

APPENDIX 1

GLOSSARY

MT. HOOD NATIONAL FOREST

ROADS ANALYSIS

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Anadromous Fish – Those species of fish that mature in the sea, and migrate in to streams to spawn.

Bridge – A road or trail structure, including supports, erected over a depression or an obstruction, such as water, a road, a trail, or railway, and having a deck for carrying traffic or other loads.

Classified Road – See Road Definitions.

CFR - Code of Federal Regulations.

Cultural Resource – The physical remains (artifacts, objects, structures, etc.) of past human activities.

Developed Recreation – Recreation that requires facilities, resulting in a concentrated use of an area. An example of a developed recreation site is a campground. Facilities might include roads, parking lots, picnic tables, toilets, drinking water, and buildings.

Dispersed Features – Undeveloped, small areas on the Forest (usually 2-3 acres in size) that are known and used because of camping or picnicking attributes or because of scenic, geologic or other special interest attractions.

Dispersed Recreation – A general term referring to recreation use outside developed recreation sites. Scattered, individual outdoor recreation activities. This includes activities such as scenic driving, hiking, bicycling, backpacking, hunting, fishing, snowmobiling, horseback riding, cross-country skiing, and recreation in primitive environments.

Environmental Impact Statement (EIS) – A document prepared by a Federal agency in which anticipated environmental effects of a planned course of action or development are evaluated. A Federal statute (section 102 of the National Environmental Policy Act of 1969) requires that such statements be prepared. It is prepared first in draft or review form, and then in a final form. An impact statement includes the following points: (1) the environmental impact of the proposed action, (2) any adverse impacts which cannot be avoided by the action, (3) the alternative courses of action, (4) the relationships between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity, (5) a description of the irreversible and irretrievable commitment of resources which would occur if the action were accomplished.

Forest Transportation System Management - The planning, inventory, analysis, classification, record keeping, scheduling, construction, reconstruction, maintenance, decommissioning, and other operations undertaken to achieve environmentally sound, safe, cost-effective, access for use, protection, administration, and management of National Forest System lands.

Heritage Resource – Any definite location of past human activity identifiable through field survey, historical documentation or oral evidence. This includes archeological and architectural sites or structures, and places of traditional cultural or religious importance to specified groups whether or not represented by physical remains.

Highway Safety Act of 1966 (P.L. 89-564) – Directs states and participating agencies to identify and survey accident locations to design, construct, and maintain roads in accordance with safety standards, to apply sound traffic control principles and standards, and to promote pedestrian safety. This Act applies to forest roads that have operation and maintenance levels 3-5 which are roads suitable for passenger cars.

Hydrologic – Pertaining to the quantity, quality, and timing of water yield from forested lands.

HUCs – Hydrological Unit Codes

Interdisciplinary Team (IDT) – A group of individuals with varying areas of specialty assembled to solve a problem or perform a task. The team is assembled out of recognition that no one discipline is sufficiently broad enough to adequately analyze the problem and propose action.

Key Watershed – A term in the Northwest Forest Plan for watersheds that have important habitat for anadromous fish or where high water quality is important.

Maintenance Levels (operational and objective) as defined in Forest Service Handbook 7709.58- Transportation System Maintenance:

- **Level 1** - Assigned to roads of intermittent service during the period that they are closed to vehicular traffic. The closure period must exceed one year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are “prohibit” and “eliminate”.

Roads receiving level-1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for nonmotorized uses.

- **Level 2** - Assigned to roads open for use by high-clearance vehicles. Passenger car traffic is not considered. Traffic is normally minor, consisting of one or a combination of the following: administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to (1) discourage or prohibit passenger cars or (2) accept or discourage high-clearance vehicles.
- **Level 3** - Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads at this maintenance level are typically low-speed, single-lane with turnouts and aggregate surfacing. Some roads may be native surfaced or processed material. Appropriate traffic management strategies are either “encourage” or “accept”. “Discourage” or “prohibit” strategies may be employed for certain classes of vehicles or users.
- **Level 4** - Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and dust abated or paved. However, some roads may be single lane. The most appropriate traffic management strategy is “encourage;” however, the “prohibit” strategy may apply to specific classes of vehicles or users at certain times.
- **Level 5** - Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is “encourage.” The distinction between maintenance levels is not always sharply defined. Some parameters overlap two or more different maintenance levels.

Monitoring – The process of collecting information to evaluate if objectives and anticipated or assumed results of a management plan are being realized or if implementation is proceeding as planned.

Municipal Supply Watershed – A watershed that provides water for human consumption.

National Environmental Policy Act (NEPA) of 1969 – An Act to declare a National policy which will encourage productive and enjoyable harmony between humans and the environment, to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of humanity, to enrich the understanding of the ecological systems and natural resources important to the nation, and to establish a Council on Environmental Quality. (The Principal Laws Relating to Forest Service Activities, Agriculture Handbook NO. 453, USD, Forest Service, 359 pp.)

Open Road Density – Roads open to vehicles in an analysis area in miles per square mile.

Other Open Road – Any road other than a Primary or Secondary road that remains open to limited vehicle types. Normally these roads accommodate high-clearance vehicles. These also include interior campground roads or roads that give immediate access to campgrounds or to Forest administrative sites.

Partnership - In the context of these guidelines, partnerships are those alliances between individuals, groups and/or the Forest that enable road and trail maintenance or monitoring activities beyond those required for resource management access.

Project – An organized effort to achieve an objective, identified by location, activities, outputs, effects, and time-period and responsibilities for execution.

Public Involvement – A Forest Service process designed to broaden the information base upon which agency decisions are made by 1/ Informing the public about Forest Service activities, plans and decisions, and 2/ Encouraging public understanding about and participation in the planning processes leading to final decision-making.

Propagule – A plant fragment capable of growing into a new plant if the conditions are right.

Riparian – A geographic area containing an aquatic ecosystem and adjacent upland areas that directly affect it. This includes floodplains, woodlands, and all areas within a specified distance from the normal line of high water of a stream channel, or from the shoreline of a standing body of water.

Road – A motor vehicle travelway over 50 inches wide, unless designated and managed as a trail. A road may be:

**** Classified Road:** Roads wholly or partially within or adjacent to National Forest System lands that are determined to be needed for long-term motor vehicle access, including State roads, county roads, privately owned roads, National Forest System roads, and other roads authorized by the Forest Service. (36 CFR 212.1)

**** Forest Development Road:** A “forest road” under the jurisdiction of the Forest Service (FSM 7705). Synonymous with “National Forest System road”.

**** Forest Highway:** A forest road open to public travel, and under the jurisdiction and maintenance of a public road authority. The Forest Service is not a public road authority (23 USC 660.105).

**** Forest Road:** A classified road wholly or partly within, or adjacent to, and serving the national forest system, and which is necessary to protect, administer, and use the national forest system and its resources (23 USC 660.103).

**** Forest Transportation Facility:** A classified road, designated trail, or designated airfield, including bridges, culverts, parking lots, log transfer facilities, safety devices and other transportation network appurtenances under Forest Service jurisdiction that is wholly or partially within or adjacent to National Forest System lands. (36 CFR 212.1)

**** Forest Transportation System:** Roads, trails, waterways, and airways used to access national forest.

**** National Forest System Road:** A classified forest road under the jurisdiction of the Forest Service. Synonymous with the term “forest development road”.

**** Non-System Travelway (Ghost Road):** A road within the National Forest System that is not necessary to protect, administer, or use the national forest system or its resources. (An example might be a permanent road to access private inholdings.)

This can also include trails.

**** Primary Low Clearance (PLC) Road:** High standard through-routes, arterial linkages, and Scenic Byways. These will handle the majority of Forest visitor and other travel needs. They will be maintained at levels that safely accommodate low-clearance vehicles (typically a passenger car). They access key recreation areas such as Olallie Lakes, Lost Lake and Timothy Lake.

**** Public Road:** Any road or street under the jurisdiction of and maintained by a public authority, and open to public travel. (23 USC 101(a))

**** Secondary Low Clearance (SLC) Road:** Key inter-forest connections to interior recreation, forest management and fire response. These connect trailheads, project sites, special use areas, research areas, development sites, or private lands to the primary road network. They are maintained for low-clearance vehicles (passenger cars).

**** Secondary High Clearance (SHC) Road:** Key inter-forest connections to interior dispersed recreation, forest management and fire response. These provide a more primitive recreation experience to like managed trailheads, project sites, special use areas, research areas, development sites, or private lands to the primary road network. They are maintained for high-clearance vehicles (pickups).

**** Temporary Road:** Roads authorized by contracts, permit, lease, other written authorization or emergency operations. These roads are not intended to be a part of the forest development transportation system, and not necessary for long-term resource management (FSM 7705).

**** Unclassified Road:** Roads on National Forest System lands that are not managed as part of the forest transportation system, such as unplanned roads, abandoned travelways, and off- road vehicle tracks that have not been designated and managed as a trail. Those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization. (36 CFR 212.1)

Road Closure Device – Any physical barrier that is intended to block or close the road to vehicular traffic.

Road Construction, New – Activity that results in the addition of forest classified or temporary road miles. (36 CFR 212.1)

Road Decommissioning – To remove those elements of a road that reroute hill slope drainage, and present slope stability hazards. The road is stabilized to reduce potential for storm damage, and the need for maintenance. The road is no longer suitable for travel. Decommissioning includes putting a road in storage (storm proofing with dips,

berms, waterbars, etc.) for later use. In some cases the road is obliterated, restoring the hydrologic function of the ground by decompacting the road surface, removing fills and culverts, revegetating etc.

Road Maintenance – The ongoing upkeep of a road necessary to retain or restore the road to the approved road management objectives. (FSM 7712.3)

Road Maintenance Levels – Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria.

Road Management Objective (RMO) – Defines purpose, use, operational and maintenance level of road based on resource management and access and travel management objectives.

Road Obliteration – Restoring the hydrologic function of the ground by decompacting the road surface, removing fills and culverts, revegetating, or other actions with the intent that the road will not be used again.

Road Reconstruction – Activity that results in improvement or realignment of an existing classified road defined as:

**** Road Improvement:** Activity that results in an increase of an existing road's traffic service level, expands its capacity, or changes 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. (36 CFR 212.1)

Road Stabilization – A process to slope, dip and water bar roads thereby reducing runoff concentrations and alleviating the risk of erosion and landslides if designed drainage structures fail to carry storm runoff. This also includes grass-seeding slopes.

Road Upgrading – Includes erosion controls, road surface treatment to prevent dust and erosion, installing larger culverts and stabilizing fill slopes.

Roads Subject to Highway Safety Act – National Forest System roads that are open to use by the public for standard passenger cars. This includes roads with access restricted on a seasonal basis and roads closed during extreme weather conditions or for emergencies, but which are otherwise open for general public use.

Sensitive Species – Those species that have appeared in the Federal Register as proposed for classification and are under consideration for official listing as endangered or threatened species, that are on an official State list, or that are recognized by the Regional Forester as needing special management to prevent their being placed on Federal or State lists.

Soil Resource Inventory (SRI) – An inventory of the soil resource based on landform, vegetative characteristics, soil characteristics, and management potentials.

Special Use Permit – An arrangement whereby the Forest Service grants an individual, organization or agency the use of a specified area of Forest land for a water development, utility corridor, power transmission site, developed recreation site, etc.

Suppression – The act of extinguishing or confining a fire.

Stormproofing - A process to slope, dip and water bar roads thereby reducing runoff concentrations and alleviating the risk of erosion and landslides if designed drainage structures fail to carry storm runoff. This also includes grass-seeding slopes. This process may still allow high clearance vehicles to navigate the road.

Threatened Species – A plant or animal identified and defined in accordance with the 1973 Endangered Species Act, and published in the Federal Register.

Trail – For purposes of travel by foot, stock, mechanized or motorized trail vehicle (less than 50” in width).

Watershed – The drainage basin contributing water, organic matter, dissolved nutrients and sediments to a stream, lake or river. Watersheds are bounded by drainage divides or ridges. Large watersheds are divided into increasingly smaller subdivisions as tributaries join. Watersheds are labeled by Hydrological Unit Codes that are subdivided into “fields” or data columns. Most of the analysis is summarized by 6th field watersheds (which generally range between 10,000 and 40,000 acres), but occasionally it is valuable to consider impacts at a larger or smaller scale. For example a 7th field watershed such as High Rock Creek, combines with other streams to form the 6th field watershed called Shellrock Creek. Shellrock Creek combines with other streams to form the 5th field watershed called Oak Grove Fork. The Oak Grove Fork combines with other rivers to form the 4th field watershed called Clackamas River. The Clackamas River combines with other rivers to form the 3rd field watershed called Willamette River.

Watershed Analysis (WA) – Identifies key processes, functions and conditions within a watershed and describes past and current conditions and trends. This is an analytical process, which creates a tool to help identify and prioritize actions that implement Forest plans. Watershed analysis is ecosystem analysis at the watershed scale.

Water Barring – Berm or ditch-and-berm combinations cutting across roads (and trails) at an angle such that all surface water running on the road and in the road ditch is intercepted and deposited over the outside edge of the road. These normally allow high clearance vehicles to pass.

Watershed Restoration – Improving current conditions of watersheds to restore degraded fish habitat and provide long-term protection for aquatic and riparian resources.