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Lee, I had a chance to look at the roads that were identified for Swift Plantations Stewardship in the Files that you identified.

You told me on the phone that the entire project will mean about only 30 truck loads to haul out, either log trucks or log truck converted to haul chips.

For each of the 4 spur roads discussed below, then I take that to be in the ball park of 6- 10 loads on that road.

Overall, I would think that pre-haul, during haul, and post haul blading should not be necessary. That's a lot of blading for a small amount of use. We would have it in the contract so we could ask for it when and if necessary, but should keep a tight rein on contractor blading and not let them expect to perform a lot of unnecessary road grading.

I'm assuming that hauling won't be planned when the roads are wet & soft.

I'm assuming that after-project travel management will be the same as currently.

Road 73604, which is open to traffic, needs to be bladed, pre-haul. The shoulder and median are well sodded, but water has been running down and eroding the wheel tracks as it can't go anywhere else. This road needs drain dips, or at least after blading to have many "get outs" through the outside shoulder. Rather than a grader cutting off all the sod and wasting it and all the good fines stuck in the roots over the side, ideally I'd like to see 2 entries with a grader. Step 1 would be to cut the sod off the outside shoulder and median strip and leave it in the road, where the veg material would dry out, blow away, or rot. Then Step 2 would be to properly grade the road using all this good material to fill the ruts and shape the road surface for truck traffic and for surface drainage.

Roads 73601, 73602, and 13362 : these roads are closed by earthen barricades and closed to traffic. They are well veged, growing grasses, knapweed, strawberry, aster, yarrow, lupine, clovers, etc. I saw no drainage problems. Instead of scraping off all this ground cover on the road surface for only a few truck loads, I would like to see these roads used without any road grading. Just drive on them the way they are, then re-close. The few trucks loads can drive slowly. I realize that this may be a novel concept to some individuals. I think it is a cutting edge resource friendly approach. 73601 has a few small trees to remove. 13362 has some loose "tire buster" roads to sweep or hand pick. I didn't see very many.

If flatter pads are need at spots where a skyline yarder will be setting, the road can be flattened in these specific spots. I would not want to see the entire road scraped and smoothed just so a yarder can safely operate on a few small specific spots.

Road 5765 was bladed this year. this is a routine maint level 3 road open to traffic and to be maintained as needed. Depending on weather and traffic between now and beginning of project it may want grading prior to haul, or after haul. I would hope that for 30 truck loads it won't need both.

You've got Meadow Cr road 725 covered with your wording about improved aggregate surfacing and the requirement for water and roller IF the road needs contractor provided maintenance.

Rich Raines  
Road Maintenance Supervisor  
Contracting Officer's Representative  
Engineering Representative