

WINTER LOG HAUL

LONG DRAW TIMBER SALE

Residents need to remember that the Alpine is a multiple use Forest Service road. Residents, non residents and commercial users all have the right to use the road and with that right come certain responsibilities for all.

The Long Draw Forest Service Timber Sale will start hauling in the next few weeks. There will be approximately 12 to 18 loaded trucks per day. The following Alpine Plateau Log Haul Safe Plan has been negotiated between the AIA, Forest Service and Montrose Forest Products (MFP) (the purchaser of the sale) over the last several months. This plan will become part of the contract between the Forest Service and MFP.

Alpine Plateau Log Hauling Safety Plan

Communication:

The Arrowhead Board will work to educate the residents about the use of CB radios and the information to gather when reporting unsafe actions (i.e. color of truck, time of day, date, travel direction).

Montrose Forest Products will communicate to their log truck contractors to follow all safety procedures, and call out mile marker positions when hauling on Alpine Road (NFSR 867).

The U.S. Forest Service will notify and provide a general schedule to a designated Arrowhead Improvements Association (AIA) board member when logging operations will commence as soon as known. As hauling hours change (i.e. Hoot-owl) updates will be provided.

Arrowhead residents, truck drivers and frequent visitors will be encouraged to call out road locations on an established CB channel to help avoid potentially dangerous encounters on blind curves and segments where the road narrows. Montrose Forest Products (MFP) will place and maintain mile marker signs (not paint on rocks or trees) on the lower 6 miles of the Alpine Road (NFSR 867). Some training in the use of this technique may be required.

Enforcement:

Warning signs stating a 25 MPH speed limit will be posted at determined locations as a cooperative effort between the USFS and MFP.

Educate Arrowhead residents and logging personnel about the process to report unsafe actions related to log hauling and/or residential traffic. Such information as vehicle color, time of day, date, and direction of travel can be used to determine which trucks or

vehicles may be causing problems. Report all problem incidents to a designated AIA board member as a centralized contact point.

Montrose Forest Products will have the log loader record the time of day, in addition to the standard information, when log trucks are loaded to facilitate identification of log truck drivers.

Mitigations:

Prohibit hauling during the Christmas – New Years holiday period (December 24th to January 1st [inclusive]) in addition to weekends and the specific Federal holidays identified by the contract (CT 5.12#). All Logging operations not related to hauling will be allowed during this period.

Weekend hauling restrictions will be extended from noon on Friday to midnight on Sunday.

The Arrowhead community will be responsible for the snowplowing on the Alpine Road from the winter parking lot to Highway 50. Regular communications will occur between MFP and Will Hobson, Arrowhead plow operator, to coordinate any changes in haul times or other operations. Loaded trucks will not use the road until snow plowing has created a safe haul route.

The USFS will work with the Arrowhead community and the Arrowhead Snowmobile Club to provide the safest snowmobile access possible to the Alpine Plateau, with the goal to minimize “mixed use” and other potential user conflicts.

A closure order will be put in place by the USFS to prohibit full sized vehicle use for the public and other non-authorized parties above (south of) the AIA winter parking area. Closure signing will also be installed.

When hazardous snowpack is present on the haul road (NFSR 867), tire chains will be required on all log trucks.

Montrose Forest Products will supply some road sanding gravel to the Arrowhead road crew to facilitate the extra use along the Alpine road.

ADDITIONAL INFORMATION FOR IMPLEMENTING THIS PLAN

Haul Dates

The start day for haul will be posted electronically as soon as it becomes available. The loggers that will be working on this sale have been delayed by the government shut down on other Forest Service timber sales where they are currently working. Although No Haul days are specified above, there could be other logging related traffic on those days.

Upper Alpine

Ron Corder will be working for MFP with their equipment plowing the road for logging traffic ONLY above the winter parking lot. He will also be working for the snowmobile club grooming the snowmobile trail starting from the winter parking lot. Every effort will be made to provide a separate groomed trail that does not require the use of the road. In a few spots, such as from the cattle guard to pipe springs, trucks and snowmobiles will have to share the road on weekdays. Extra caution will be needed in those areas. Watch for updates from Ron about the condition of the trail.

Lower Alpine

Will Hobson will be doing the snowplowing on the Alpine from the winter parking lot to Highway 50. Please review the winter driving tips posted on the website for information on how to pass the road grader and end loader. These snowplowing operations will be coordinated with the logging companies and trucks. Information on the condition of the road and the timing of operations will be passed from Will to Linda Squirrell, who will have it posted electronically. If you plan to use the Alpine this winter, we highly recommend that you contact Communications Manager Cappi Castro at arrowheadblast@gmail.com. to have your email added to the Blast email list.

Problems and Questions

Linda will also be the contact for residents that have questions or concerns about activities on the Alpine Road. To contact Linda about items that need immediate attention you can call her at 970-209-2102 (cell) or 970-249-5709 (home). Other concerns and questions can be directed to her by email at 5280aia@gmail.com. Concerns about logging trucks or any other traffic on the road need to be very specific and timely. General comments such as trucks are driving too fast or are not using turn outs will not be helpful and can not be acted on.

At a minimum the information needs to include date, time, location, type of vehicle (log truck, pickup, etc), direction of travel (up or down) and a description of the problem. When possible, more detailed information such as vehicle color, truck name and/or number, license number and name of driver would also be helpful.

We expect the Forest Service to provide us feedback on how other drivers are using the road.

CB Radios

Please review the "Alpine Winter Driving Tips" on the Arrowhead website for information on how to use a CB with logging traffic. The community had considered providing a few CB radios residents to use that could be shuttled back and forth. It was decided that process would be unreliable and residents are strongly encouraged to obtain their own CB radio.

Tire Chains

Log trucks will be required by the contract to use tire chains on snow packed roads. Chains are not required on other vehicles but are highly recommended. Chains can be a

big help in stopping going down hill. Four wheel drive can help you go but provides no advantage over two wheel drive for stopping.

Flag

The original idea was have the first truck of the day put up a flag at the highway that would indicate there are log trucks working. The timber purchaser (MFP) expressed concern that this process could result in a false sense of security if someone forgot to put up the flag or that people would drive in a careless manner and meet other traffic or snow plowing equipment. For those reasons it was decided to not use the flag system.

“Hoot Owl” Hauling Definition

When logging in the winter, one objective is to always haul on frozen roads to prevent road damage. To accomplish this objective the logging company may choose to start hauling very early in the morning (ie: 2:00 or 3:00 AM) and stop hauling when the road starts to thaw. In logging jargon these are called Hoot Owl operations. This situation is most likely to occur in the fall and spring but could occur at any time with temperature changes.

Bottom Line

Safe use of the Alpine Road, especially during the winter, is going to require cooperation by ALL users. Although the Arrowhead community would have preferred that winter logging did not occur, all parties need to make the best of the situation. The Forest Service and Montrose Forest Products have been very cooperative in trying to make this operation as safe as possible. Now it is up to all individual drivers to take advantage of the information provided and have a safe winter driving season on the Alpine.

GO SLOW AND LOOK FOR WAYS TO HELP OTHER USERS OF THE ALPINE