

**USDA Forest Service**  
**Gifford Pinchot National Forest**  
**Existing Information Analysis**  
**For**  
**Packwood Lake Access**

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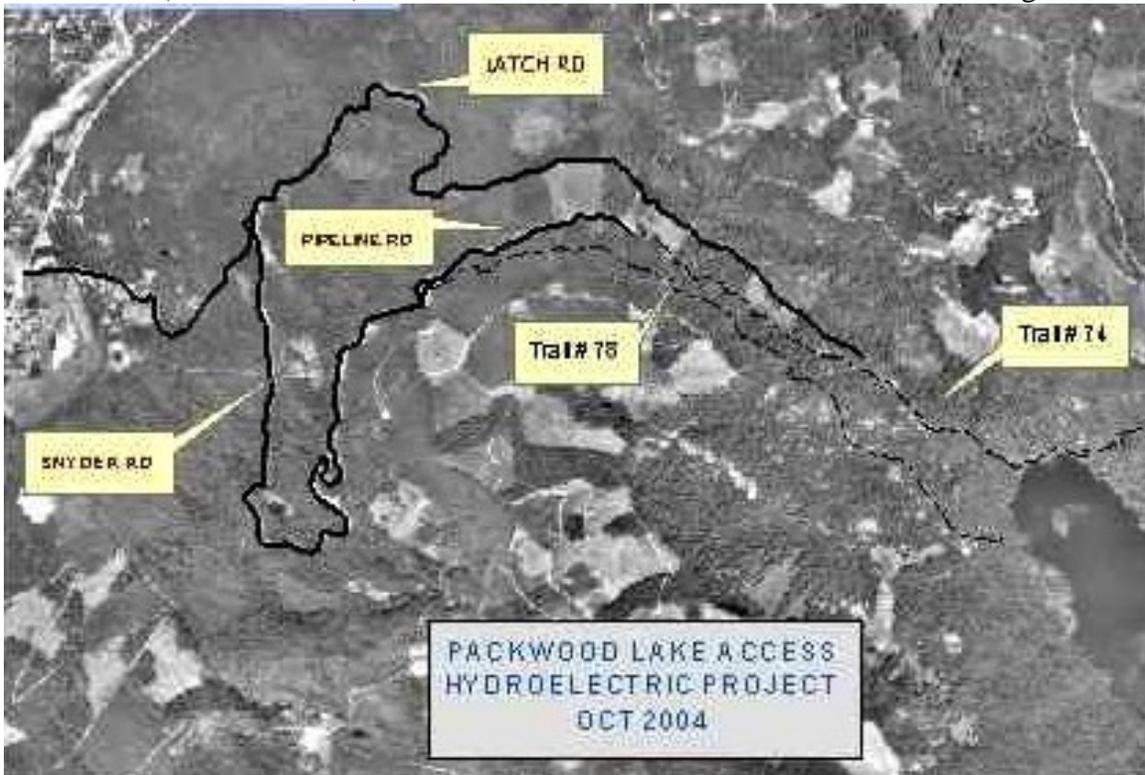
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**Abstract**

The Licensee should share in maintenance and needed reconstruction of roads used to access the project facilities based on commensurate use.

Snyder Road (FS Road 1260) has a need for continued minor maintenance. The last 4.6 miles is Forest Service jurisdiction. Brushing and drainage maintenance has been accomplished in the past by the Forest Service. Snyder road is used to access the Pipeline Road and the Latch Road.

Latch Road (FS Road 1262) needs minor reconstruction to avoid resource damage if it is



to stay in service. The Latch Road is used for Forest Service administration of the toilet facility at the lake, when in operation. The Forest Service's administrative access needs could possibly be provided by the Pipeline Road.

The Pipeline Road (FS Road 1260-066) has a few areas that are in need of repair, generally because of drainage problems, if it is to stay in service. Aside from the drainage structures, the road is in fair condition but may need minor reconstruction in a few areas. Trail #74, begins at the terminus of the pipeline road, is in fair-to-poor condition and has areas that are becoming through-cuts due to the amount of traffic. These sections could potentially cause more resource damage without needed repairs.

Two possible pipeline leaks have been identified. The licensee needs to determine the source and volume of any leaks to the Forest Service's satisfaction. Any leaks will be assessed for existing and potential resource damage.

If recreational ATV use is to continue, safety needs to be addressed for ATV travel on Trail #74.

## ***I. Exiting Situation***

### *Snyder Road (FSR 1260)*

FSR 1260, better know as Snyder road, is a double lane paved road with few turnouts. The first 1.2 miles is the jurisdiction of Lewis County, and the next 4.6 miles is the jurisdiction of the Forest Service. This road is located off Highway 12, in Packwood, and passes by the old Packwood Ranger Station. It is located in T13N, R9E., in sections 14, 22, 23, and 26.

Snyder Road is currently a maintenance level 5 (ML 5) at the beginning (County jurisdiction) to MP 1.2, then continues on as a ML 4 for 4.6 miles to the trail head parking area (Forest Service jurisdiction). The Forest Boundary is at MP 0.83. ML 4 means the road surface is to be substantially free of potholes and debris and is given to comfort and convenience of passenger cars and the commercial user with speeds above 25 mph.

The end of Snyder Road is 5.8 miles from Highway 12 and is the parking lot for the Packwood Lake Trail (Trail #78) trailhead. The parking lot also serves those who hike or travel horseback or by ATV on the Pipeline Road (1260-066).

Currently, Snyder road prism is in fair to good condition with need of some minor crack seal patching and brushing. The drainage maintenance, brushing and surface repair is usually done by the Forest Service. Energy Northwest uses this road for accessing Pipeline Road and Trail #74, typically an estimated 4 to 5 times per month, more depending on the operating situation (personal communication, Laura Schinnell). In the summer months the F.S. trail crews and volunteers use this road while working on trails in the Packwood Lake area. The public uses this road to access the first part of the Latch Road, the Pipeline Road and Trail #78 trailhead.

### *Latch Road (FSR 1262)*

FSR 1262, better know as the Latch road, is a single lane gravel road with few turnouts. This road is located 1.66 miles up Snyder Road, in Lewis County, T13N, R9E, in sections

13 and 14 and T13N, R10E, sections 18 and 20, just outside of Packwood. Approximately 3 miles of the road is in the Lake Creek drainage.

The Latch Road is gated and locked approximately 2.4 miles from the junction of Snyder Road. It is another 2.2 miles from the gate to where the road ends in a large turn-around and an ATV trail begins. Currently, the road prism is partially wheel-rutted with several drivable water bars that are semi-functional (meaning in heavy rains they would not function properly). Much of the ditch lines are full of debris and non-functional, and many of the culverts are partially blocked, both inlet and outlet. Other road conditions include brush encroaching into the roadway and a few springs in the ditch line that erode the travel-way or otherwise fill ditch lines with unsuitable material.

This road is currently a maintenance level 2 (ML2). Maintenance level 2 means the road is passable by high-clearance vehicles, drainage is maintained and speeds are 15 mph or less.

If the road were to remain on the system, the management objective would be to repair ditch line flows and culverts, and outslope the road where feasible. Culverts would be replaced with armored drivable dips (100 ft long) where possible and water bars where it is not possible to install a drainage dip. Over all, the road would be left in a low maintenance level condition.

Energy Northwest, uses this road in the winter months (approximately once per week), because access becomes difficult due to snow depths on the Pipeline Road. In the summer months Energy Northwest most often uses the Pipeline Road to access the lake. During the summer field season, the Forest Service trail crews and volunteers use this road an estimated 10 times per season while working on trails in the Packwood Lake area. Forest Service uses the Latch Road as a matter of convenience. Forest Service administrative access to Packwood Lake could be provided by the Pipeline Road. Because the area is Late Successional Reserve, the road is not needed for vegetation management activities. There is no public vehicular traffic behind the gate, but a few hunters use the road up to the gate in the fall.

During 1994 a leak in the pipeline caused a small debris slide which blocked the road. The road was cleared by removing the slide material off the road and hauled to a waste site. This debris slide remains unstable and may deposit additional material within the road prism during a future precipitation event.

If Energy Northwest does not need the Latch Road for access to its facilities, the Forest Service may initiate a project to decommission this road.

#### *Pipeline Road (FSR 1260-066)*

Forest Road 1260-066, better know as the Pipeline Road, is a single-lane native surface road with wide spots. This road is gated at MP 0.03 and is 1.3 miles in length. Trail #74, which extends from the end of the Pipeline Road, is another 3.2 miles in length. This road/trail is located near Packwood, northeast of Snyder Road beginning at MP 5.55, T13N, R9E, sections 13 and 24, and T13N, R10E, sections 18, 19, 20 and 21.

The Pipeline Road is a ML 2 and is in fair condition with many minor drainage problems, but seems to have a good sub-grade base. The trail portion is in fair-to-poor condition.

This road and trail is primary access to Packwood Lake for Energy Northwest. It has several manhole sites along the way.

There are several areas that have surface depressions that hold standing water. In other areas the surface is worn and channeling has appeared on some of the steeper sections. Several pipes are either partially blocked or entirely blocked and most of the water-bars/cross-drains are worn to the point of no longer functioning.

The Pipeline road has been open to ATV use by the public. If public ATV use is to continue, there is a need for better ATV access to the road from the parking area. ATV users illegally drive their machines on Snyder Road from the parking lot to the Snyder Road/Pipeline Road intersection. Forest Service is considering curtailing recreational ATV use on the Pipeline Road because such use creates conflicts with management objectives for the LSR and Packwood Lake semi-primitive area. In the past this road/trail was seldom used by the Forest Service but is used by the public to access the lake.

## ***II. Management Direction***

### **Forest Plan**

For each existing or planned road, meet aquatic conservation strategy objectives by minimizing disruption of natural hydrologic flow paths, including diversion of streamflow and interception of surface and subsurface flow.

Meet aquatic conservation strategy objectives by reconstructing roads and associated drainage features that pose a substantial risk.

Existing culverts, bridges and other stream crossings determined to pose a substantial risk to riparian conditions will be improved to accommodate at least the 100-year flood, including associated bedload and debris.

Minimize sediment delivery to streams from roads. Route road drainage away from potentially unstable channels, fills and side slopes.

Provide and maintain fish passage at all road crossings of existing and potential fish-bearing streams.

Roads not required for resource use, protection, or other demonstrated access needs should be closed or decommissioned.

Within the biological deer and elk winter range, roads not needed for access to an active project or to provide access to a recreation destination should be either decommissioned or permanently or seasonally closed to reduce wildlife disturbance.

### **18 CFR 2.7**

The [Federal Power] Commission expects the licensee to assume the following responsibilities....(e) to cooperate with local, State and Federal Government agencies in planning, providing, operating and maintaining facilities for recreational use of public lands administered by those agencies adjacent to the project area.

### **Federal Power Act (FPA)**

Section 4(e) of the FPA provides the USDA Forest Service, as administrators of reserved lands affected within the project area, authority to attach mandatory terms and conditions to Project licenses. This section of the FPA states, “that licenses shall be subject to and contain such conditions as the Secretary of the department under whose supervision such reservation falls shall deem necessary for the adequate protection and utilization of such reservation.” Forest Service terms and conditions are based upon management direction contained in amended Forest Plans.

### ***III. Forest Plan Desired Condition***

The desired condition of all access routes is a sustainable stable road/trail condition, achieved by providing proper road/trail maintenance, particularly drainage maintenance, to avoid sub-grade failures and resource damage.

The road system should be the minimum that meets resource management and protection needs. The road system should minimize risk to aquatic resources and should not retard attaining Aquatic Conservation Strategy Objectives.

### ***IV. Need for Change***

It is apparent that the Pipeline Road and Trail #74 are in need of repair to improve drainage. The trail may need some reconstruction to safely accommodate ATV traffic should recreational ATV traffic continue to be allowed.

In the past, Energy Northwest has performed some minor maintenance on the Pipeline road/trail. The Forest Service has maintained Snyder Road and the Latch Road. The responsibility for maintenance of these roads should be shared based on commensurate use. Currently it is unclear how much maintenance is performed by the licensee; a current co-op agreement or use-permit has not been found. An engineering maintenance agreement is needed for the Pipeline Road and Trail to ensure they are maintained in a safe condition that avoids adverse resource effects.

If the Latch Road is not needed by ENW or the Forest Service, The Forest Service may propose to decommission it to eliminate future adverse resource effects.

Possible leaks have been identified at the French drain on the #74 trail and above the Latch road at approximately M.P. 3.9 . Any leak causing or threaten to cause resource damage needs to be stopped promptly.

The debris slide above the latch Road should be stabilized to avoid future road blockage and subsequent resource damage.

### ***V. USDA Forest Service Interests and Preliminary Objectives***

Roads and trails should be maintained to minimize resource effects. Maintenance costs should be shared between the Licensee and the Forest Service on the basis of the Licensee’s share of total use.

It will need to be determined if the Latch Road is critical to project operations. If it is not needed, the Forest Service may proceed with a decommissioning. If it is decided to keep

the Latch Road, ENW should participate in its maintenance based on its commensurate share of use.

If Forest Service determines recreational ATV use of the Pipeline Road is to be curtailed, Energy Northwest should participate in the enforcement of the closure.

The pipeline should be monitored periodically for leaks; those with the potential to cause resource damage must be stopped promptly.

The 1994/2000 debris slide at M.P. 3.2 caused by the pipeline leakage must be revisited and stabilized as necessary.

## ***VI. Study Requests***

Identify in-place permits or maintenance agreements (if they exist).

On the Latch Road, determine if the flow of water, at M.P. 3.9 is leaking from the pipeline.

Determine if the French drain on the Pipeline Trail contains leakage from the pipeline/tunnel. If it is determined that the pipeline is leaking, measure the volume of the leak and assess resource effects.

Conduct a traffic study on FSR 1260, 1262, 1260-066 and Trail #74 to determine the amount of traffic accounted for by the project and/or because of the project.

Complete Condition Surveys on FSR #1260, 1260066, 1262 and Trail #74 to determine maintenance or reconstruction needs to make them hydrologically stable and compliant with road maintenance levels and safety standards.

Survey the debris slide above the Latch Road at M.P.3.2 to determine stabilization needs.

## ***VII. References Cited***

USDA Forest Service. 1995. Land and Resource Management Plan Gifford Pinchot National Forest.

Federal Register. 2001. Title 18, Code of Federal Regulations Parts 1 to 399. US Government Printing Office.