders.” Changes cross-reference from Title 36, Code of Federal Regulations, section 212.7 to Title 36, Code of Federal Regulations, section 212.5.

**23.1:** Revises exhibit 01. Adds examples to include limiting motor vehicle use to designated roads, trails, and areas as shown on a use map; limiting over-snow vehicle use on roads as shown on a use map; and prohibiting use of vehicles not state licensed and/or driven by state licensed operators. Removes examples prohibiting passenger cars on a four wheel drive way, prohibiting motorcycles on a road, restricting commercial haul to certain hours of the day, superseding State law for vehicle length or width, and superseding State law to allow OHV/ORV use on a road.

**23.22:** Adds direction in paragraph 2 that establishing a speed limit requires engineering judgment and on site signing in accordance with the Manual on Uniform Traffic Control Devices.

**24.1:** Adds direction that requires applicants applying for road use permits during times of the year when road use is normally restricted, to make financial arrangements for completion of an environmental analysis. Recodes to paragraph 3 direction previously set out in section 24.11 for electronic submission of form FS-7700-40 “Application for Permit Non-Federal Commercial Use of Roads Restricted by Order.”

**24.11:** Changes caption from “Road Use Permit Clause” to “Instructions for Certain Clauses” and sets forth direction on instructions for certain clauses.

**24.11a:** Removes code, caption, and obsolete direction for “Special Instructions for Certain Clauses.”

**24.12:** Establishes code and caption, and sets forth direction for “Supplemental Clauses.”

**24.2:** Adds cross-reference to Title 36, Code of Federal Regulations, section 261.13. Adds direction that emergency vehicles operating under emergency conditions are exempt from permit requirements, but that exemption does not apply to overload ratings of bridges.

**24.21:** Adds direction to consider modeling permits after forms used by State Departments of Transportation.

**24.22:** Removes all obsolete cross references except cross-reference to FSM 7731.17.

**25:** Adds direction to find road management objectives. Removes obsolete direction for implementing traffic management strategies.

**25.1:** Changes caption from “Traffic Control Devices” to “Signs and Traffic Control Devices.” Removes obsolete direction and sets forth new direction to design signs and traffic control devices using engineering judgment in accordance with the Manual on Uniform Traffic Control Devices requirements.

**25.11:** Removes cross-reference to FSH 7109.11. Revises title of EM-7100-15 from “Guidebook for Forest Service Signing” to “Sign and Poster Guidelines for the Forest Service.”

**25.12:** Adds direction for use of ditches and berms.

**25.2:** Changes caption from “Redirection and Attenuation Devices” to “Traffic Management Strategies.” Recodes to this section direction previously set out in section 25.3.

**25.21:** Establishes new code and caption “Application of Traffic Management Strategies to Roads Not Subject to the Highway Safety Act.” Recodes to this section direction previously set out in 25.31. Removes cross references to FSH 7709.11. Adds direction to prohibit passenger cars by special local designation on motor vehicle use maps when necessary, to coordinate the “discourage” strategy with motor vehicle use maps, and to consider use of travel management signs in the “eliminate” strategy. Revises direction for the prohibit strategy to utilize Title 36, Code of Federal Regulations, section 261.13 as the primary prohibition instead of Title 36, Code of Federal Regulations, section 261.54 orders.

**25.22:** Establishes new code and caption “Application of Traffic Management Strategies to Roads Subject to the Highway Safety Act.” Recodes to this section direction previously set out in section 25.32

**25.3:** Removes code and caption “Traffic Management Strategies” and recodes direction to section 25.2.

**25.31:** Removes code and caption “Application of Traffic Management Strategies to Roads Not Subject to the Highway Safety Act.” Recodes direction to section 25.21.

**25.32:** Removes code and caption “Application of Traffic Management Strategies to Roads Subject to the Highway Safety Act.” Recodes direction to section 25.22

**27:** Revises direction to include cooperating with State or local agencies to enforce vehicle weights.

**30:** Throughout the chapter, changes the term “Forest development road(s)” to “National Forest System road(s).” Removes references to FSH 7709.58. Recodes all direction on sharing of maintenance to chapter 60 of this handbook. Makes minor technical and editorial changes throughout the chapter.

**30.1:** Revises cross-reference from Title 36, Code of Federal Regulations, section 212.7 to Title 36, Code of Federal Regulations, section 212.5.

**40:** Throughout the chapter, changes the term “Forest development road(s)” to “National Forest System road(s).” Makes minor technical and editorial changes throughout the chapter.

**40.1:** Removes obsolete reference to Title 23, Code of Federal Regulations, Part 1230. Removes three Memorandums of Understanding, 76-SIE-004, 76-SIE-005, and Amendment Number 1 of November 29, 1982, with U.S. Department of Transportation agencies based on Title 23, Code of Federal Regulations, Part 1230. Adds references to Title 23, Code of Federal Regulations, section 500.108, and Title 23, Code of Federal Regulations, section 655.603, and the Manual on Uniform Traffic Control Devices. Adds reference to Title 36, Code of Federal Regulations, section 212.52.

**40.3:** Establishes code, caption, and policy that road user safety takes precedence over biological resources, roadside danger trees are to be identified, qualified persons should do the identification, and when hazards associated with danger trees cannot be mitigated, roads must be closed.

**40.4:** Removes direction and adds cross-reference to FSM 7733.04 for responsibilities.

**40.4a:** Establishes code, caption, and sets forth regional forester responsibilities related to identification and mitigation of roadside danger trees.

**40.4b:** Establishes code, caption, and sets forth forest supervisor responsibilities related to identification and mitigation of roadside danger trees.

**40.5:** Establishes definitions of “danger tree” and “qualified person.” States that the terms “danger tree” and “hazard tree” are synonymous when used in this directive.

**41:** Changes caption from “Safety Standards” to “Highway Safety Program Components.” Removes obsolete direction in subsections 41.1 through 41.5.

**41.1:** Establishes new caption and sets forth direction for “Traffic Engineering Services.”

**41.2:** Establishes new caption and sets forth direction for “Identification, Investigation, and Surveillance of Accident Locations.”

**41.3:** Establishes new caption and sets forth direction for “Design and Construction.”

**41.4:** Establishes new caption and sets forth direction for “Roadside Design.”

**41.5:** Establishes new caption and sets forth direction “Highway-Rail Grade Crossings.”

**41.6:** Establishes new code and caption, and sets forth direction for “Roadway Maintenance.”

**41.7:** Establishes new code and caption, and sets forth direction for “Hazard Identification and Correction.” Establishes policy in Section B. regarding prioritization of Danger Trees, when to close roads due to Danger Trees, use of categorical exclusions from NEPA procedures when mitigating Danger trees, using all available methods for financing mitigation of Danger Trees, and prioritizing Danger Tree mitigation work against other road maintenance work through inclusion in the annual road maintenance plan.

**41.8:** Establishes new code and caption, and sets forth direction for “Incident Management.”

**41.9:** Establishes new code and caption, and sets forth direction for “Forest Service Employees and Forest Service-owned Equipment.

**50:** Throughout the chapter, changes the term “Forest development road(s)” to “National Forest System road(s).” Makes minor technical and editorial changes throughout the chapter.

**51.1:** Removes obsolete direction for establishing traffic patterns and verification of the suitability of road management objectives. Adds direction to use traffic surveillance to determine accident rates.

**51.2:** Modifies existing direction for clarity.

**51.3:** Adds direction that Forest Service engineering personnel conducting additional investigation of severe accidents should have professional engineering registrations. Revises direction to include minimum accident data for other modes of travel and that required road data should include copies of approved reports and so forth. Adds direction to correct deficiencies identified in the course of accident investigations, retaining investigation records, and availability of investigation records through Freedom of Information Act.

**51.4:** Removes code, caption, and direction for “Hazard Analysis.” Recodes direction to FSH 7109.55, chapter 30.

**52.2:** Changes caption from “Mixed Use on Forest Development Roads” to “Mixed Use on National Forest System Roads.” Revises direction to include designations for uses under the

Travel Management Rule and to follow procedures in FSH 7109.55 for Motorized Mixed Use Analysis. Removes exhibit 01.

**52.3:** Establishes new code and recodes to this section caption and direction for “Advanced Notice of Changes” that was previously set out in 53.1. Removes obsolete direction regarding details of information to be provided and restricting use on new roads

**52.4:** Establishes new code and recodes to this section caption and direction for “Maps and Signs” that was previously set out in 53.2. Removes obsolete direction regarding positive messages on signs. Adds direction to assure that route numbers on maps match route number signs on ground and to use appropriate guide signs when a traffic management strategy of “encourage” is in effect. Revises cross-reference from FSH 7109.11 to EM-7100-15.

**53:** Removes code and caption for “Public Information.”

**53.1:** Removes code and recodes caption and direction to 52.3.

**53.2:** Removes code and recodes caption and direction to 52.4.

**60:** Establishes new chapter and recodes to this chapter direction previously set out in FSH 7709.58, chapter 10. Throughout chapter, changes term “Forest Development road(s)” to “National Forest System road(s).” Makes technical and editorial changes throughout chapter.

**61:** Removes direction for establishing maintenance criteria following the Process for Access Management. (Process replaced by the Travel Management Rule - November 9, 2005, 70 FR 68264.)

**62:** Removes direction regarding use of the Forest Service Central Accounting System. Removes exhibit 01. Adds cross references to FSM 7732.11 on road maintenance plans and to FSM 7732.04c for approval of road maintenance plans.

**62.1:** Removes reference to traffic service level. Changes term “closed” roads to “stored” roads. Adds direction that decommissioning is not considered maintenance, is a financial responsibility of resource programs, and may be financed with road maintenance funds if authorized by Congress in annual appropriations bills.

**62.2:** Removes requirements to store information in the Forest data management inventory system and in the sign plan and replaces with requirement to store information in Infra Travel Routes.

**62.31:** Removes traffic service level from list of factors.

**62.32:** Removes direction on constant and intermittent service and recodes direction to 62.33. Removes exhibit 01. Revises direction for maintenance level 1 by changing the term “stored” for “closed.” Adds direction to not show level 1 roads on motor vehicle use maps. Adds

direction on maintenance level 2 to indicate that user comfort and convenience are not a consideration, signs are generally not provided, and motorists should not have expectations of being warned of hazards. Revises direction for maintenance level 3 by including references to MUTCD. Adds direction on provision of signs and traffic control devices to warn of hazards and removes references to road surface type. Adds reference to MUTCD in maintenance levels 4 and 5.

**62.33:** Changes caption from “Management Decisions” to “Maintenance Levels.” Removes obsolete direction. Recodes to this section direction on constant and intermittent service previously set out in 62.32. Adds direction clarifying roads open to administrative traffic only are not maintenance level 1, explains the sharp distinction between maintenance levels 1 and 2, the sharp distinction between maintenance levels 2 and 3, the distinctions between maintenance levels 3, 4, and 5 are less sharply defined, and other factors besides surface smoothness and speed of travel must be considered when assigning maintenance levels.

**62.4:** Removes obsolete direction and reserves code and caption.

**62.6:** Removes exhibit 01.

**62.7:** Removes direction on use of automated data processing systems, providing management a reliable assessment of total needs, and reducing the frequency of maintenance operations. Adds direction to consider operating roads at less than objective maintenance levels. Adds cross reference to FSM 7732.04c.

**62.83:** Removes obsolete direction to redo nonconforming work and to meet with line officers to review a representative sample of work.

**63.2:** Changes cross reference from 36 CFR 212.7 to 36 CFR 212.5.

**63.21:** Changes caption from “Timber Sale Contracts” to “Timber Sale and Resource Stewardship Contracts.” Updates cross references to sections of currently used contracts. Removes cross reference to timber sale appraisal and updates cross references to timber sale administration handbook.

**63.43:** Establishes code and caption “National Forest Administration Generated Maintenance” and sets forth direction on financial responsibility for maintenance of roads during fire suppression, stewardship service contracts, and other administration related activities.



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This chapter provides guidance for the planning activities necessary for transportation system operations and maintenance and identifies the criteria that affect transportation system operations and maintenance (FSM 7703 and FSM 7730.3).

## **11 - Road Management Objectives**

Road management objectives document the intended purpose of an individual road in providing access to implement a land and resource management plan as well as decisions about applicable standards for the road. Road management objectives should be based on management area direction and access management objectives. Road management objectives contain design criteria, operation criteria, and maintenance criteria.

### **11.02 - Objective**

To identify and document a management objective for each road in the Forest Road Atlas (FSM 7711.2).

### **11.03 - Policy**

See FSM 7714.

### **11.1 - Development**

Develop road management objectives from the appropriate management area direction, access management objectives, and similar sources of resource management direction, standards, and guidelines. Secure data concerning the type and extent of resource activities to be served by the road, environmental constraints, and mitigating measures to be employed. Utilize this data to prepare specific objectives that define the intended purpose of the road and that describe how the road will be designed, operated, and maintained.

1. The primary sources of information for developing road management objectives are:
  - a. Management Area Direction. Typical information is the forest plan management emphasis for the area, and resource practices for timber, wildlife, recreation, minerals, soils, and water. Road densities or even site-specific road location may be described. Guidelines may discuss visual quality objectives, motorized and non-motorized recreation opportunities, and wildlife featured species. All of this information must be accumulated to provide the background for developing access management objectives and road management objectives.
  - b. Travel Analysis. The travel analysis process (FSM 7712 and FSH 7709.55, ch. 20) will help identify objectives for managing access. Examples of information developed are Recreation Opportunity Spectrum classifications, densities for facility development, soil sedimentation limits, and fish and wildlife protection measures.
  - c. Existing Legal Agreements and Contracts. These contain the legal and outstanding rights which management of roads must observe.

2. Road management objectives contain:

a. Design Criteria. These govern the selection of design elements and standards. Vehicle characteristics, such as the design and critical vehicles, and traffic service levels are examples of design criteria. FSH 7709.56, chapter 4, contains a description of design criteria.

b. Operation Criteria. Operation criteria are those influences and requirements that determine how a road must be operated and maintained. These govern operation of the road. Examples are such items as seasonal road use restrictions, special off-highway vehicle (OHV) and all-terrain vehicle (ATV) use, and traffic management strategies. Operation criteria should be consistent with design and maintenance criteria.

c. Maintenance Criteria. These govern maintenance of the road. Examples are such items as surface smoothness and financial responsibility. Chapter 60 contains a description of maintenance criteria.

3. Whenever possible, develop road management objectives during travel planning activities including travel analysis. Consider the following factors when establishing road management objectives:

a. Environmental and Resource Considerations. Factors such as needs for aquatic species passage, need to prevent spread of invasive plant species, watershed damage done by unmanaged motorized use, visual quality concerns, sensitive soils, or recreational uses guide both maintenance levels and operational status. Consult land management plans and any subsequent tiered documents.

b. Legal Requirements. Check legal requirements such as the Highway Safety Act, the National Forest Roads and Trails Act of 1964, the National Forest Management Act, agreements, easements, and contracts as these may constrain or define the limits of transportation system operations.

c. Road Users. Motorized use designations, the intended users, and the acceptable mix of such users should help determine whether traffic restrictions and orders are necessary, and what traffic management strategies apply. When a road is intended for intermittent use by Highway Legal vehicles and continuous use by other motor vehicles, the route should be designated as both a National Forest System road and a National Forest System trail.

d. Vehicle Characteristics. Physical characteristics of vehicles intended to use the road may affect maintenance levels, management strategies, and the need for traffic regulations which may differ from State laws.

e. Traffic Requirements. The volume, composition, and distribution of traffic may indicate the need for orders and traffic control devices, appropriate maintenance levels, and so forth.

- f. Safety. Providing for safety often requires examining for hazards and taking corrective actions. Traffic control devices and/or road user restrictions may be needed to provide for acceptable passage of traffic.
  - g. Economics. To minimize total transportation costs, it may be necessary to restrict a particular use or user, or change (reduce or upgrade) the standard or maintenance level of a road.
4. Although the criteria identified in road management objectives are often common for transportation system design, operations, and maintenance, the application may differ. For example, in design, traffic requirements (volume, composition, and distribution) could be used to determine the number of lanes. In operations, these same criteria could be used to determine the need for use restrictions or traffic control devices.
5. While road management objectives (RMOs) provide the corporate record of decisions that collectively establish the intent, purpose, and resource constraints for individual roads, they are not decision documents themselves. Actual decisions must be made through appropriate processes (FSM 7715), including public involvement when appropriate. Line officer approval of RMOs certifies that management objectives are correctly documented rather than as a record of a new decision.

### **11.2 - Coordination of Uses on National Forest System Roads**

Designations of roads for motor vehicle use may result in situations requiring coordination of uses on roads. This may include mixed use of Highway Legal and Non-Highway Legal vehicles. Document needs for coordinated uses in road management objectives. Guidance regarding coordination of uses is found in section 52.

### **11.3 - Documentation**

Document road management objectives (RMOs) as a permanent record that is readily available for use. Use the “RMO Module” of Infra Travel Routes to record data. Exhibit 01 is a sample of an RMO developed through the module. Display of the data as shown in the exhibit is not mandatory, as the RMO module provides both flexibility and extensibility. The documentation should include a summary of management area direction, needs for coordination of uses (11.2), and access management objectives, as well as the specific design, operation, and maintenance criteria.

While the electronic record in Infra is used for day-to-day road management, the completed road management objectives must be printed and signed in ink by the certifying line officer. Road management objectives (RMOs) are a key part of the Government’s defense in the event of claims and litigation under the Federal Tort Claims Act. Courts generally do not accept electronic documentation as part of the defense. The written copy must be retained in the forest’s files for a minimum of 5 years past date of any revision to the RMO.

## 11.3 - Exhibit 01

### Sample of a Road Management Objective Developed Through Infra Travel Routes

	<b>RMO001L - Road Management Objectives</b> Page 1 of 5 Report run on: December 12, 2007 1:19 PM Database:	
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ID: 1000 Name: MOOSE CR  
 BMP: .0000 EMP: 5.3220 Admin Org: 010202 DRAFT  
 Begin Termini: HWY 274  
 End Termini: SW SEC 24  
 Comments: Beginning Route TRS: T02NR12WS01  
 EMP changed from 4.5 to 5.322 as per GPS road log of 8/27/99  
 Prepared By:  
 Reviewed By:  
 Reviewed By:  
 Approved By:

#### Route Basics

Location Design Elements	Value	BMP	EMP
ADMIN_ORG	010202	.0000	5.3220
CONGRESSIONAL DISTRICT	MT - 01	.0000	5.3220
COUNTY	MT - DEER LODGE	.0000	5.3220
MILEAGE SOURCE	GPS - GLOBAL POSITIONING	.0000	5.3220
QUAD	455211300 - LINCOLN GULCH #H7	.0000	5.3220
ROUTE STATUS	EX - EXISTING	.0000	5.3220

#### General Management Direction

##### Recreation Opportunity Spectrum (ROS)

Code	Remarks	Description	BMP	EMP
RN - ROADED			.0000	5.3220
NATURAL				

#### General Recreation Considerations

##### Dispersed Activity

Code	Remarks	Description	BMP	EMP
HIKING			.0000	5.3220
HUNTING			.0000	5.3220

#### General Soils/Geological Considerations

Soil erosion is critical around streams

BMP EMP

Clay soils are slick on steep grades when wet. Place surfacing on steep grades BMP 0 EMP 2.4

#### General Timber Considerations ...Continued

emphasize management of hardwood species. Road system to emphasize log transport. Confine timber sale activities to May-October to avoid rainy season. BMP EMP

Timber Details	Remarks	Description	BMP	EMP
CURRENT ENTRY	0.8 mmbf FY 08			
HARVEST	0.5 mmbf FY16			

#### General Wildlife & Aquatic Considerations

Designated wildlife management area - featured species is bear. Minimize human disturbance; minimize roads open to motorized vehicles

BMP EMP

Provide for fish habitat, leave vegetation intact along streams

Provide for fish passage on stream crossing at Hall Creek. Remove crossing structure between uses. BMP EMP

#### General Plant Considerations

#### General ATM Considerations

TRAFFIC MANAGEMENT STRATEGY: Prohibit by not designating for motorized use on motor vehicle use map. Eliminate use between sales to preclude need for scarce law enforcement resources

BMP EMP

Area closed to recreational motor vehicle use. No designation for motorized other than on roads.

Minimum spacing of local roads designated for motor vehicle use is 1 mile. No more than 20% of any new local roads are to be designated for motor vehicle use in area.

BMP EMP

##### Current Traffic Mangement

Use Type	Strategy Code	Mode of Travel	BMP	EMP	From Date	Thru Date
Restricted	PROHIBIT	1 MOTOR VEHICLE	0	5.322	01/01	12/31
Restricted	PROHIBIT	3.1 MTR OVER-SNOW VEHICLE	0	5.322	01/01	12/31

#### General Design/Mitigation Considerations

Compare total construction cost of road with resource benefits. Determine most cost-effective stream crossing at Hall Creek considering road use, traffic service level, and intermittent service life. BMP EMP

## 11.3 - Exhibit 01--Continued

### General Design/Mitigation Considerations ...Continued

#### Design Linear Events

Linear Event	Value	BMP	EMP
DESIGN SPEED	10	.0000	5.3220
DESIGN TRAFFIC	LOGT - LOGGING TRUCK	.0000	5.3220
LANES	1 - SINGLE LANE	.0000	5.3220
SURFACE TYPE	NAT - NATIVE MATERIAL	.0000	5.3220

### General Operation Criteria and Safety Considerations

Subject to the Highway Safety Act

TRAFFIC CONTROL DEVICES: Road will be gated by purchaser during sale; provide gate markings for safety. After sale, purchaser to remove gate, remove bridge, storm-proof road, and construct barrier to eliminate motor vehicle traffic. Forest Service installs vertical route number. BMP EMP

Safety - intersection with county road; use warning signs during timber activity. Effectively block road between sales to minimize traffic hazards on the County road. BMP EMP

#### Operation Linear Events

Linear Event	Value	BMP	EMP
FUNCTIONAL CLASS	L - LOCAL	.0000	5.3220
JURISDICTION	FS - FOREST SERVICE	.0000	5.3220
MANAGING_ORG	010202	.0000	5.3220
ROUTE STATUS	EX - EXISTING	.0000	5.3220
SERVICE LIFE	I - INTERMITTENT TERM SERVICE	.0000	5.3220
SYSTEM	NFSR - NATIONAL FOREST SYSTEM ROAD	.0000	5.3220

#### Traffic Details

Traffic Count or Composition	Count/Period	Count/Period	Remarks	BMP	EMP
ADMINISTRATIVE	3 APT		motorized travel only during sales	.0000	5.3220

### General Maintenance Considerations ...Continued

Purchaser responsible for all maintenance during sale. Purchaser responsible for installing, maintaining, and removing gate. Purchaser responsible for removing bridge and storm-proofing road after use. Surface can be maintained for high clearance vehicles. During sale; M.L. 2. After sale; M.L. 1 BMP EMP

#### Maintenance Linear Events

Linear Event	Value	BMP	EMP
OBJECTIVE MAINT LEVEL	2 - HIGH CLEARANCE VEHICLES	.0000	5.3220
OPER MAINT LEVEL	1 - BASIC CUSTODIAL CARE (CLOSED)	.0000	5.3220
PRIMARY MAINTAINER	FS - FOREST SERVICE	.0000	5.3220

### Local Linear Events

Linear Event	Value	Remarks	BMP	EMP
RPA RES ELEMENT	TIMBER - TIMBER		.0000	5.3220