

Appendix D: Road Actions

Road Construction/Reconstruction and Road Closure List and Prescriptions

Road Construction - At the beginning of planning for this project several areas were identified as having excessively long skidding distances for timber harvest which would potentially require some low standard road construction. After field review and discussion during the Pilgrim Vegetation Management Project Roads Analysis process the following was identified as an opportunity to use an existing unclassified road and an extension of it as a long-term improvement for continuing management of a particular area within the project. The terrain is flat and construction is fairly easy with little clearing required:

Road ID	Distance	Description	Objective(s)
P40N50YA	Approximately 0.3 miles	Extension of U40N50Y Sec's 9 & 16, T40R1W	Reduce skidding distance Est. cost: \$5,325

Road Reconstruction - The only road reconstruction need identified with this project is replacement of the culvert on road 41N44Y to reduce the chances of road damage and erosion during flood runoff, as identified by Steve Bachmann, SMMU hydrologist:

Road ID	Distance	Description	Objective(s)
41N44Y	Approximately 0.1 miles	Replacement of culvert SE ¼ Sec.27 T41NR1W	Reduce road damage/ erosion concerns Est. cost: \$3,500

Road Closure List

Road Closure with Guardrail Barricade - The following classified and unclassified roads have been identified under the Pilgrim Vegetation Management Project Roads Analysis process as opportunities to reduce impacts to resources while still retaining the road for future protection and management needs. Closure with a guardrail barricade provides quick access where fire protection is a concern and where frequent entries are anticipated for management activities. Road closures will follow Forest-wide Standards and Guidelines as described in the LMP (pg 4-17, item 7-f):

Road ID	Road Length	Used in Pilgrim Project?	Add to Transp. System?	Prescription	Objective(s)	Priority
41N02Y	1.0	No	N/A	Barricade at FA13 NW ¼ Sec.4, T40NR1W	Reduce road density in and adjacent to LSR, provide fire access	1
42N13E	0.3	No	N/A	Barricade at FA13 E ½ Sec.5, T40NR1W	Reduce road density adjacent to LSR, provide fire access	1
41N77	1.0	Yes	N/A	Barricade at FA13 SW ¼ Sec.5, T40NR1W	Reduce road density in and adjacent to LSR, provide fire access	1
41N96	0.7	No	N/A	Barricade at 41N19X SE ¼ Sec.31, T41NR1W	Reduce road density in and adjacent to LSR, close other end of above closures; provide fire access	1
40N78, 40N78A	0.8	Yes	N/A	Barricade at intersection of 40N78/40N16 SE ¼ Sec.17,T40NR1W	Reduce road density, provide fire access	2
	0.4		N/A			
40N54Y, 40N54YA, U40N54YB	0.8	Yes	N/A	Barricade at intersection of 40N50Y/40N54Y SW ¼ Sec.14, T40NR1W	Reduce road density, provide fire access	2
	0.2		N/A			
	0.2		yes			
U40N47YA (aka 40N47Y)	0.6	Yes	yes	Barricade at FA13 S ½ Sec.7,T40NR1W	Reduce road density	2
U43N19G	0.3	no	yes	2 Barricades (both ends) W ½ Sec.16, T40NR1W	reduce road density, provide fire access, provides waterline access	2
U41N75A	0.1	yes	yes	2 Barricades (both ends) Sec's 26 & 34,T40NR1W	reduce road density, provide fire access	2
Total	6.4	4.1	1.2	11 Barricades @ \$900 ea.	Est. cost: \$9,900	

Road Closure with Earth Berm¹ - The following roads have been identified as opportunities to reduce impacts to resources while still providing for future protection and management needs. Closure with an earth berm is preferred where quick fire access to large areas is not a concern and where repeated entries for resource management activities are anticipated to be less frequent. These roads are typically shorter spur roads and overgrown roads where heavy equipment is needed to reopen and provide access. Road closures will follow Forest-wide Standards and Guidelines as described in the LMP (pg 4-17, item 7-f):

Road ID	Road Length	Used in Pilgrim Project?	Add to Transp. System?	Prescription	Objective(s)	Priority
43N19F	0.3	yes	N/A	Block at 43N19 SE ¼ Sec.8,T40NR1W	Reduce road density	2
40N57Y	0.3	yes	N/A	Block about 2,000 ft from Ash Ck SE ¼ Sec.22,T40NR1W	Reduce road density near riparian reserve	1
40N57YA	0.3	yes	N/A	Block at 40N57Y SE ¼ Sec.22,T40NR1W	Reduce road density	2
40N64YD	0.2	no	N/A	Block at 40N64Y SE ¼ Sec.18,T40NR1W	Reduce road density	2
U41N12AB	0.4	yes	yes	Block at FA13 NW ¼ Sec.3,T40NR1W	Reduce road density	2
40N12A	0.5	yes	N/A	Block at 40N12 SE ¼ Sec.4,T40NR1W	Reduce road density and impacts to cultural site.	1
U42N13G	0.3	yes	yes	Block at FA13 NW ¼ Sec.18,T40NR1W	Reduce road density	2
U41N06YB	0.4	no	yes	Block at 41N06Y SE ¼ Sec.3,T40NR1W	Reduce road density	2
U40N50YA & P40N50YA	0.6	yes	yes	Block at 40N50Y S ½ Sec.9,T40NR1W	Reduce road density	2
Total	3.3	2.7	1.7	9 berms @\$150 ea.	Est. cost: \$1,350	

¹ “Earth Berm” is a generic term for a physical closure, which could also include log and boulder barriers, and trenches.

Road Decommissioning - The following roads have been identified as opportunities to remove and restore unneeded roads to a more natural state:

Road ID	Road Length	Used in Pilgrim Project?	Prescription	Objective(s)	Priority
40N47Y	0.7	yes	Decommission from U40N47YA north, NW Sec.7,T40NR1W	Reduce road density, eliminate maintenance problems over shifting ephemeral stream channel	1
41N52	0.1	no	Decommission ford and approaches NE ¼ Sec.3,T40NR1W	Reduce road density, eliminate stream ford	1
U40N66YA	0.5	no	Decommission all S ½ Sec.10,T40NR1W	Reduce road density	2
U40N64YE	0.3	yes	Decommission all Sec's 17 & 20, T40NR1W	Reduce road density	2
U41N06YA	0.01	no	Decommission all SE ¼ Sec.33,T41NR1W	Reduce ORV disturbance in Coonrod	1
U41N52A	0.4	yes	Decommission all SW ¼ Sec.34,T41NR1W	Reduce road density and impacts to cultural site	1
U41N75AA	0.01	yes	Decommission all NE ¼ Sec.34,T41NR1W	Eliminate one side of double intersection	2
U42N13P	0.1	no	Decommission all NW ¼ Sec.4,T40NR1W	Reduce ORV disturbance in Coonrod	1
Total	2.12	1.41	8 roads/road segments for total of 2.12 mi. @ \$1,500/mi.	Est. cost: \$3,180	

Road Abandonment - The following roads have been identified as unneeded and are currently unusable due to the encroachment of vegetation and the accumulation of slash and debris (essentially already decommissioned). These roads are returning to a natural state without intervention and are often not discernable on the ground. These roads can be removed from the transportation system without further management activity.

Road ID	Road length	Prescription	Objective(s)	Priority
40N78Y	0.6	no action needed N ½ Sec.9, T40NR1W	reduce road density	N/A
41N12A	0.5	no action needed S ½ Sec.27, T41NR1W	reduce road density	N/A
Total	1.1	2 roads/road segments	Estimated cost: \$0	

Total opportunities to reduce open road density include approximately 12.7 miles, with 8.5 miles of system roads and 4.2 miles of unclassified roads. Of the total, 7.9 miles are roads associated with the Pilgrim Project, 1.1 miles are already closed, and 3.7 miles would be outside the scope of the Pilgrim Project (either not to be used with project or just outside the boundary). 2.9 miles of existing unclassified roads will be added to the system for future use but will be closed with guardrail or earth barricades.

Unclassified Roads to be added to Transportation System

Road ID	Road Length	Used in Pilgrim Project?	Prescription	Objective(s)
U40N12B	0.05	yes	Maint. Level 2, renumber 40N12B	Actual intx of 40N53Y/40N12
U40N47YA	0.6	yes	Maint. Level 2 w/Guardrail barricade, renumber 40N47Y .	Needed for long-term access (actual location of 40N47Y) but close with G.B.
U40N50YA	0.3	yes	Maint. Level 1 w/earth berm, renumber 40N50YA	Needed for long-term access
U40N54YB	0.2	yes	Maint. Level 1 Closed with GB on 40N54Y, renumber 40N54YB	Needed for long-term access
U41N06YB	0.4	no	Maint. Level 1 w/earth berm, renumber 41N06YB	Needed for long-term access
U41N12AB	0.4	yes	Maint. Level 1 w/earth berm, renumber #?	Needed for long-term access
U41N75A	0.1 (within project boundary)	yes	Maint. Level 2 w/guardrail barricades at both ends, renumber 41N75A.	Needed for fire access
U42N13G	0.3	yes	Maint. Level 1 w/earth berm, renumber 42N13G	Needed for long-term access
U43N19G	0.3	yes	Maint. Level 2 w/guardrail barricades at both ends, renumber 43N19G.	Provides access to Pilgrim Creek waterline and water troughs.
Total	2.7	2.3		

