

Because of the desire to facilitate long-term resource management, existing road templates in the Trail Cr Salvage project area were evaluated for addition to the forest transportation system. IDT members on the trail creek salvage project were asked to rate existing road templates with respect to their resource area. Ten existing templates were considered and each resource specialist rated these ten roads from 1 to 10. High values from aquatics and wildlife indicate high concern and high values from timber, fire, and recreation indicate high benefit. The ratings were combined and the cumulative value was used to develop recommendations.

Historic Road #	Consider for transportation system	Miles of historic road recommended for addition	Miles of historic road not recommended for addition	Recommendation
5359	Yes	1.31		Consider for addition to transportation system with design features to mitigate for wildlife concerns . High cumulative benefit with high wildlife concerns
10132	No		0.319	Do not add to transportation system. Very little benefit with significant wildlife concerns
2851	Yes	1.54		Consider for addition to transportation with design features to mitigate for aquatic concerns. High cumulative benefit and moderate concern
2851A	No		0.561	Do not add to transportation system. Low benefit and low concern
2851B	No		1.045	Do not add to transportation system. Very little benefit with significant wildlife & aquatics concerns
2851C	Yes	2.29		Only consider for addition to transportation if on-the-ground engineering assessment can mitigate for aquatic concerns. moderate cumulative benefit and high concern
2836	Yes	0.86		Consider for addition to transportation system. Moderate benefit low concern
2836A	Yes	0.24		Consider for addition to transportation system. Moderate benefit low concern
2836B	No		0.942	Do not add to transportation system. High concern low benefit
1678	Yes	1.02		Consider for addition to transportation with roadway design features to mitigate for aquatic concerns. High cumulative benefit and moderate concern

7.26

2.867

high value = high concern

high value = high benefit

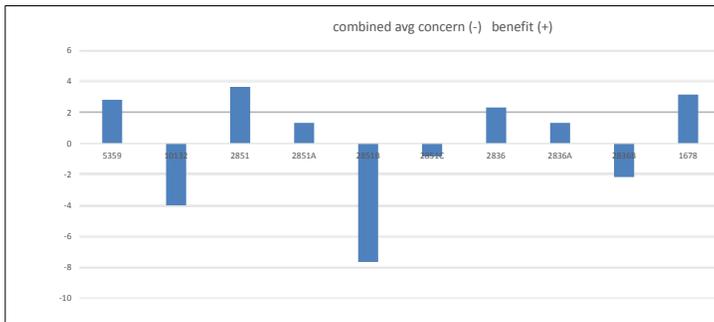
Historic Road #	Aquatics-hydrology/water quality	WILDLIFE	Timber/Silviculture	Fire and Fuels	Recreation **** NOTE: established historic use above refers to nonmotorized use compliant with A19 conditions****
5359	5	8	10	9	9
10132	1	9	1	1	1
2851	7	5	9	10	10
2851A	2	2	5	3	2
2851B	10	10	2	2	3
2851C	9	6	7	5	8
2836	4	4	6	7	6
2836A	3	3	4	4	5
2836B	8	7	3	6	7
1678	6	1	8	8	4

summation of ratings

combined avg concern (-) benefit (+)

Recommendation

29	2.833333333	Consider for addition to transportation system with design features to mitigate for wildlife concerns . High cumulative benefit with high wildlife concerns
7	-4	Do not add to transportation system. Very little benefit with significant wildlife concerns
31	3.666666667	Consider for addition to transportation with design features to mitigate for aquatic concerns. High cumulative benefit and moderate concern
20	1.333333333	Do not add to transportation system. Low benefit and low concern
1	-7.666666667	Do not add to transportation system. Very little benefit with significant wildlife & aquatics concerns
19	-0.833333333	Only consider for addition to transportation if on-the-ground engineering assessment can mitigate for aquatic concerns. moderate cumulative benefit and high concern
25	2.333333333	Consider for addition to transportation system. Moderate benefit low concern
21	1.333333333	Consider for addition to transportation system. Moderate benefit low concern
15	-2.166666667	Do not add to transportation system. High concern low benefit
27	3.166666667	Consider for addition to transportation with roadway design features to mitigate for aquatic concerns. High cumulative benefit and moderate concern



Historic Road #	Rating	Comments
5359	5	Decommission portion of route nearest GDE (approx. last 0.5 miles). Only consider keeping 1st half of road before GDE! Overall watershed vulnerability is moderate
10132	1	connected to FS706 in RHCA otherwise a non issue. Overall watershed vulnerability is low. Connecting loop. Do not use portion of road in RHCA do not put portion in RHCA back on the system!
2851	7	close to South Creek (GIS mapping error shows temp crossing South Cr). Portions modeled with high erosion potential (GEP), overall watershed vulnerability is moderate.
2851A	2	terminates ~0.1 miles upslope GDE. Consider protecting GDE by decommissioning the last 0.15 miles. Flow appears to be from the south east however. Overall watershed vulnerability is low.
2851B	10	within/adjacent Bent Creek RHCA for almost entire length, within BT priority watershed and adjacent CTT stream, high/moderate soil burn severity. Overall watershed vulnerability is high.
2851C	9	outside mapped RHCAs although engineering identified non NHD stream crossings, modeled high erosion potential (GEP) and last half of road experienced high soil burn severity. Overall watershed vulnerability is high.
2836	4	outside mapped RHCAs modeled moderate erosion potential (GEP), moderate overall watershed vulnerability
2836A	3	outside mapped RHCAs, high soil burn severity, low erosion potential and low overall watershed vulnerability
2836B	8	multiple stream crossings within BT priority watershed and CTT watershed, mod/high erosion potential (GEP), high overall watershed vulnerability. Lots of cut/fill and only the first half of road is considered.
1678	6	multiple stream crossings within BT priority watershed and CTT watershed, mod/high erosion potential (GEP), low soil burn severity, may alter hillslope hydrology upslope of GDE. ~0.16 miles from RHCA, high overall watershed vulnerability
<i>Resource Area:</i> Aquatics-hydrology/water quality		

Historic Road #	Rating	Comments
5359	8	most is core close to wilderness, along wetland
10132	9	small part is core, off main SBR road, elk winter range
2851	5	2/5 core, closest to wilderness bdy
2851A	2	small part is core, almost off main SBR road, elk winter range, gets close to wetlands
2851B	10	mostly elk winter, 3/5 is core, off south cr trail road, riparian concerns along whole length
2851C	6	small part elk winter, 2/3 is core, off south cr trail road, deep in core
2836	4	elk winter, core
2836A	3	elk winter, core
2836B	7	part is elk winter, deep in core
1678	1	elk winter 3/5 is core, off main SBR road
Resource Area:	WILDLIFE	

Historic Road #	Rating	Comments
5359	10	High resource benefit
10132	1	Low resource benefit
2851	9	High resource benefit
2851A	5	
2851B	2	This is a high priority for use during salvage, but low resource benefit for the long-term
2851C	7	High resource benefit
2836	6	High resource benefit
2836A	4	
2836B	3	Low resource benefit
1678	8	High resource benefit
Resource Area:	Timber/Silviculture	

<b>Historic Road #</b>	<b>Rating</b>
5359	9
10132	1
2851	10
2851A	3
2851B	2
2851C	5
2836	7
2836A	4
2836B	6
1678	8
<i>Resource Area:</i>	Fire and Fue

**Comments**

This route provides access to a large tract of timber management ground, forest/fuels management in the upcoming decades should be expected, fire response will continue to be suppression. Access for ground based equipment will significantly improve fire suppression response in this area for the 5-35 yr time horizon. This template should be retained

This road accesses areas that are surrounded by current system roads, the ground is generally flat and access to the area without a system road is generally good.

See rationale for 5359, however this road is in significantly steeper ground and loss of the template would be a greater setback for access

This route only provides access to ~.5 miles from current open roads, in the event of a critical need for fuels management or fire suppression a temporary road would be appropriate. Generally the area is relatively level.

The road is poorly located and hydro/fish concerns outweigh the benefits of access from a fire and fuels point of view. However as noted in the IDT meetings a route in this general location is the only feasible ground based access to the area of unit 20. In the case of a fire response a route could be established outside the RHCA if needed for the lower segment. This road access relatively steep ground, loss of the road template would remove the ability to have ground based access, even foot access/response would be significantly degraded with the loss of this road. It would be desirable to retain at least a portion of this template.

See 2836B and 2851C

This is a short span of road, although it is more difficult ground to access if the template is removed, it does gain a great distance. It would be desirable to retain this segment as a template if possible

as with 2851C, the loss of this template will adversely affect access for fire suppression and fuels/forest management. As 2836 remains on the system to its junction with 2836B it is a higher priority to retain the template

This road provides access to a fairly large piece of ground, access for ground based equipment here would have a significant benefit for future fire response, loss of the template should be avoided.

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Historic Road #	Rating	Comments
5359		A portion of this route is a system trail (#329) this make a short day hike loop opportunity; foot and stock access* on this template is annually recurring especially during hunting season.
10132		
	1	This route has limited recreational value, common use is not established
2851		
	10	This route serves as a trail. Trail #93 routes down this template from it's upper terminus to the South Creek Trailhead.
2851A		
	2	no existing historical use, route was undetectable prior to the fire
2851B		
	3	little historical use, route was difficult to locate prior to the fire
2851C		this route has established historic use*, primarily during the hunting season, loss of the template will significantly reduce
	8	nomotorized public access
2836		
	6	see 2836B
2836A		
	5	see 2836B
2836B		The 2836 routes have existing historic use*, loss of the templates will significantly reduce nonmotorize public access due to
	7	topography
1678		
	4	This route has established historic use*, both hunting season and as access to the Bent creek fen. Rehabilitation of the template will have significant acceses implcations for hunting use, but less for access to the fen due to topographic conerns
Resource Area:	Recreation	**** NOTE: established historic use above refers to nonmotorized use compliant with A19 conditions****