

**National Forests in
North Carolina**

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Roads Analysis Report

Macedonia Project

Compartments 111, 115, 116, 117, and 126
Pisgah Ranger District
December 2007



Background

In August 1999, the Washington Office of the USDA Forest Service published Miscellaneous Report FS-643 titled “Roads Analysis: Informing Decisions about Managing the National Forest Transportation System”. The objective of roads analysis is to provide decision makers with critical information to develop road systems that are safe and responsive to public needs and desires, are affordable and efficiently managed, have minimal negative ecological effects on the land, and are in balance with available funding for needed management actions.

In October 1999, the agency published Interim Directive 7710-99-1 authorizing units to use, as appropriate, the road analysis procedure embodied in FS-643 to assist land managers making major road management decisions. The Rocky Mountain Region of the Forest Service then published a roads analysis guidance document as a supplement to Appendix 1 of FS-643. This document provides guidance concerning the appropriate scale for addressing the roads analysis.

Process

The roads analysis process (RAP) is a six-step process. The steps are designed to be sequential with the understanding the process may require feedback and iteration among steps over time as an analysis matures. The amount of time and effort spent on each step differs by project based on specific situations and available information. The process provides a set of possible issues and analysis questions for which the answers can inform choices about road system management. Decision makers and analysts determine the relevance of each question, incorporating public participation as deemed necessary.

Products

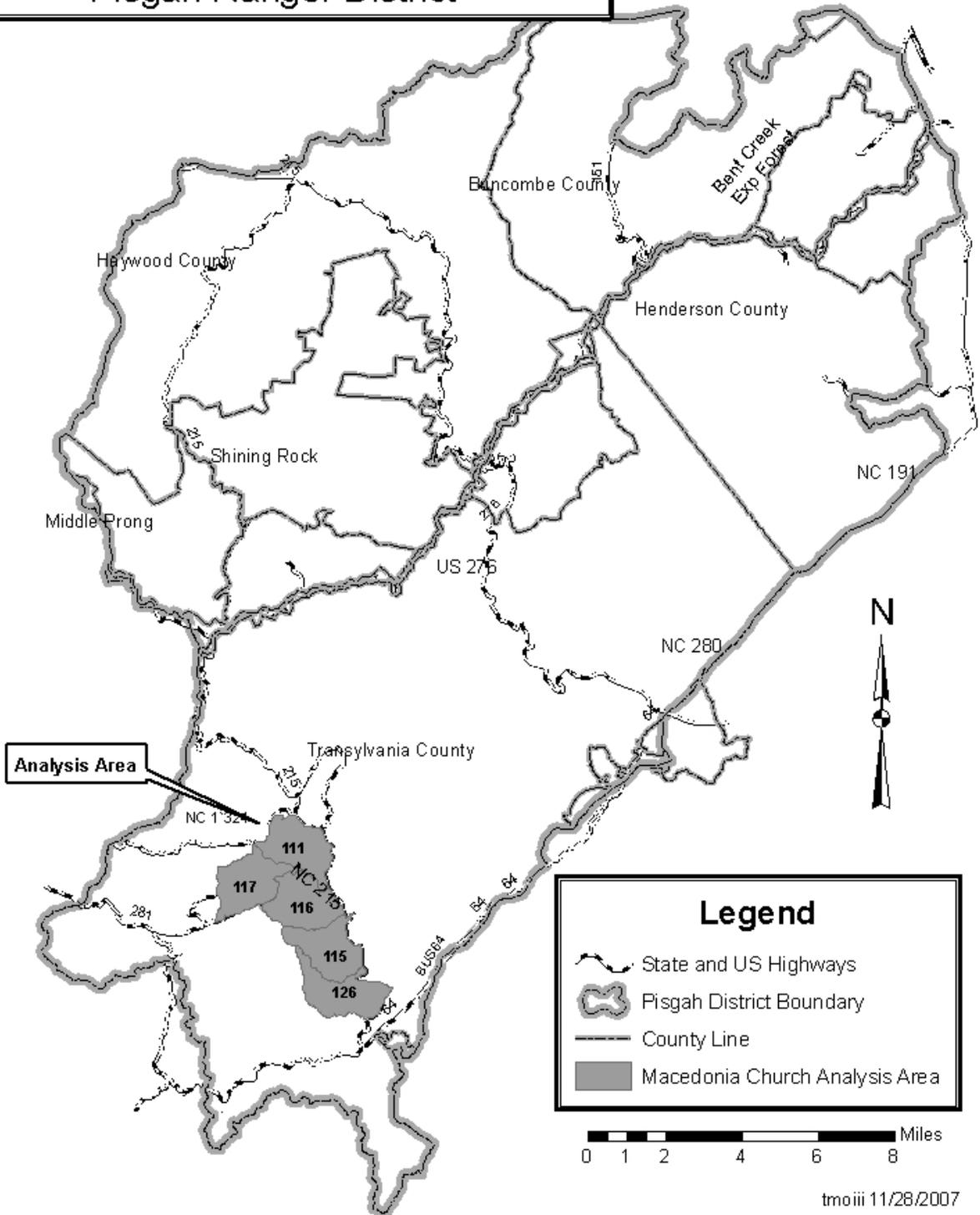
The product of an analysis is a report for decision makers and the public that documents the information and analyses used to identify opportunities and set priorities for future national forest road systems. Included in a report is a map displaying the known road system for the analysis area, and the risks and opportunities for each road or segment of road. A report may also include other maps and tables necessary to display specific priorities and changes in a road system and may be updated as needed. There are two types of RAPs – those done at the Forest-level and those done at the project-level.

This Report

This report documents the project-level RAP for Compartments 111, 115, 116, 117, and 126 in the Macedonia Project an area of approximately 4,983 acres all located on National Forest System (NFS) lands. The area is bounded by Bracken Mountain, NC SR 1326 and NCSR 1309 to the west; NC SR 1324 to the north; NC Highway 215 to the east; and NCSR 1322 (Diamond Creek Road) to the south. Within the next five years projects contained in the Macedonia Project Environmental Assessment (EA) are scheduled to be implemented in this area. They include timber sales, timber stand improvement, non-native invasive control/management efforts, soil and water improvements, and wildlife habitat improvements.

General Vicinity Map

General Vicinity Map
Macedonia RAP
Compartments 111, 115, 116, 117 & 126
Pisgah Ranger District



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Objectives of the Analysis

- Identification of needed and unneeded roads
- Identification of road associated environmental and public safety risks
- Identification of site-specific priorities and opportunities for road improvements and decommissioning.
- Prioritization of decommissioning
- Identification of areas of special sensitivity or unique resource value that may require specific road management
- Provide other specific information that may be needed to support the Macedonia Project and other future resource management projects.

Interdisciplinary Team Members and Participants

- Sandy Burnet (Wildlife Biologist)
- Dave Danley (Botany)
- Scott Ashcraft (Archeology)
- Ted Oprean (Project Leader/Silviculturist)
- Barry Jones (Engineer Forest Roads)
- Lorie Stroup (Aquatic Biologist)
- Brady Dodd (Hydrologist)
- Eric Crews (Scenery Specialist)
- Michael Hutchins (NEPA Specialist)
- Amber Vanderwolf (GIS Specialist/Maps)

Information Needs within the Project Area

- Current condition of system and state roads serving the area
- Determination on location of unclassified roads
- Past road access plans for the area
- Future needs for access to the area

Analysis Plan

A project-level RAP has been used to address these effects. An Interdisciplinary Team (IDT) has met and discussed primary issues relating to the affected road system. Additional issues may surface or preliminary issues may become more defined during the National Environmental Policy Act (NEPA) process. The NEPA process will be the method for soliciting input from the public for this RAP.

Condition surveys on system roads to determine maintenance needs and discover possible impacts for each system road in the project area have been conducted. All unclassified (non-system) roads have been identified and mapped using GIS technology. Past timber sale plans and future management plans have been studied to help determine adequacy of the transportation system to provide needed access to the area. Costs, benefits, and risks of a transportation system that will meet the needs of the area have been analyzed.

Purpose and Products

The purpose of this step is to:

- Describe the existing road system in relation to current forest plan direction.

The products of this step are:

- A map or other descriptions of the existing road and access system defined by the current forest plan or transportation plan, and
- Basic data needed to address roads analysis issues and questions.

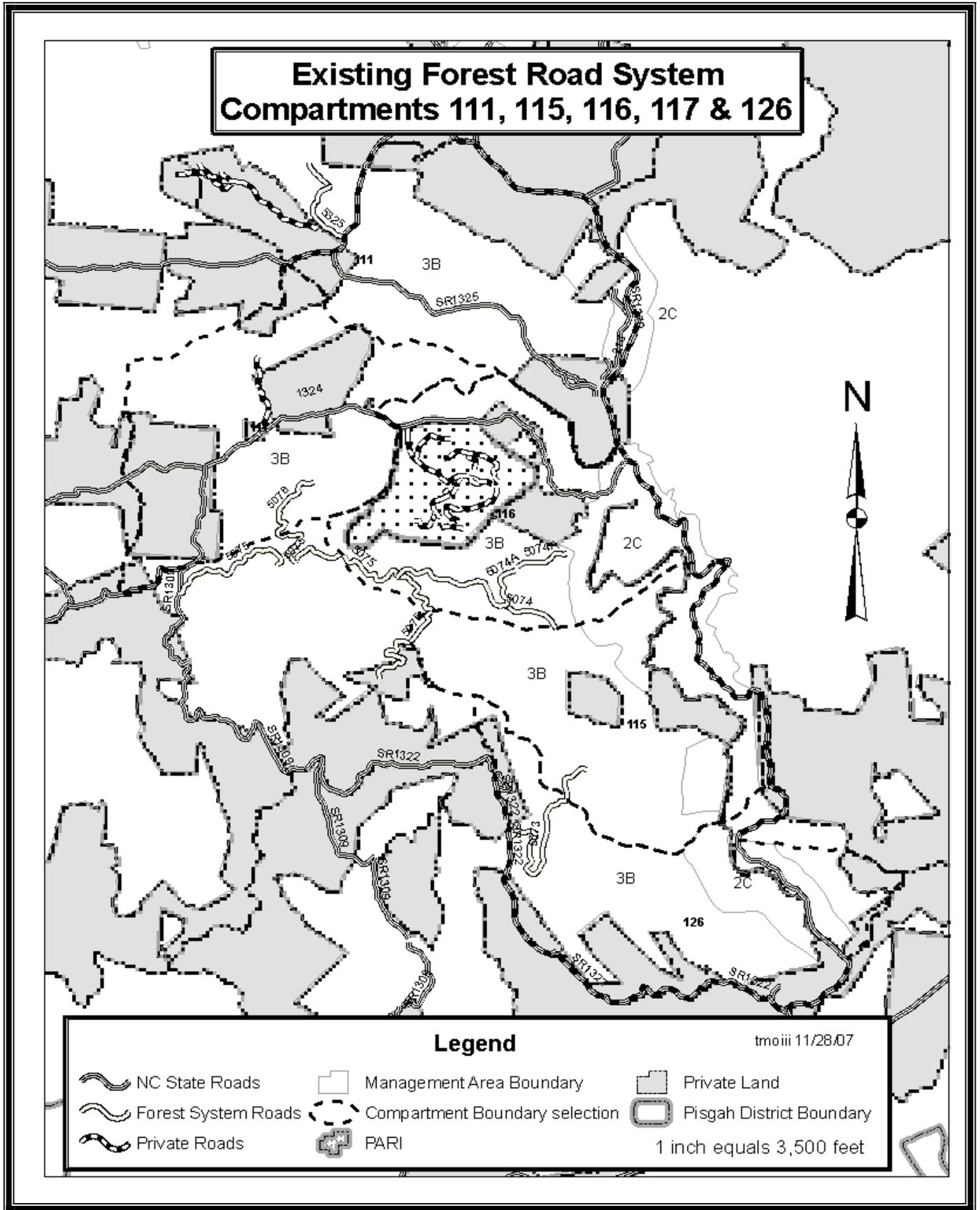
Existing Authorized (System) Roads: Primary access to the Macedonia Project Area is provided by paved, double-lane State Secondary Roads. NC Highway 215 provides the main access to the area from the nearest towns of Balsam Grove, Brevard, Rosman, and Waynesville, NC. State Road 1324 (Tanasee Gap Road) provides access across the north of the project area; SR 1309 (Silversteen Road) provides access on the west side; and SR 1322 (Diamond Creek Road) provides access along the southern boundary of the project area. State Route 1326 (Macedonia Church Road) provides access through the interior of the project area.

Forest System Roads (FSR) 5074 (Long Branch), 5074A (Doug's Road) and 5075 (Jerry Branch) provide access into the area from the west off of SR 1309 and FSR 5073 (Spice Cove Road) provides access into the southern portion of the AA off of SR 1322. All are classified (system) roads with a Road Management Objective (RMO) of D1 under Forest Service jurisdiction and are maintained by the Forest Service through timber sale proceeds. See Map 2.1 for location of State and FSRs.

Table 2.1: Inventory of Forest System Roads in Macedonia Project Analysis Area (AA)

ROAD #	ROAD NAME	MILES	BEGIN	END	RMO	STATUS	MAINT. LEVEL	SURFACE	LANES
5075	Jerry Branch	3.0	SR 1309	Dead End	D1	Closed – gate	1	Aggregate	Single
5074	Long Branch	1.4	FSR 5074	Dead End	D1	Closed - gate	1	Aggregate	Single
5074A	Dougs Road	0.2	FSR 5074	Dead End	D1	Closed - gate	1	Aggregate	Single
5073	Spice Cove	1.4	SR 1322	Dead End	D1	Closed – gate	1	Aggregate	Single

Map 2.1: Forest System Roads and Management Areas within the Macedonia Project Area



Unauthorized (Non-system) Roads: Non-system roads within the project area are predominantly old “woods” roads that were in existence before acquisition by the US Forest Service. Some have been used as timber haul routes. These roads have reverted back to natural vegetation. Timber harvesting is planned for the area during this planning cycle in the Macedonia Project (see Map 2.2).

A – This non-system road is located off of SR 1324 (Tanasee Gap Road) on the north end of Compartment 111. Road is closed with an earthen berm recently opened to use in suppression of the Fall 2006 Tanasee Fire. Road meets all specifications for a Forest Service Traffic Level D road.

B – This non-system road is located in the north end of Compartment 111 off of the above listed road and goes due east. This 0.2 mile long non-system road was constructed by the US Forest Service for the Jake Branch Timber Sale (1979). This non-system road was closed with an earthen berm located on the above Jake Branch Road which was recently opened to use for the suppression of the Fall 2006 Tanasee Fire. This spur road accesses Progeny Test Site # 14 and has been used throughout the years to access the area for maintenance. This road meets all specifications of a Traffic Level D road.

C – This non-system road is located off of NC SR 1324 (Tanasee Gap Road) on the northwest end of Compartment 111. This 0.1 mile road is closed with an earthen berm. Road meets all specifications for a Forest Service Traffic Level D road.

D – This non-system road is located off of NC SR 1326 (Pressley Fields Road) in west central Compartment 111. This 0.6 mile long road is closed with an earthen berm. This road meets all specifications for a Forest Service Traffic Level D road.

E – This non-system road is located off of NC SR 1325 (Pressley Fields Road) in the west central area of Compartment 111. It is approximately 0.7 miles long and runs from SR 1325 following an unnamed perennial creek north into private property. In recent years ORV users have opened portions of this road from private land onto US Forest Service Land for Off Road Vehicle use. Road is located within the 30 foot riparian zone and in some places runs down the creek. Road is closed on the SR 1325 end with an earthen berm.

F – This non-system road is located off of NC SR 1326 (Macedonia Church Road) in the northwestern portion of Compartment 116 and southeast end of Compartment 117. This 0.4 mile long road is closed with an earthen berm and is built to Forest Service Traffic Service Level D standards.

G – This non-system road is located off of the above listed non-system Tucker Creek Road in the northwest corner of Compartment 116. This approximately 0.3 mile long road is closed with an earthen berm on the Tucker Creek Road. Road meets Forest Service Traffic Level D standards except for the first 100 yards from the intersection of Tucker Creek Road, this area is on too steep of a grade.

H – This non-system road is located off of FSR 5074 (Long Branch Road) in the southern portion of Compartment 116. This 0.2 mile long road is closed on the north side by a gate on FSR 5075 (Jerry Branch Road) but is open on the south side where it emanates from a private within-holding. Unauthorized off-road-vehicle (ORV) use, from private in-holdings, is occurring on the road. Road is rutted and needs to be corrected along with closing of the access off of private land to prevent further rutting and access by unauthorized ORV's.

I – This non-system road is located off of FSR 5074A (Doug's Road) in the central portion of Compartment 116. This 0.3 mile long road is closed to traffic by a gate on FSR 5075 (Jerry Branch Road).

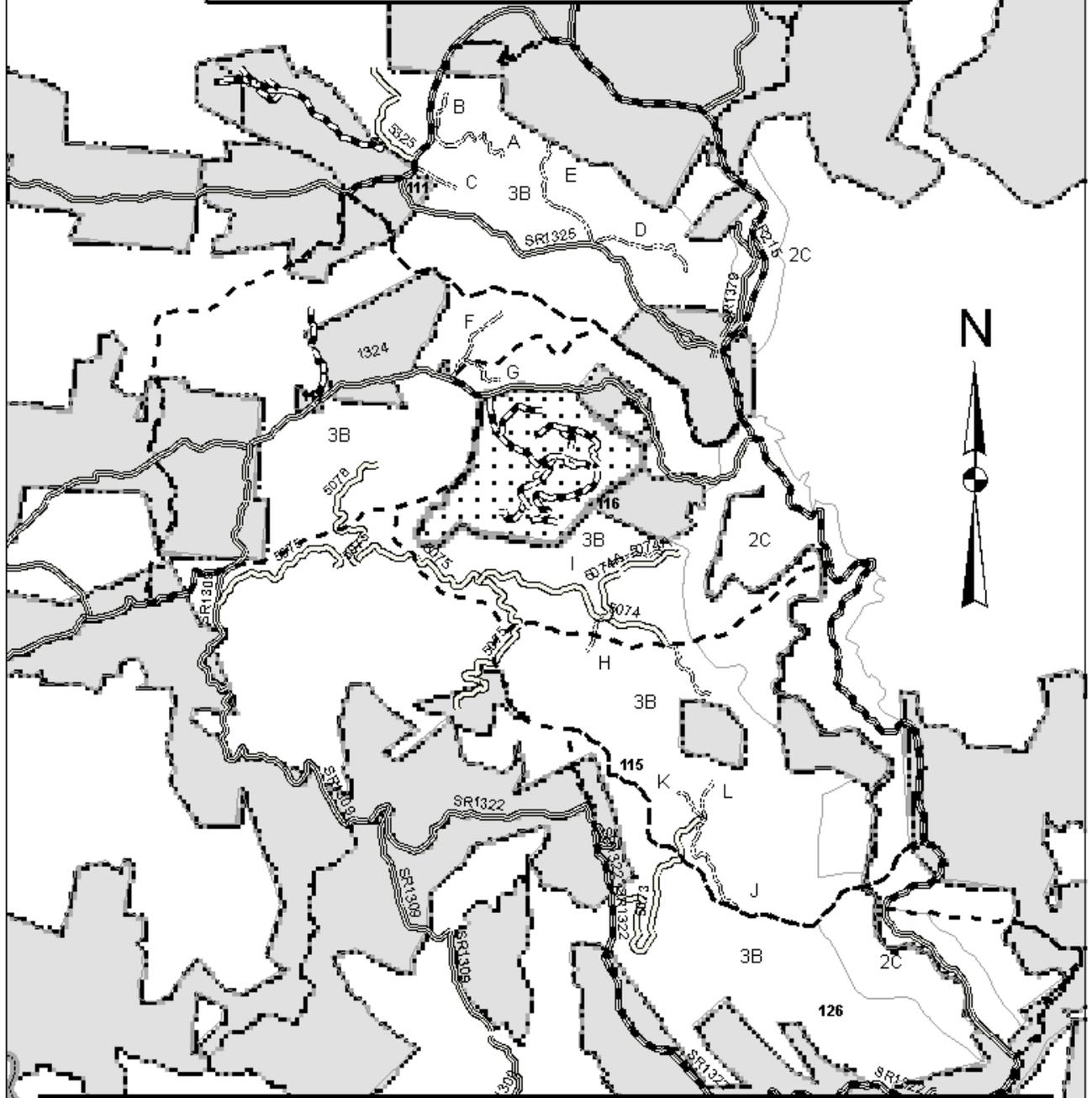
J – This non-system road is located off of FSR 5073 (Spice Cove Road) in the southern boundary of Compartment 115 and northern boundary of Compartment 126. This 0.6 mile long road is located on a good grade and would meet Forest Service Traffic Level D standards with widening of the road bed. Road is closed by a gate on FSR 5073.

K – This non-system road is located at the end of FSR 5073 (Spice Cove Road) traveling west in Compartment 115. This approximately 0.1 mile road is located on a good grade and will meet Forest Service Traffic Level D standards with widening of the road bed to meet current traffic service level standards. The road was closed with an earthen berm by the US Forest Service in the late 1980s.

L – This non-system road is also located at the end of FSR 5073 (Spice Cove Road) and travels north down slope to a private in-holding on the north side of Long Branch. This approximately 0.2 mile long road is presently closed on the south side by a gate on FSR 5073 but is open on the north side. Road is located on a steep grade and is rutted with about half of it following an ephemeral channel on the north side.

Unauthorized ORV traffic is occurring on some of these non-system routes with access emanating from adjacent private lands utilizing unauthorized historic roads, non-system FSRs and system FSRs to access NFS lands

Existing Unauthorized Roads Compartments 111, 115, 116, 117 & 126



1 inch equals 3,500 feet		Legend		tm0iii 11/28/07	
	NC State Roads		Management Area Boundary		Private Land
	Forest System Roads		Compartment Boundary selection		Pisgah District Boundary
	Private Roads		PARI		Existing Unauthorized Road

Forest Plan Guidelines:

The Macedonia Project Area lies within Management Areas (MAs) 2C & 3B [MA 18 (riparian areas) is embedded within these MAs].

MA 2C emphasis is providing visually pleasing scenery. Roads are generally open with adjacent forest land managed to provide a quality visual experience. This land is not suitable for timber production because either timber activities could not be conducted in a manner to assure a highly visual experience, or the land is not cost efficient in the long term for timber production.

General Direction for MA 2C:

- Manage most arterial, collector and Traffic Service Level C local roads as open to public vehicular use except for seasonal closures and closures for resource protection as determined by site-specific analysis
- Close all Traffic Service Level D roads to public vehicular use when management activities are complete except those roads designated for vehicles commonly classified as ORV's.
- Plan and construct the transportation system to provide for public motorized recreation use.
- Provide four-wheel drive ways that utilize terrain features to provide varying degrees of difficulty and challenge to riders motorized recreation use.
- Maintain roads to accommodate the intended use and to protect resources.

Specific Forest Plan Standards for MA 2C:

- Manage approximately 2 miles of Traffic Service Level C road per square mile as open to public vehicular use.
- Sign all routes designated for use by vehicles commonly classified as ORV's
- Maintain open Traffic Service Level C roads to a minimum maintenance level 3.
- Maintain open Traffic Service Level D roads to a minimum maintenance level 2.
- Maintain four-wheel-drive ways to maintenance level 2.
- Maintain all closed system roads to maintenance level 1.

MA 3B emphasis is on providing for a sustainable supply of timber but with few open roads and without the disturbance associated with motorized vehicles. The area provides habitat needs of wildlife that will benefit from a managed forest with limited motorized access. Manage in a Roaded Natural 2 condition with emphasis to provide opportunities for non-motorized uses on closed system roads, such as hiking, mountain biking, horseback riding, wildlife viewing, access for fishing and hunting.

General Direction MA 3B:

- Provide limited access for motorized vehicles.
- Close all Traffic Service Level D roads to public vehicular use when management activities are complete except those roads designated as four-wheel drive ways.
- Plan and construct the transportation system to provide access for timber.
- Maintain roads to accommodate the intended use and to protect resources. Identify where existing designated four-wheel drive ways do not meet water quality standards and develop strategies to bring them into compliance unless physical conditions preclude complete correction and the road cannot be legally closed.

Specific Forest Plan Standards for MA 3B:

- Manage access through an approximate density of 0.5 miles of open road per square mile.
- Sign all routes designated as four-wheel drive ways.
- Plan the road system to progressively access **all lands** (emphasis added) suitable for timber production.
- Locate all roads on stable locations to protect adjacent resource, and to most cost effectively serve access needs.
- Maintain open Traffic Service Level C roads to a minimum maintenance level 3.
- Maintain open Traffic Service Level D roads to a minimum maintenance level 2.
- Maintain four-wheel-drive ways to maintenance level 2.
- Maintain all closed system roads to maintenance level 1.
- Seed maintenance level 1 roads with appropriate seed mixtures to provide linear strip openings.
- Seed temporary logging roads and skid roads (unclassified roads) with appropriate seed mixture to provide temporary linear strip openings, with a goal of restoring these to forest conditions.

Table 2.2: Comparison of FSRs within the Macedonia Project Area versus Forest Plan Direction

Project Area Total acres	Total acres by MA	Total miles of FSR	Forest Plan direction for <u>open FSR/sq. mi.</u>	Current miles of <u>open FSR/sq. mi.</u>
4,983	3,718 (3B)	6.0	0.5 (or 2.9 miles for this Area)	0
	1,265 (2C)	0.0	2.0 (or 4.0 miles for this Area)	0

Road Maintenance Guidelines:

Maintenance Level 1: Basic custodial maintenance is performed to protect the road investment and to keep damage to adjacent resources to an acceptable level. Drainage structures and runoff patterns are maintained. Generally no blading is needed except to remove ruts. Shoulder maintenance is not required. Routine or intermittent removal of brush and small trees is not included at this level of maintenance. Slides may remain if they do not interfere with drainage. Vegetative cover to prevent soil erosion is required. Inspect and repair only those structures that cannot be deferred. Physical closure devices and appropriate signing are in place and functional.

Maintenance Level 2: Maintenance is performed to allow limited passage of traffic. Blading is only performed as necessary to provide for planned, limited traffic and to maintain drainage. Maintain shoulders only to provide passage to planned traffic. Routine or intermittent removal of brush and small trees is not included at this level of maintenance. Slides blocking traffic are removed. Vegetative cover to prevent soil erosion is required. All structures are adequately maintained to provide for safe passage of planned traffic. All route markers, regulatory and warning signs and devices are in place and usable.

Maintenance Level 3: Requires that the road be open and maintained for safe travel by a prudent driver in a passenger car. However, user comfort and convenience is not considered a priority. Perform surface blading as necessary to provide for safe travel. Some roughness is tolerated. Replace base course material as necessary, to provide adequate structural support and provide minimum depth for economical blading. Shoulders are maintained during blading operation. Control brush to provide safe site distance. Repair all slides and slumps. Maintain existing vegetative cover. Remove hazard trees. All structures are currently repaired and maintained as needed for safe passage. Route markers and warning, directional, informational, and regulatory signs and traffic control devices are in place, neat in appearance, and functional.

Maintenance Level 4 and 5: These levels are assigned to provide respectively a moderate and high degree of user comfort and convenience. For this project area, this would apply only to State Roads bordering the area.

Road Definitions (36 CFR 212.1)

As mentioned above, the Federal Register published the Final Rule and Administrative Policy January 12, 2001; this established new definitions for road management on the National Forests. Listed below are the new definitions for roads.

Authorized (system or classified) **Roads** – Roads wholly or partially within or adjacent to NFS lands that are determined to be needed for long-term motor vehicle access, including State roads, county roads, privately owned roads, FSRs, and other roads authorized by the Forest Service.

Temporary Roads – Roads authorized by contract, permit, lease, other written authorization, or emergency operation, not intended to be a part of the forest transportation system and not necessary for long-term resource management.

Unauthorized (non-system or unclassified) **Roads** – Roads on NFS lands that are not managed as part of the Forest transportation system, such as unplanned roads, abandoned travel ways, and off-road vehicle tracks that have not been designated and managed as a trail; and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization.

Road Decommissioning – Activities that result in the stabilization and restoration of un-needed roads to a more natural state.

Road Reconstruction – Activities that result in improvement or realignment of an existing classified road as defined below:

- Road Improvement – Activity that results in an increase of an existing road's traffic service level, expansion of its capacity, or a change in its original design function.
- Road Realignment – Activity that results in a new location of an existing road or portions of an existing road and treatment of the old roadway.

Purpose and Products

The purpose of this step is to:

- Identify the key questions and issues affecting road-related management, and
- Describe the origin of the issues.

The products of this step are:

- A summary of key road-related issues, including their origin and basis and

Issue Summary

- **Deficient Road Standards:** FSR 5073 is used primarily for timber management access; one section is not up to current road standards. The grade is too steep, making it difficult to maintain and the curve radius is less than 50 feet. FSR 5074 is used for timber management and has an undersized culvert on a perennial stream crossing.
- **Unauthorized Off-Road-Vehicle (ORV) use:** ORV use is occurring throughout the area. The unauthorized access is generated through well-established non-system roads emanating from private land adjacent to NFS lands. Once access is gained into the area, an extensive network of system roads built prior to US Forest Service acquisition allows access to FSRs and NFS lands. This use is in conflict with the objectives for MA 3B management set forth in the Forest Plan and is destructive to ongoing and future wildlife projects in the area.
- **Inadequate Access:** Ongoing vegetative treatments exist and are served by the existing FSRs in the AA. However, the current road system is not adequate to access the majority of the area. Additional access is needed to reach stands proposed for vegetative treatment within the next few years.

Step 4

Assessing benefits, problems, and risks

Purpose and Products

The purpose of this step is to:

- Assess the various benefits, problems, and risks of the current road system and whether the objectives of Forest Service policy reform and forest plans are being met.

The products of this step are:

- A synthesis of the benefits, problems, and risks of the current road system,
- An assessment of the risks and benefits of entering any unroaded areas, and
- An assessment of the ability of the road system to meet objectives.

The following section assesses the benefits, problems, and risks of the current road system:

The benefit of the current road system is that it provides access into Compartments 115, 116, and 126 for resource management activities and all roads are maintained closed to public vehicular traffic as directed by the Forest Plan.

Problems with the current road system are unauthorized ORV use emanating from adjacent private lands onto non-system roads. The current road system is inadequate for providing access into Compartments 111 and 117 restricting resource management activities to lands adjacent to State Roads.

There are no known risks of the current road system as they are maintained closed to public vehicular traffic and there are no private, state, or other federal lands that rely on these FSRs for access.

This section assesses the risks and benefits of entering any unroaded areas:

There are no risks or benefits of entering any unroaded areas within the Macedonia Project AA as it does not include any inventoried roadless, wilderness, or backcountry areas.

The following section assesses the ability of the current road system to meet objectives:

The project area contains two management areas: MA 3B (lands suitable for timber management) and MA 2C, (lands not suitable for timber management). Both MA 3B and MA 2C are classed Roaded Natural for timber, wildlife, and scenery management (see Step 2 for description of these MAs).

The current Forest Service road system within the Macedonia Project Area is inadequate for accomplishing Forest Plan objectives and goals for the 3,718 acres suitable for timber management. Only 26% (978 acres) of the suitable acres within the Macedonia Project Area are currently accessible. The current road system does not provide access to Compartments 111 or 117 and limited access to Compartment 126 (western most section).

Purpose and Products

The purpose of this step is to:

- Compare the current road system with what is desirable or acceptable, and
- Describe options for modifying the road system that would achieve desirable or acceptable conditions.

The products of this step are:

- A descriptive ranking of the problems and risks posed by the current road system,
- An assessment of the potential problems and opportunities of building roads in a currently unroaded area,
- A list of opportunities and map, for addressing important problems and risks.

Problems and Risks Posed by the Current Road System

- Unauthorized ORV access on non-system roads is impacting the project area.
- The existing road system is not up to current road standards.
- The current road system is inadequate to accomplish resource objectives for MA 3B.

Assessment of Building Roads in a Currently Unroaded Area

The Macedonia Project Area does not meet the requirements for classification as an unroaded area. The area is extensively roaded with both system and non-system roads.

Recommendations for Addressing Important Problems and Risks

To adequately manage the problems of unauthorized ORV access on non-system roads; system roads not up to current standards; and the current road system not adequate to accomplish resource objectives for MA 3B the following road improvements are recommended:

1. Add non-system road A to the Forest transportation system. This road will add 0.6 miles to the Forest transportation system and provide access to stands C111S03, 02, 13, and 16. This road is recommended to be managed as a permanent linear wildlife strip following timber management activities. If added, this road should be named Jake Branch Road, ID #5064 with an RMO-D5. This road will be gated and managed as closed to vehicular, bicycle, and horseback use in accordance with MA 3B and RMO-D5 direction.
2. Add non-system road B to the Forest transportation system. This 0.2 mile long spur road will provide permanent access to Progeny Test Site #14 for protection and maintenance of the seed production area. If added this road will be named Jake Branch Spur Road, ID # 5065 with an RMO-D1. This road will be gated with the gate on road A and managed as closed to vehicular traffic in accordance with MA 3B Direction.

3. Add non-system road C to the Forest transportation system. This road will add 0.1 miles to the Forest transportation system and provide long term access to stands C111S15 and 10. If added this road will be named Welding Road, ID #5066 with an RMO-D1. This road will be gated and managed as closed to vehicular traffic in accordance with MA 3B direction.
4. Road D is not recommended to be added to the Forest transportation system at this time due to resource concerns. Currently the road is closed with an earthen berm and has no current authorized or unauthorized use on it. The road is well vegetated and in stable condition and will be left in this state.
5. Decommission non-system road E. This non-system road is approximately 0.7 miles in length and most of the route is located within a perennial stream zone between stand C111S05 and C111S01. Currently there is unauthorized ORV use which is contributing sedimentation into an un-named creek that flows into Tucker Creek. Decommissioning will entail closure of access from SR 1325; pulling in banks where road is entrenched; brushing areas that are steep to prevent all traffic until natural vegetation can be established; placing water bars on steep sections; and ripping, seeding, and mulching other sections. Removing this non-system road will improve water quality in the Tucker Creek drainage.
6. Add non-system road F to the Forest transportation system. This road will add 0.4 miles to the Forest transportation system and will provide adequate access to stands C116S05 and C117S06; and provide access to the southwest of Compartment 111 and southeastern section of Compartment 117. This road is recommended to be managed as a permanent linear wildlife strip following timber management activities. If added to the system this road will be named Tucker Creek Road, ID #5068 with an RMO-D5. Road will be gated and managed as closed to vehicular, bicycle, and horseback use in accordance with MA 3B and RMO-D5 direction.
7. Add non-system road G to the Forest transportation system. This road will add approximately 0.3 miles to the Forest transportation system and provide access to stands C116S05, C116S04, C116S03, and C111S06; and will provide long term access to the northern portion of Compartment 116. If added to the Forest transportation system this road will be named Lamance Creek Road, ID #5069 with an RMO-D5. Road will be closed with a gate on Tucker Creek Road and managed as closed to vehicular, bicycle, and horseback use in accordance with MA 3B and RMO-D5 direction.
8. Add non-system road H to the Forest transportation system. This road will add approximately 0.3 miles to the Forest transportation system and provide access to stands C116S09, C116S10, and C116S11 located within the interior of Compartment 116. It will also provide wildfire protection to the southern boundary of the Pisgah Astronomical Research Institute (PARI). If added to the Forest transportation system this road will be named NASA Road, ID #5070 with an RMO-D1. Road will be gated on FSR 5075 and managed as closed to vehicular traffic in accordance with MA 3B direction.
9. Add non-system road I to the Forest transportation system. This road will add approximately 0.2 miles of road to the Forest transportation system and provide access to stands C115S03 and C115S11. Adding this road to the Forest transportation system will allow it to be upgraded and maintained to current road specifications and provide for future management access to the northern areas of Compartment 115. If added to the Forest transportation system the road will be named Old Homestead Road, ID #5071 with an RMO-D1. Road will be gated on FSR 5075 and managed as closed to vehicular traffic in accordance with MA 3B direction.

10. Add non-system road J to the Forest transportation system. This road will add approximately 0.6 miles to the Forest transportation system and provide access to the southeastern portion of Compartment 115 and northeastern portion of Compartment 126. This road will provide long term access to stands C115S20, C115S08, C126S08, C126S03, and C126S05. If this road is added to the system it will be named Spice Cove Mountain Road, ID #5072. Road will be gated on FSR 5073 and managed as closed to vehicular traffic in accordance with MA 3B direction.
11. Decommission non-system road K. Decommission approximately 0.1 miles of existing non-system road located in stand C115S21 that is providing sedimentation into Long Branch due to unauthorized ORV use. C115S21 is proposed for harvest in the Macedonia Project, decommissioning can be accomplished with the timber sale contract when stand C115S21 is harvested. Decommissioning will consist of blocking access at landing; out-sloping road bed and creating broad based dips to channel water off road; ripping; seeding; and brushing roadbed.
12. Decommission non-system road L. Decommission approximately 0.1 miles of existing non-system roads currently open to unauthorized ORV use in Compartment 115 Stands 14 and 21. Decommission can be accomplished in conjunction with the proposed harvest in C115S21. Decommissioning will consist of blocking access on both ends; creating water bars to prevent sedimentation; ripping; seeding; and mulching where needed to stabilize soil and/or brushing to prevent soil movement.
13. Extend FSR 5074, Long Branch Road approximately 0.4 miles to access the northeast end of Compartment 115. Extending FSR 5074 would provide long term access for management of stands C115S15 and C115S1 and meet Forest Plan guidelines for accessing suitable timber lands within MA 3B. Road will be gated and managed as closed to public vehicular traffic in accordance with MA 3B direction.
14. Extend non-system road F if added to the Forest transportation system. Extending road F (Tucker Creek Road) by approximately 0.3 miles will provide permanent access to timber stands C111S09, C111S08, and C117S04 and allow access for maintenance of wetlands improvement. If this road is extended, the extension will remain Tucker Creek Road, ID #5069 with an RMO-D5. Road will be gated and managed in accordance with MA 3B direction.
15. Reconstruction of FSR 5074 to replace an undersized culvert on an un-named creek that flows into Lamance Creek. This work will be done with the proposed timber sale. Following sale activities, the road will be ripped and seeded, then allowed to revegetate with natural vegetation for a 10 year period.
16. Realignment of approximately 0.1 mile section of FSR 5073 that has a steep, sharp curve. Realignment will place the road on grade with the natural contour of the land. This work will be done with the proposed timber sale and paid for with timber sale receipts. This road will remain closed with a gate following sale activities. It will be ripped and seeded then allowed to revegetate with native plants and trees for a 10 year period.

Unauthorized ORV access on unauthorized (non-system) roads is impacting the project area:

The recommendations will put most of the non-system roads onto the Forest transportation system where they can be maintained as closed to unauthorized use by barriers such as gates, earthen berms and law enforcement. Roads not put onto the Forest transportation system will be rehabilitated back to a natural state removing these travel ways from ORV users.

The existing road system is not up to current road standards:

Recommendations 15 and 16 correct the deficiencies on FSRs 5073 and 5074. The culvert replacement, realignment, and road reconditioning will be accomplished with a timber sale contract. This is in accordance with road maintenance direction for roads with an RMO of D1 in MA 3B.

The current road system is inadequate to accomplish resource objectives of MA 3B:

Recommendations 1, 2, 3, 6, 7, 8, 9, 10, 13, and 14 add non-system roads that meet current road standards to the Forest Transportation system and extend existing roads. The current road system accesses approximately 26% of the suitable land base in Compartments 115, 116, and 126. If these recommendations are implemented in the project area, approximately 48% of the suitable land base in Compartments 111, 115, 116, 117, and 126 will be accessible (see Table 5.1). Table 5.2 demonstrates that adding more miles to the Forest transportation system will be in accordance with Forest Plan direction for transportation system management for MA 3B.

Table 5.1: Comparison of Suitable Acres Accessible versus Recommended Road Access

AA	Suitable Acres	Acres Accessible Current	%	Acres Accessible Macedonia Proposal	%
Macedonia	3,718	978	26%	1,803	48%

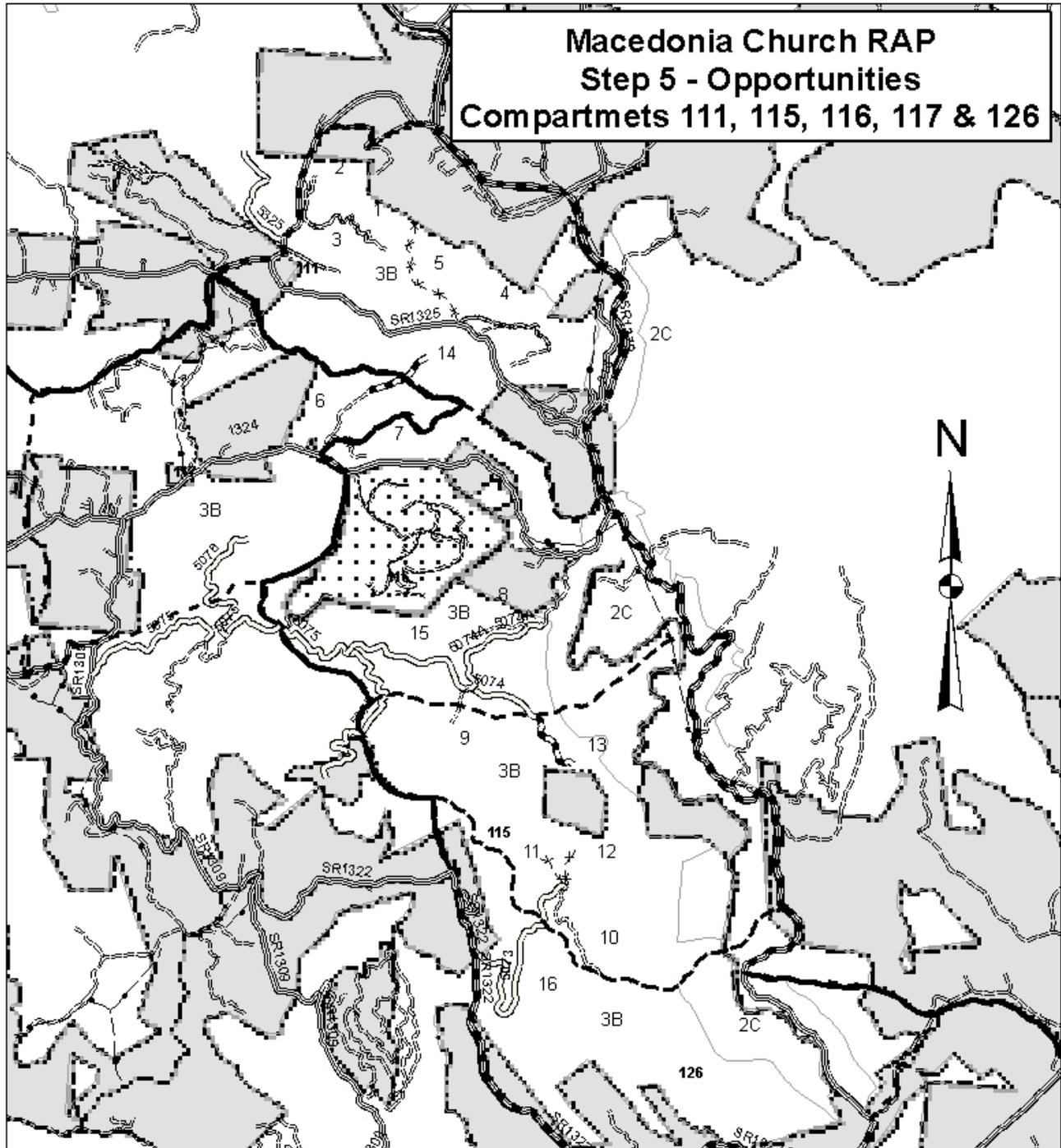
Table 5.2: Comparison of Forest Service Roads within the Macedonia Project versus Forest Plan Direction

Project Area	Total acres by MA	Current miles of FSR	Proposed miles of FSR	Forest Plan direction for <u>open</u> FSR/sq. mi.	Current miles of open FSR/sq mi	Proposed miles of open FSR/sq mi
Macedonia	3,718 (3B)	6.0	9.4	0.5 (or 2.9 miles in this Area)	0.0	0.0
	1,265 (2C)	0.0	0.0	2.0 (or 4.0 miles in this Area)	0.0	0.0

NEPA Analysis

The Macedonia Project EA is being completed and recommendations 1, 2, 3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 16 are being analyzed in the EA. Recommendations 4 and 5 are not addressed in the Macedonia Project. Each of these recommendations will require a separate site-specific NEPA analysis and decision. Recommendation 5 falls outside the analysis in the Macedonia Project EA and recommendation 4 will additionally require extensive field survey prior to a decision.

**Macedonia Church RAP
Step 5 - Opportunities
Compartments 111, 115, 116, 117 & 126**



Legend

Private Land	Forest System Roads	Compartment Boundary selection
PARI	Decommission Road	Management Area Boundary
Private Roads	Add Road to System	Pisgah District Boundary
NC State Roads	New Road Construction	

tmoiii 11/28/07

1 inch equals 3,500 feet

6

Purpose and Products

The purpose of this step is to:

- Report the key findings of the analysis.

The products of this step are:

- A report including maps, analyses, and test documentation of the roads analysis, and
- Maps that show the data and information used in the analysis, and the opportunities identified during the analysis.

Report

The Forest Service and its partners in the next couple of years will make substantial investments in vegetation management, soil and water restoration and wildlife habitat improvement within the Macedonia Project Area. These investments will best be protected by maintaining a closed transportation system. Closure by gates will prevent unauthorized motorized travel while allowing for authorized motorized travel.

Table 6.1 List of Recommended Road Actions for Macedonia Project

Road #	Road Name	Miles	RMO	New RMO	Status	Actions Proposed by the Macedonia Project
5075	Jerry Branch	3.0	D1	D1	Closed	Reconstruction
5074	Long Branch	1.4	D1	D1	Closed	Reconstruction with culvert replacement and extend by new road construction ~0.4 miles
5074A	Doug's	0.2	D1	D1	Closed	Reconstruction
5073	Spice Cove	1.4	D1	D1	Closed	Reconstruction and realignment
A	Jake Branch	0.6	n/a	D5	Closed	Add to system and manage for permanent grass/forbs
B	Jake Branch Spur	0.2	n/a	D1	Closed	Add to Forest transportation system
C	Welding	0.1	n/a	D1	Closed	Add to Forest transportation system
D	Pressley Fields	0.6	n/a	n/a	Closed	Leave as is
E	No Name	0.7	n/a	n/a	Closed	Decommission
F	Tucker Creek	0.7	n/a	D5	Closed	Add ~0.4 miles to system, extend by new road construction ~0.3 miles, manage for permanent grass/forbs
G	Lamance Creek	0.3	n/a	D5	Closed	Add to system and manage for permanent grass/forbs
H	NASA	0.2	n/a	D1	Closed	Add to system
I	Old Homestead	0.2	n/a	D1	Closed	Add to system
J	Spice Cove Mountain	0.6	n/a	D1	Closed	Add to system
K	No Name	0.1	n/a	n/a	Closed	Use as temporary road for harvest C115S21 then decommission
L	No Name	0.2	n/a	n/a	Closed	Use as skid road for harvest C115S21 then decommission