

This Toolbox Fire Recovery Project specialist report was prepared during March, April, and May of 2003. It will be used, along with specialist reports from multiple resource areas, to prepare a Draft Environmental Impact Statement (DEIS) for the Toolbox Fire Recovery project. This specialist report will become a part of the planning record for the project, filed under:

“Toolbx/ Planning Record/ E_Specialists_reports_data_inventory_and_collection”

This report will be filed both in the ‘hard-copy’ planning record binders, on file at the Silver Lake Ranger District, and on the Fremont National Forest “K-Drive”. In the interest of planning process efficiency, particularly in light of time and budget constraints, editing that occurs to the content of this report during the preparation of the DEIS will be reflected in the DEIS and will not necessarily be entered back into the content of this report. To insure the accuracy of such edits, I will review the content of both the DEIS and the (Final) FEIS and certify that their content is consistent with the analytical conclusions in this report. If during DEIS or FEIS editing, substantially different conclusions or interpretations are reached or substantial additional analysis is prepared from that displayed in this report, an addendum to this report will be prepared.

Specialist: /S/ Allen Reyes

Discipline: Engineering

Date: 5/15/03

5/15/03

Roads

Current Conditions

The existing road system proposed for reconstruction includes Maintenance Level-2 roads consisting of native surfaces. Included in this road system are arterial haul roads with diminished cinder surfaces.

Effects of No-Action Alternatives

There will be no known adverse short term or long term effects from not implementing road reconstruction.

Effects Common to the Action Alternatives

Road reconstruction would place a surface course layer of cinders on the Maintenance Level-2 roads to provide a durable aggregate surface for timber haul and prevent subgrade deformation while reducing possible roadway soil erosion. The arterial haul roads will be resurfaced with additional cinders to increase the overall roadway surface depth to accommodate timber haul.

Road reconstruction will increase the level of safety for the Public and Forest Service when using these roads during timber sale haul. Reconstruction would use cinders from Forest Service pits which would utilize and decrease the availability of the minerals.

Possible cinder sources for road reconstruction are located on the Silver Lake Ranger District, Fremont-Winema National Forest as described:

Rim Cinder Pit----- NW, SE, Sec.34, T.29S., R.16E

Thompson Cinder Pit----- NW, Sec.24, T.30S., R.13E.

3004 Cinder Pit----- NE, NE, Sec.5, T.31S., R.16E.

ROAD RECONSTRUCTION – TOOLBOX AND SILVER

May 9, 2003

S – SURFACING R - RESURFACING

ALTERNATIVE- C			
ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	SURFACING TYPE REQUIRED
2901-022	2901 to 2901-219	1.6	Pit Run Cinders-S
2901-185	2901-188 to 2901-034	1.8	Pit Run Cinders-S
2700-292	2700 to 2700-591	1.2	Pit Run Cinders-S
2800-505	Milepost 0.7, Graham Cr.	0.1	Culvert Backfill
3006-114	3006-112 to 3006-120	0.4	Pit Run Cinders-S
2700-021	2700 to 3038	3.6	Pit Run Cinders-R
3006	2800 to 3006-015	1.4	Pit Run Cinders-R
3006-015	3006 to Milepost 0.8	0.8	Pit Run Cinders-R
ALTERNATIVE- D			
ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	SURFACING TYPE REQUIRED
2700-292	2700 to Milepost 1.0	1.0	Pit Run Cinders-S
2800-505	Milepost 0.7, Graham Cr.	0.1	Culvert Backfill
2700-021	2700 to 3038	3.6	Pit Run Cinders-R
3006	2800 to 3006-015	1.4	Pit Run Cinders-R
ALTERNATIVE- E			
ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	SURFACING TYPE REQUIRED
2901-022	2901 to 2901-219	1.6	Pit Run Cinders-S
2901-185	2901-188 to 2901-034	1.8	Pit Run Cinders-S
2700-292	2700 to 2700-591	1.2	Pit Run Cinders-S
2800-505	Milepost 0.7, Graham Cr.	0.1	Culvert Backfill
3006-114	3006-112 to 3006-120	0.4	Pit Run Cinders-S
2700-021	2700 to 3038	3.6	Pit Run Cinders-R
3006	2800 to 3006-015	1.4	Pit Run Cinders-R
3006-015	3006 to Milepost 0.8	0.8	Pit Run Cinders-R
ALTERNATIVE- G			
ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	SURFACING TYPE REQUIRED
2901-022	2901 to 2901-219	1.6	Pit Run Cinders-S
2901-185	2901-188 to 2901-034	1.8	Pit Run Cinders-S
2700-292	2700 to 2700-591	1.2	Pit Run Cinders-S
2800-505	Milepost 0.7, Graham Cr.	0.1	Culvert Backfill
3006-114	3006-112 to 3006-120	0.4	Pit Run Cinders-S
2700-021	2700 to 3038	3.6	Pit Run Cinders-R
3006	2800 to 3006-015	1.4	Pit Run Cinders-R
3006-015	3006 to Milepost 0.8	0.8	Pit Run Cinders-R
ALTERNATIVE- H			
ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	SURFACING TYPE REQUIRED
2901-022	2901 to 2901-219	1.6	Pit Run Cinders-S
2901-185	2901-188 to 2901-034	1.8	Pit Run Cinders-S
2700-292	2700 to 2700-591	1.2	Pit Run Cinders-S
2800-505	Milepost 0.7, Graham Cr.	0.1	Culvert Backfill
3006-114	3006-112 to 3006-120	0.4	Pit Run Cinders-S
2700-021	2700 to 3038	3.6	Pit Run Cinders-R
3006	2800 to 3006-015	1.4	Pit Run Cinders-R
3006-015	3006 to Milepost 0.8	0.8	Pit Run Cinders-R

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ALTERNATIVE-C ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	ESTIMATED COST
2901-022	2901 to 2901-219	1.6	\$ 14,800.00
2901-185	2901-188 to 2901-034	1.8	\$ 16,100.00
2700-292	2700 to 2700-591	1.2	\$ 13,100.00
2800-505	Milepost 0.7, Graham Cr.	0.1	\$ 1,800.00
3006-114	3006-112 to 3006-120	0.4	\$ 5,900.00
2700-021	2700 to 3038	3.6	\$ 22,900.00
3006	2800 to 3006-015	1.4	\$ 22,300.00
3006-015	3006 to Milepost 0.8	0.8	\$ 11,500.00
	ALTERNATIVE-C	TOTAL COST >>>>	\$ 108,400.00
ALTERNATIVE-D ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	ESTIMATED COST
2700-292	2700 to Milepost 1.0	1.0	\$ 13,100.00
2800-505	Milepost 0.7, Graham Cr.	0.1	\$ 1,800.00
2700-021	2700 to 3038	3.6	\$ 22,900.00
3006	2800 to 3006-015	1.4	\$ 22,300.00
	ALTERNATIVE-D	TOTAL COST >>>>	\$ 60,100.00
ALTERNATIVE-E ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	ESTIMATED COST
2901-022	2901 to 2901-219	1.6	\$ 14,800.00
2901-185	2901-188 to 2901-034	1.8	\$ 16,100.00
2700-292	2700 to 2700-591	1.2	\$ 13,100.00
2800-505	Milepost 0.7, Graham Cr.	0.1	\$ 1,800.00
3006-114	3006-112 to 3006-120	0.4	\$ 5,900.00
2700-021	2700 to 3038	3.6	\$ 22,900.00
3006	2800 to 3006-015	1.4	\$ 22,300.00
3006-015	3006 to Milepost 0.8	0.8	\$ 11,500.00
	ALTERNATIVE-E	TOTAL COST >>>>	\$ 108,400.00
ALTERNATIVE-G ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	ESTIMATED COST
2901-022	2901 to 2901-219	1.6	\$ 14,800.00
2901-185	2901-188 to 2901-034	1.8	\$ 16,100.00
2700-292	2700 to 2700-591	1.2	\$ 13,100.00
2800-505	Milepost 0.7, Graham Cr.	0.1	\$ 1,800.00
3006-114	3006-112 to 3006-120	0.4	\$ 5,900.00
2700-021	2700 to 3038	3.6	\$ 22,900.00
3006	2800 to 3006-015	1.4	\$ 22,300.00
3006-015	3006 to Milepost 0.8	0.8	\$ 11,500.00
	ALTERNATIVE-G	TOTAL COST >>>>	\$ 108,400.00
ALTERNATIVE-H ROAD NUMBER	RECONSTRUCTION TERMINI	MILES OF RECONSTRUCTION	ESTIMATED COST
2901-022	2901 to 2901-219	1.6	\$ 14,800.00
2901-185	2901-188 to 2901-034	1.8	\$ 16,100.00
2700-292	2700 to 2700-591	1.2	\$ 13,100.00
2800-505	Milepost 0.7, Graham Cr.	0.1	\$ 1,800.00
3006-114	3006-112 to 3006-120	0.4	\$ 5,900.00
2700-021	2700 to 3038	3.6	\$ 22,900.00
3006	2800 to 3006-015	1.4	\$ 22,300.00
3006-015	3006 to Milepost 0.8	0.8	\$ 11,500.00
	ALTERNATIVE-H	TOTAL COST >>>>	\$ 108,400.00