

Shasta-Trinity National Forest

South Fork Management Unit

Roads Analysis Report

Salt RAP

February 10, 2009

Approved by

/s/ Donna F. Harmon

Donna F. Harmon
District Ranger

February 13, 2009

Date

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The Roads Analysis Process (RAP) was developed by the US Forest Service to analyze the extensive road system on the national forests in a comprehensive manner, and to formulate recommendations on how to best manage the road system in the future for a wide variety of uses. The Shasta-Trinity National Forest developed a Forest Roads Analysis Report¹ in July 2002 addressing the road system over the entire Forest, and the Salt analysis supplements information presented in the Forest-wide RAP.

The Salt RAP provides recommendations for activities that may be incorporated into future vegetation management, watershed restoration, and road-related proposed actions. It will be available to the public, and any comments received from the public will be added as an appendix to this analysis.

Guidance for this analysis comes from the Shasta-Trinity Land and Resource Management Plan (LRMP, 1994)². The Shasta-Trinity National Forest Roads Analysis recommendations are incorporated into this RAP. A Watershed Analysis (WA) was completed for Salt Creek³ in April 2000. The recommendations in this RAP are consistent with those made in the Watershed Analysis.

The Salt RAP assessment area is located within the Hayfork Adaptive Management Area (AMA), and Management Area 19, Indian Valley/Rattlesnake, of the Shasta-Trinity Land and Resource Management Plan (LRMP). The LRMP Land Allocation further identifies the area as being within the Hayfork Adaptive Management Area identified in the Northwest Forest Plan. These are matrix lands managed primarily as Prescription III that emphasizes Roaded Recreation, and Prescription VIII that emphasizes Commercial Wood Products. There are areas of Prescription IX emphasizing Riparian Reserves located throughout the project area.

Scope

The Salt RAP was conducted within the upper portion Salt Creek administrative 5th field watershed analysis area. This report analyzes all roads within the project area, including the classified (existing Forest Service system roads) and unclassified roads, with the following exceptions:

- Roads privately owned and wholly within private property within the watershed. Roads maintained through agreements by Trinity County, California (county roads) Highway 36
- Those maintenance level 3, 4, and/or 5 roads that were analyzed in the Forest Roads Analysis Report. Those level 3 or 4 roads that had specific maintenance issues identified during field visits for this RAP are, however, included in the analysis.

Unclassified roads were catalogued using the following criteria:

- Travelways with surfaces greater than 50" in width showing signs of use within the last year

¹ Shasta-Trinity National Forest Roads Analysis Report, July 2002.

² Shasta-Trinity Land and Resource Management Plan, 1995.

³ Salt Creek Watershed Analysis, April, 2002.

- Routes that will be used for management activities in the next 3-5 years
- Travelways causing resource damage
- (Road features that are shown on recent USGS and/or USFS maps) but are not in the USFS roads system

Some existing user created OHV trails having a tread width of less than 50” were included in this analysis. Only those trails that will be affected by the Salt Timber Sale Project were included. OHV use also occurs on both classified and unclassified roads within the watershed, and in some cases appears to be the majority of use for some roads.

Objectives

The specific objectives of this RAP are to:

1. Determine future needs for and uses of classified and unclassified roads within the watershed.
2. Determine immediate, “short-term” (generally 3-5 years) and “long-term” (generally beyond 5 years) recommendations for roads based on administrative and public use. This may include decommissioning, closure or upgrading.
3. Make recommendations for road treatments within the context of the ensuing planning period (20 years).
4. Identify those formerly “jeep” roads or trails within the watershed which would be recommended for consideration for OHV use in future Travel Management Analysis.

Existing Road System

The Salt Creek RAP assessment area is located on the South Fork Management Unit of the Shasta-Trinity National Forest. The watershed is located in T.29N., R.11W., sections 4-9; T.29N., R.12W., sections 1,2, and 12; T.30N., R.11W., sections 31, and 32; and T.30N., R.12W., sections 25, 26 35, and 36, M.D.M. The Salt Creek watershed is a part of the larger Hayfork Creek watershed that drains into the South Fork Trinity River.

The area is heavily roaded and this contributes to a variety of resource management opportunities and issues. Casual public use of this watershed, includes hunting, OHV use, wood gathering, and camping. Resource use in this watershed includes timber production, deer winter range management, fuels reduction, fuelbreak construction and maintenance, mining, and grazing.

The analysis area can be accessed via State Highway 36, and/or State Highway 3. Many forest classified and unclassified road systems depart from these highways into the analysis area. Some level 1 and 2 roads within the watershed are open and drivable. There is an extensive network of unclassified roads within the

analysis area. Twelve Level I system roads are closed. Three Level II system roads are open. Two Level II system roads are closed annually. Four Level II system roads are closed seasonally.

Interdisciplinary team members and participants

An interdisciplinary (ID) team consisting of the individuals listed below were assigned to this analysis by the District Ranger. The team addressed the issues assigned by the District Ranger and identified data needs.

Member	Title	Role for Roads Analysis
Donna Harmon	District Ranger	Line Officer
Sherry Chilcott	Archaeologist	Team Leader
Mark Arnold	Archaeologist	Team Member
Susan Erwin	Botanist	Team Member
William Snavely	Hydrologist	Team Member
Lindy McCaslin	Hydrologic Technician	Team Member
Able Jasso	Geologist	Team Member
Brad Rust	Soil Scientist	Team Member
Thomas Quinn	Wildlife Biologist	Team Member
Donnie Ratcliff	Fisheries Biologist	Team Member
Dave Loeffler	Fire Prevention Officer	Team Member
Jeff Paulo	Silviculturist	Team Member
Bill Clark	Fuels Officer	Team Member
Mike Wines	Transportation Engineer	Team Member

In addition, Karol McGuire and Lori Jackson provided GIS and INFRA support. Annetta Mankins, Lindy McCaslin, Alan McAlexander, and Matt Swanstrom provided field verification and GPS of the existing road system.

Issue Summaries

The District Ranger identified a number of important considerations to be addressed in this analysis, and assigned the lead for responding to these considerations to the disciplines listed below. Other team members provided additional input. Please refer to the Roads Analysis Handbook (March 2002 page 23) for a description of the questions to be addressed.

Issues include:

- What road system is needed for future management activities in the next 20 years (short term) and beyond (in the long term)? (Including vegetation management activities.)
- What roads are creating problems for riparian areas, wildlife, sensitive plants?

- What roads have Health and Safety problems?
- Of those roads we want to retain, which roads need storm proofing or culvert upgrades to minimize sediment runoff?
- Why are any level one roads open and should they be closed or should the operational maintenance level be changed?
- What roads are needed for the PG&E access?

Title	RAP questions
Hydrology	Aquatic, Riparian Zone, & Water Quality questions 1, 2, 3, 4, 9 and 11
Wildlife Biology	Terrestrial Wildlife questions 1 and 4
Fuels	Protection questions 1 and 2
Team Leader	Special-use permits question 1
Fire Prevention	Passive-use Value questions 2, 3 and 4
Team Leader	Civil Rights and Environmental Justice question 1
Transportation	General Public Transportation questions 1 and 3
Silviculture	Timber management questions 2 and 3
Fire Prevention	Road-related Recreation questions 2 and 4
Archaeology	Social Issues questions 3 and 4

In addition the RAP team members identified the following data needs, and collected the information necessary for completion of this analysis.

- Classification of all roads by type and maintenance level.
- Existing road logs.
- Identification of all unclassified roads.
- Identification of silvicultural and timber management needs for roaded access.
- Identification of fire suppression and fuels management road access needs.
- GIS map of existing road network.
- Identification of critical, unique or sensitive wildlife habitats.
- Identification of recreational uses and cultural sites within the area.
- Identification of wildlife habitat management needs impacted by or facilitated by existing roads.
- Locations of Threatened, Endangered or Sensitive species and habitats.
- Existing easements, private access, right-of ways.
- Valid special use permits and mining claims.

Road Definitions

The definitions used by the team for the purposes of this analysis are listed below.

Classified Road: A road maintained for long-term vehicle access, including FS, county, private, and other road wholly or partially within or adjacent to FS lands. These roads are maintained and tracked as part of the FS transportation system.

Decommissioned Road: A road that has been taken off the FS transportation system after it was effectively closed. Decommissioning may include removing culverts, ripping road surfaces and/or tank trapping, as well as other measures to meet site-specific needs. The goal is to control surface runoff, erosion, and mass failure.

Forest Trail: A trail wholly or partly within, or adjacent to, and serving the National Forest System and which is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources.

Four-Wheeled Drive Way: A forest development road included in the Forest Development Transportation Plan and commonly used by four-wheel drive, high-clearance vehicles wider than 50 inches.

Hydro-closed Road: A road that is on the FS transportation system but is effectively closed to vehicle use. Closure may include armoring stream-road crossings, removing culverts, water barring road surfaces, “ripping” landings and, closing or camouflaging the entrance, as well as other measures to meet site-specific needs. The goal is to control surface runoff, erosion, and mass failure, while leaving the road available for future use.

Long-Term Decommissioning: Actions cannot generally be undertaken until other management actions have been completed (ie. will be “connected actions” in another NEPA analysis).

Q100 culvert: A culvert pipe large enough to allow passage of the maximum flow of water and debris expected during any given 100-year interval of time.

Re-commissioned Road: A decommissioned road that has been re-opened and classified for long-term use in the FS road system. Design of these roads meets current standards which include installation of Q100 culverts, drainage relief, and armoring where needed.

Road Closure: This work entails effectively closing maintenance Level 1 roads. These roads are inspected systematically for maintenance needs.

Road Maintenance: This work can include gating, brushing, culvert replacement, culvert upgrade (Q100 culvert pipes), grading, and rocking. These roads are inspected systematically for maintenance needs.

Road Realignment: Widening or relocating all or portions of a road.

Road Reconstruction: Road improvements required due to an anticipated increase in traffic, service level or haul capacity. Activities may include culvert upgrades, grading, rocking, paving, and draining.

Short-Term Decommissioning: Recommendations available for immediate NEPA analysis and implementation.

Temporary Road: A road that was authorized for construction by contract, permit or lease, or built for emergency operation. These roads are not part of the FS transportation system, and are not maintained for long-term use. These roads are required to be closed after their approved use according to requirements of road decommissioning or site-specific design mitigations.

Transportation System: The road system maintained by FS. This does not include unclassified, decommissioned, or temporary roads.

Transportation System Database (Oracle and GIS): The computer database maintained by FS containing information on roads, including unclassified and decommissioned roads (e.g., U-roads).

Unclassified Road (U-road): A road on FS land that is not classified and not maintained. These are tracked as part of the FS transportation system database. These are abandoned and/or illegally developed roads, and are often used as OHV and/or jeep trails. Temporary roads that were not closed after approved use (e.g., temporary roads built during fire suppression activities) are included. These are often termed “ghost” roads.

Analysis process

Prior to convening a team to work on the analysis, the District Ranger and ID Team leader met to discuss the scope of the analysis, and to define the process for this watershed. During that meeting, the specific questions to be addressed, the team composition, and the objectives of the analysis were determined. Preliminary data needs for the analysis were also identified.

The team members were notified of their inclusion on the team and given a summary of their duties. A meeting was scheduled and the team convened to discuss the specific duties, data needs, and schedule for the analysis.

The existing GIS roads layer was known to be inadequate for a thorough analysis of the watershed. Field visits were made to the watershed and the existing roads layer checked for accuracy. Several corrections were made to the existing roads layer, and numerous unmapped and unclassified roads were located. Unclassified roads were mapped with GPS. Unclassified roads were given designators to assist in preparation of the RAP, but these designators were not intended to be a definitive attribute of the road beyond this RAP.

Specialists completed their analysis work and answered the questions assigned to them based on existing data. In a few instances, specialists visited specific roads to quantify the resource damage being caused by those roads.

The team met and discussed the roads individually, and general concerns and opportunities were addressed and included in a recommendations table for the watershed. This report presents the analysis done to date for this project.

Current Road Status

Current road status within the Salt project area includes road length (miles), special use and/or right-of-way agreements, road maintenance level, land use designation, and length of road leading through site specific wildlife areas.

Types of road surface descriptions included: native, (NAT); asphalt, (AS); and aggregate, (Agg).

Table 1. Current Road Status (from INFRA) versus the Actual Road Status on the ground.

Road ID	Rd #	INFRA Road Status						Actual Road Status			
		Any Agree	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type	Land Use Desig.	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type
29N31	0.70		EXIST	2	OPEN	NAT		EXIST	2	OPEN	NAT
29N31D	0.01		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	AGG
29N55	1.81		EXIST	2	OPEN	NAT		EXIST	2	OPEN	AGG
29N55A	0.62		EXIST	2	OPEN	NAT		EXIST	2	OPEN	AGG
29N64	0.50		EXIST	2	OPEN	NAT		EXIST	2	OPEN	AGG
30N07	0.80		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	AGG
30N07A	0.80		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	AGG
30N08	0.41		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	NAT
30N14	0.60		EXIST	2	OPEN	NAT		EXIST	2	OPEN	NAT
30N14A	0.40		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	NAT
30N16Y	0.40		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	NAT
30N18	4.40		EXIST	2	SEASONAL	NAT		EXIST	2	SEASONAL	AGG
30N18A	0.20		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	AGG
30N18B	0.70		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	AGG
30N18C	1.00		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	AGG
30N27	7.58		EXIST	2	SEASONAL	NAT		EXIST	2	SEASONAL	AGG
30N27A	0.31		EXIST	1	CLOSED	IMP		EXIST	1	CLOSED	AGG
30N28	1.73		EXIST	2	SEASONAL	NAT		EXIST	2	SEASONAL	AGG
30N45	0.60		EXIST	2	SEASONAL	NAT		EXIST	2	SEASONAL	AGG

Road ID	Rd #	INFRA Road Status						Actual Road Status			
		Any Agree	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type	Land Use Desig.	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type
30N45A	0.70		EXIST	1	CLOSED	NAT		EXIST	1	CLOSED	AGG
30N46A	2.60		EXIST	2	OPEN	NAT		EXIST	1		NAT
U29N31E	2.76		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N31EA	0.76		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N31EAA	0.27		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N31EB	0.33		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N31EC	1.33		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N55A	2.82		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N55AC	0.36		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N55B	1.33		EXIST	0	OPEN	NAT		EXIST	0		NAT
U29N55BA	0.21		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N07A	0.04		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N07AA	0.10		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N07AB	0.05		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N07AC	0.14		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N07AD	0.18		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N08	0.14		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N14A	0.08		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N14AA	0.20		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N14B	0.06		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N16YA	0.12		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N18D	0.10		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N18E	0.38		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27A	0.10		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27AA	0.61		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27AB	0.10		EXIST	0	OPEN	NAT		EXIST	0		NAT

Road ID	Rd #	INFRA Road Status						Actual Road Status			
		Any Agree	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type	Land Use Desig.	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type
U30N27B	0.07		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27D	0.05		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27F	0.06		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27G	0.16		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27H	0.16		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27I	0.17		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27J	0.15		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27K	0.04		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27O	0.24		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27Q	0.79		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27S	0.04		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27V	0.23		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27W	0.14		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27X	0.18		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N27Z	0.03		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N28C	0.07		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N28D	0.05		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N28F	1.88		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N28FA	0.20		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N28H	0.11		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N28I	1.44		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N45A	0.05		EXIST	0	OPEN	NAT		EXIST	0		NAT
U30N45B	0.19		EXIST	0	OPEN	NAT		EXIST	0		NAT
U36TRI03	0.46		EXIST	0	OPEN	NAT		EXIST	0		NAT
U36TRI03B	0.10		EXIST	0	OPEN	NAT		EXIST	0		NAT
U36TRI04	0.05		EXIST	0	OPEN	NAT		EXIST	0		NAT

Road ID	Rd #	INFRA Road Status						Actual Road Status			
		Any Agree	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type	Land Use Desig.	Status DE, EX,	Road Main. Level 0,1,2,3	Closure Type OPEN, TANK TRAP, ANNUAL, SEASONAL	Road Surface Type
U36TRI05	0.12		EXIST	0	OPEN	NAT		EXIST	0		NAT
U36TRI06	0.03		EXIST	0	OPEN	NAT		EXIST	0		NAT

Benefit/Risk Analysis

Benefit/Risk rating

Numerical ratings for each road were entered in the Benefit/Risk table as evaluated using the guidelines determined by the Shasta-Trinity NF. Benefit/risk scores for each criterion were calculated for each road, and averaged for overall benefit and risk ratings. Each discipline evaluated the road system and then ranked each road using the forest guidelines. Clarifications or anomalies are described in subsequent tables and narratives. Blank fields have yet to be calculated for this watershed.

Table 2. Current Benefit/Risk rating

Road Number	Road Segment Length (mi)	Current Environmental Risk Rating (RISK)									Current Resource Benefits (BENEFIT)						Current Environmental Benefit Rating
		Aquatic, Riparian	Hydrologic Process	Water Quality	Ecosystem Function	Weeds	TES	Terrestrial Wildlife	PUBLIC USE	TOTAL	Recreation	Fire Protection	Fuels Management	Commodity Production	Social Issues	Access	
29N31	0.70	0.0	0.8	1.3		1	5	3	1	1.7	5	3	1	5	0	0	3.5
29N31D	0.01	0.0	0.9	1.5		1	5	1	1	1.5	5	0	0	2	0	2	1.5
29N55	1.81	1.0	2.0	2.3		1	5	1	2	2.0	3	3	3	5	3	2	3.2
29N55A	0.62	5.0	5.0	5.0		1	5	1	2	3.4	3	1	1	3	3	2	2.2
29N64	0.50	0.0	0.8	1.3		1	1	1	1	0.9	5	1	0	1	0	2	1.5
30N07	0.80	2.0	2.3	2.3		1	1	1	1	1.5	0	0	0	4	0	2	1.0
30N07A	0.80	4.0	3.6	3.3		1	1	1	1	2.1	0	0	0	4	0	2	1.0

Road Number	Road Segment Length (mi)	Current Environmental Risk Rating (RISK)									Current Resource Benefits (BENEFIT)						Current Environmental Benefit Rating
		Aquatic, Riparian	Hydrologic Process	Water Quality	Ecosystem Function	Weeds	TES	Terrestrial Wildlife	PUBLIC USE	TOTAL	Recreation	Fire Protection	Fuels Management	Commodity Production	Social Issues	Access	
30N08	0.41	2.5	2.9	3.0		1	1	1	1	1.8	0	0	0	3.5	0	2	0.9
30N14	0.60	2.5	5.0	2.0		1	5	1	1	2.5	5	3	1	5	0	2	2.7
30N14A	0.40	0.0	0.5	1.0		1	1	1	1	0.8	0	0	0	2.5	0	2	0.8
30N16Y	0.40	3.0	2.2	2.0		1	4	1	1	2.0	0	3	0	3.5	0	4	1.8
30N18	4.40	2.5	3.2	3.7		1	4	1	1	2.3	5	3	3	5	0	2	3.0
30N18A	0.20	2.5	0.9	1.3		1	1	1	1	1.2	0	0	0	2.5	0	2	0.8
30N18B	0.70	3.0	3.5	3.3		1	3	1	1	2.3	0	0	0	3	0	2	0.8
30N18C	1.00	1.0	2.6	2.7		1	1	1	2	1.6	0	0	3	3	3	2	1.8
30N27	7.58	1.5	2.9	3.3		1	5	3	1	2.5	5	5	5	5	0	2	3.7
30N27A	0.31	0.0	0.8	1.3		1	4	1	1	1.3	0	1	1	2	0	2	1.0
30N28	1.73	2.5	3.0	3.0		1	5	1	1	2.4	5	3	3	5	0	2	3.0
30N45	0.60	0.0	0.6	1.3		1	1	1	1	0.9	5	3	3	5	0	2	3.0
30N45A	0.70	1.5	2.1	2.0		1		1	1	1.4	0	0	0	3.5	0	2	0.9
30N46	2.60	2.5	2.5	2.7		1	4	1	1	2.1	5	5	5	5	0	2	3.7
U29N31E	2.76	1.0	2.7	2.7		1	4	3	1	2.2	0	3	3	3	0	2	1.8
U29N31EA	0.76	0.0	0.6	0.7		1	4	1	1	1.2	5	3	3	2	0	2	2.5

Road Number	Road Segment Length (mi)	Current Environmental Risk Rating (RISK)									Current Resource Benefits (BENEFIT)						Current Environmental Benefit Rating
		Aquatic, Riparian	Hydrologic Process	Water Quality	Ecosystem Function	Weeds	TES	Terrestrial Wildlife	PUBLIC USE	TOTAL	Recreation	Fire Protection	Fuels Management	Commodity Production	Social Issues	Access	
U29N31EAA	0.27	0.0	0.9	1.0		1	1	1	1	0.8	0	0	0	0	0	2	0.3
U29N31EB	0.33	2.0	2.0	2.0		1	3	1	1	1.7	0	0	0	0	0	2	0.3
U29N31EC	1.33	0.0	0.6	0.7		1	5	3	1	1.6	0	3	3	1	0	1	1.3
U29N55A	2.82	0.0	0.4	0.7		1		1	2	0.8	5	5	3	3.5	3	2	3.6
U29N55AC	0.36	2.0	2.0	2.0		1	1	3	1	1.7	0	3	0	2	0	1	1.0
U29N55B	1.33	1.0	2.2	2.0		1	5	1	1	1.9	5	0	3	0	2	2	2.0
U29N55BA	0.21	1.0	1.1	1.3		1	1	1	1	1.1	0	0	1	1	0	2	0.7
U30N07A	0.04	4.0	3.9	4.0		1	1	1	1	2.3	0	0	0	0	0	2	0.3
U30N07AA	0.10	4.0	3.1	3.3		1	1	1	1	2.1	0	0	0	0	0	2	0.3
U30N07AB	0.05	1.0	1.3	1.7		1	1	1	1	1.1	0	0		0	0	2	0.4
U30N07AC	0.14	1.0	1.3	1.7		1	1	1	1	1.1	0	0	0	0	0	2	0.3
U30N07AD	0.18	1.0	1.3	1.7		1	1	1	1	1.1	0	0	0	0	0	2	0.3
U30N08	0.14	1.0	1.3	1.7		1	1	1	1	1.1	0	0	0	3.5	0	2	0.9
U30N14A	0.08	0.0	0.5	1.0		1	5	1	1	1.4	0	0	0	0	0	2	0.3
U30N14AA	0.20	0.0	0.5	1.0		1	1	1	1	0.8	0	0	0	0	0	2	0.3
U30N14B	0.06	0.0	0.8	1.0		1	3	1	1	1.1	0	0	0	0	0	2	0.3

Road Number	Road Segment Length (mi)	Current Environmental Risk Rating (RISK)									Current Resource Benefits (BENEFIT)						Current Environmental Benefit Rating
		Aquatic, Riparian	Hydrologic Process	Water Quality	Ecosystem Function	Weeds	TES	Terrestrial Wildlife	PUBLIC USE	TOTAL	Recreation	Fire Protection	Fuels Management	Commodity Production	Social Issues	Access	
U30N16YA	0.12	0.0	1.0	1.0		1	1	1	1	0.9	0	0	0	0	0	2	0.3
U30N18D	0.10	0.0	0.8	1.0		1	1	1	1	0.8	0	0	0	1	0	2	0.5
U30N18E	0.38	0.0	0.4	0.7		1	1	1	1	0.7	0	0	0	1	0	1	0.3
U30N27A	0.10	0.0	0.5	1.0		1	0	1	1	0.6	0	0	0	0	0	2	0.3
U30N27AA	0.61	0.0	2.0	2.0		1	3	1	1	1.4	5	0	0	0	0	1	1.0
U30N27AB	0.10	0.0	2.0	2.0		1	4	1	1	1.6	0	0	0	0	0	2	0.3
U30N27B	0.07	0.0	0.5	1.0		1	0	1	1	0.6	0	0	0	0	0	2	0.3
U30N27D	0.05	0.0	0.5	1.0		1	3	1	1	1.1	0	0	0	0	0	2	0.3
U30N27F	0.06	0.0	0.5	1.0		1	3	1	1	1.1	0	0	0	0	0	2	0.3
U30N27G	0.16	4.0	2.9	2.7		1	3	1	1	2.2	0	0	0	0	0	1	0.2
U30N27H	0.16	1.0	1.4	1.3		1	3	1	1	1.4	0	0	0	0	0	2	0.3
U30N27I	0.17	0.0	0.5	1.0		1	1	1	1	0.8	0	0	0	0	0	2	0.3
U30N27J	0.15	0.0	0.5	1.0		1	1	1	1	0.8	0	0	0	0	0	2	0.3
U30N27K	0.04	0.0	1.0	1.0		1	1	1	1	0.9	0	0	0	0	0	2	0.3
U30N27O	0.24	1.0	2.2	2.0		1	1	1	1	1.3	0	0	0	0	0	0	0.0
U30N27Q	0.79	1.0	1.9	2.0		1	0	1	1	1.1	0	0	0	0	0	0	0.0

Road Number	Road Segment Length (mi)	Current Environmental Risk Rating (RISK)									Current Resource Benefits (BENEFIT)						Current Environmental Benefit Rating
		Aquatic, Riparian	Hydrologic Process	Water Quality	Ecosystem Function	Weeds	TES	Terrestrial Wildlife	PUBLIC USE	TOTAL	Recreation	Fire Protection	Fuels Management	Commodity Production	Social Issues	Access	
U30N27S	0.04	0.0	0.8	1.0		1	1	1	1	0.8	0	0	0	0	0	0	0.0
U30N27V	0.23	1.0	2.0	2.0		1	5	1	3	2.1	0	1	0	0	1	0	0.3
U30N27W	0.14	0.0	0.6	0.7		1	3	1	1	1.0	0	0	0	0	0	0	0.0
U30N27X	0.18	0.0	0.6	0.7		1	3	1	1	1.0	0	0	0	0	0	0	0.0
U30N27Z	0.03	1.0	2.0	2.0		1		1	1	1.3	0	0	0	0	0	0	0.0
U30N28C	0.07	0.0	0.6	0.7		1	1	1	1	0.8	0	0	0	0	0	0	0.0
U30N28D	0.05	0.0	0.6	0.7		1	3	1	1	1.0	0	0	0	0	0	0	0.0
U30N28F	1.88	1.0	1.7	1.7		1	4	1	1	1.6	5	1	0	3.5	0	0	1.6
U30N28FA	0.20	0.0	0.6	0.7		1	4	1	1	1.2	0	0	0	1	0	0	0.2
U30N28H	0.11	0.0	0.6	0.7		1	3	1	1	1.0	0	0	0	2	0	0	0.3
U30N28I	1.44	0.0	0.4	0.7		1	5	1	1	1.3	5	1	0	4	0	0	1.7
U30N45A	0.05	0.0	1.1	1.3		1	1	1	1	0.9	0	0	0	1.5	0	0	0.3
U30N45B	0.19	0.0	0.8	1.0		1	1	1	1	0.8	0	0	0	1.5	0	0	0.3
U36TRI03	0.46	1.0	1.5	1.7		1	1	1	1	1.2	1	0	0	2	0	0	0.5
U36TRI03B	0.10	0.0	0.8	1.0		0	0	1	1	0.5	0	0	0	1	0	0	0.2
U36TRI04	0.05	4.0	2.5	2.3		1	1	1	1	1.8	0	0	0	0	0	0	0.0

Road Number	Road Segment Length (mi)	Current Environmental Risk Rating (RISK)									Current Resource Benefits (BENEFIT)						Current Environmental Benefit Rating
		Aquatic, Riparian	Hydrologic Process	Water Quality	Ecosystem Function	Weeds	TES	Terrestrial Wildlife	PUBLIC USE	TOTAL	Recreation	Fire Protection	Fuels Management	Commodity Production	Social Issues	Access	
U36TRI05	0.12	0.0	0.8	1.0		1	1	1	1	0.8	0	0	0	0	0	0	0.0
U36TRI06	0.03	4.0	2.5	2.3		1	1	1	1	1.8	0	0	0	0	0	0	0.0

Table 3. Risk/Benefit Summary and Comments

	Road Segment Length (mi)	Risk / Benefit*		COMMENTS	
			/		
29N31	0.7	1.7	/	3.5	ROAD IN GOOD SHAPE. ADDRESSED IN UPPER DUBAKELLA RAP.
29N31D	0.3000	1.5	/	1.5	WILL NOT BE USED FOR SALT TIMBER SALE. COULD BE REMOVED FROM SYSTEM, HAS ALMOST CLOSED ITSELF. RANGER RECOMMENDATION FOR REMOVAL.
29N55	3.9000	2.0	/	3.2	IN FAIRLY GOOD SHAPE. RECOMMEND SPOT ROCKING & ROLLING DIPS. ADDRESSED IN UPPER DUBAKELLA RAP.
29N55A	0.6170	3.4	/	2.2	WILL BE REMOVED FROM SYSTEM AND CONSIDERED FOR USE AS OHV TRAIL. ADDRESSED IN UPPER DUBAKELLA RAP.
29N64	0.5000	0.9	/	1.5	IN FAIRLY GOOD SHAPE.
30N07	0.8000	1.5	/	1.0	SHOULD BE REMOVED AS A SYSTEM ROAD. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
30N07A	0.8000	2.1	/	1.0	SHOULD BE REMOVED AS A SYSTEM ROAD. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
30N08	0.4137	1.8	/	0.9	SHOULD BE REMOVED AS A SYSTEM ROAD. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
30N14	0.6000	2.1	/	2.7	IN FAIRLY GOOD SHAPE. POSSIBLE WATER SOURCE. MAY NEED SPOT ROCKING.
30N14A	0.4000	0.8	/	0.8	WILL NOT BE USED FOR SALT TIMBER SALE. SHOULD BE REMOVED FROM SYSTEM. HAS ALMOST CLOSED ITSELF.
30N16Y	0.4000	2.0	/	1.8	NEEDED FOR SALT TIMBER SALE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
30N18	4.4000	2.3	/	3.0	INTERSECTS WITH HWY. 36
30N18A	0.2000	1.2	/	0.8	WILL NOT BE USED FOR SALT TIMBER SALE
30N18B	0.7000	2.3	/	0.8	ONLY THE FIRST 0.10 MILES TO THE FIRST DRAW WILL BE USE FOR SALT TIMBER SALE.
30N18C	1.0000	1.6	/	1.8	CAN BE REMOVED AS A SYSTEM ROAD.
30N27	8.4000	2.5	/	3.7	IN FAIRLY GOOD SHAPE. ADDRESSED IN UPPER DUBAKELLA RAP.
30N27A	0.3106	1.3	/	1.0	CAN BE REMOVED AS A SYSTEM ROAD. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
30N28	7.8000	2.4	/	3.0	IN GOOD SHAPE.
30N45	0.6000	0.9	/	3.0	IN FAIRLY GOOD SHAPE.
30N45A	0.7000	1.4	/	0.9	CAN BE REMOVED AS A SYSTEM ROAD.
30N46	2.6	2.1	/	3.7	
U29N31E	2.76	2.2	/	1.8	ONLY THE FIRST .10 MILES TO THE FIRST DRAW WILL BE USED AS A TEMP ROAD FOR SALT TIMBER SALE. ADDRESSED IN UPPER DUBAKELLA RAP.

	Road Segment Length (mi)	Risk / Benefit*		COMMENTS	
U29N31EA	0.76	1.2	/	2.5	WILL NOT BE USED FOR SALT TIMBER SALE. IN N. 1/2 OF SECTION 9, T29NR11W AND ACCESSES THE PIPE LINE. RECOMMEND CLOSURE.
U29N31EAA	0.27	0.8	/	0.3	THIS ROAD WILL NOT BE USED IN THE SALT TIMBER SALE. THIS ROAD ACCESSES THE PIPE LINE AND RUNS ACROSS THE N. LINE OF SECTION 9, T29NR11W. NEGOTIATE WITH PG&E FOR ACCESS NEEDS
U29N31EB	0.33	1.7	/	0.3	THE PORTION NEAR THE CENTER OF SECTION 8 WOULD NOT BE USED FOR THE SALT TIMBER SALE.
U29N31EC	1.33	1.6	/	1.3	WILL NOT BE USED FOR THE SALT TIMBER SALE. RUNS ACROSS THE S. LINE OF SECTION 3, T29NR11W. CONSIDER FOR OHV USE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U29N55A	2.82	0.8	/	3.6	WILL NOT BE USED FOR THE SALT TIMBER SALE. RUNS THROUGH SECTIONS 7&8 T29NR11W. JEEP ROAD ACCESS TO FUELBREAK, CONSIDERED FOR USE AS AN OHV TRAIL, IN UPPER DUBAKELLA RAP.
U29N55AC	0.36	1.7	/	1.0	JEEP ROAD TO DUBAKELLA. CONSIDER CONVERSION TO OHV TRAIL. NEEDED FOR USGS ACCESS TO DATA & TRIG STATION.
U29N55B	1.33	1.9	/	2.0	THIS ROAD MAKES A LOOP, ACCESSED FROM BOTH ENDS OFF TO THE 29N55 ROAD. THE MIDDLE SECTION WILL NOT BE USED FOR THE SALT TIMBER SALE DUE TO A DRAINAGE PROBLEM AND A NOXIOUS WEED POPULATION. MILE POST 0-0.34 PROPOSED FOR LONG-TERM DECOM. MILEPOST 0.34-0.84 WILL BE EFFECTIVELY DECOMMISSIONED WHEN THE TWO OTHER SEGMENTS ARE TREATED. MILE POST 0.84-1.33 PROPOSED FOR LONG-TERM DECOM.
U29N55BA	0.2129	1.1	/	0.7	WILL BE USED FOR THE SALT TIMBER SALE. IS IN GOOD SHAPE FOR AN OLD ROAD. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N07A	0.0435	2.3	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR THE SALT TIMBER SALE. IT ALSO ACCESSES THE ELECTRIC TRANSMISSION LINE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N07AA	0.1002	2.1	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT UNIT 2B; POST TREATMENT AVAILABL R FOR DEMO..
U30N07AB	0.0470	1.1	/	0.4	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT UNIT 2B; POST TREATMENT AVAILABLE FOR DECOM.
U30N07AC	0.1352	1.1	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT UNIT 2B; POST TREATMENT AVAILABLE FOR DECOM.
U30N07AD	0.1790	1.1	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT UNIT 2B AND ACCESSES THE ELECTRIC TRANSMISSION LINE. THERE IS AN OLD INTERSECTION WITH HIGHWAY 36, BUT NO ENCROACHMENT PERMIT. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N08	0.1356	1.1	/	0.9	THIS ROAD PROBABLY WILL BE USED AS A TEMP ROAD FOR UNIT 2B. IT ALSO ACCESSES THE ELECTRIC TRANSMISSION LINE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.

	Road Segment Length (mi)	Risk / Benefit*		COMMENTS	
U30N14A	0.0789	1.4	/	0.3	THIS ROAD MAY BE USED FOR SALT UNIT 14.
U30N14AA	0.1995	0.8	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT UNITS 23 & 24.
U30N14B	0.0559	1.1	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT UNIT 14..
U30N16YA	0.1203	0.9	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT UNIT 1..
U30N18D	0.1045	0.8	/	0.5	THIS ROAD WILL NOT BE USED IN THE TIMBER SALE. THIS ROAD ACCESSES THE GAS LINE AND RUNS NEAR THE S. LINE OF SECTION 5 T29NR11W. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N18E	0.3834	0.7	/	0.3	THIS ROAD MAY BE USED AS A TEMP ROAD FOR UNITS 25F & 2 5E ON THIS SALE. IS ALSO ACCESS TO THE PIPE LINE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N27A	0.1030	0.6	/	0.3	A SMALL PORTION OF THE BEGINNING OF THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT TIMBER SALE UNIT 11.
U30N27AA	0.6112	1.4	/	1.0	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNITS 11 & 18. ALSO ACCESS FOR THE PIPE LINE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N27AB	0.1004	1.6	/	0.3	THIS ROAD WILL NOT BE USED FOR THE SALT TIMBER SALE.
U30N27B	0.0749	0.6	/	0.3	THIS ROAD WILL NOT BE USE FOR THE SALT TIMBER SALE. ROAD IS NEAR CENTER SECTION 31, T30NR11W
U30N27D	0.0541	1.1	/	0.3	
U30N27F	0.0627	1.1	/	0.3	
U30N27G	0.1550	2.2	/	0.2	THIS ROAD WILL NOT BE USED FOR THE SALT TIMBER SALE. THIS ROAD RUNS THROUGH THE SW 1/4 OF SW 1/4 SECTION31, T30NR11W.
U30N27H	0.1639	1.4	/	0.3	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 13. ALSO ACCESS FOR THE ELECTRIC TRANSMISSION LINE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N27I	0.1749	0.8	/	0.3	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 9A.
U30N27J	0.1495	0.8	/	0.3	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 10.
U30N27K	0.0382	0.9	/	0.3	THIS ROAD WILL NOT BE USED FOR SALT TIMBER SALE
U30N27O	0.2369	1.3	/	0.0	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 12.
U30N27Q	0.7911	1.1	/	0.0	A PORTION OF THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNITS 17 & 18. ALSO ACCESS FOR THE PIPE LINE. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U30N27S	0.0394	0.8	/	0.0	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 30B.
U30N27V	0.2343	2.1	/	0.3	THIS ROAD WILL NOT BE USE FOR THE SALT TIMBER SALE. (MAKES OHV LOOP)

	Road Segment Length (mi)	Risk / Benefit*		COMMENTS	
U30N27W	0.1360	1.0	/	0.0	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 52.
U30N27X	0.1762	1.0	/	0.0	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 56.
U30N27Z	0.0283	1.3	/	0.0	THIS ROAD WILL NOT BE USED FOR THE SALT TIMBER SALE. ROAD IS NEAR CENTER SECTION 31, T30NR11W
U30N28C	0.0678	0.8	/	0.0	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 26.
U30N28D	0.0514	1.0	/	0.0	THIS ROAD WILL NOT BE USED FOR THE SALT TIMBER SALE.
U30N28F	1.8780	1.6	/	1.6	THIS ROAD COULD BE USED FOR SALT TIMBER SALE UNITS 21,29,38,41,45,40,39, AND 37. THE CROSSING AT DITCH GULCH IS BLOWN OUT. THE HAUL ON THE EAST SIDE WILL BE TO 29N55 AND THE HAUL ON THE WEST SIDE WILL BE TO 30N28 WHICH WILL REQUIRE SOME MINOR WORK TO REDO THE INTERSECTION AT THE 28 ROAD.
U30N28FA	0.1982	1.2	/	0.2	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 39 AND IS NEAR THE WEST LINE OF SECTION 1 T29NR12W
U30N28H	0.1122	1.0	/	0.3	THIS ROAD WILL BE USED FOR SALT TIMBER SALE UNIT 20.
U30N28I	1.4412	1.3	/	1.7	THIS ROAD BEGINS NEAR THE EAST LINE OF SECTION 2, T29NR12W AND RUNS SOUTHEASTERLY ALONG A FUEL BREAK THROUGH SECTIONS 1, 2 & 12 ALONG THE RIDGE AND TIES INTO 29N55.
U30N45A	0.1850	0.9	/	0.3	THIS ROAD WILL NOT BE USED FOR THE SALT TIMBER SALE.
U30N45B	0.4609	0.8	/	0.3	THIS ROAD WILL NOT BE USED FOR THE SALT TIMBER SALE.
U36TRI03	0.0435	1.2	/	0.5	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT TIMBER SALE UNIT 2C AND ACCESSES THE ELECTRIC TRANSMISSION LINE. THERE IS AN OLD INTERSECTION WITH HIGHWAY 36, BUT NO ENCROACHMENT PERMIT. NEGOTIATE WITH PG&E FOR ACCESS NEEDS.
U36TRI03B	0.1352	0.5	/	0.2	THIS ROAD MAY BE USED AS A TEMP ROAD FOR SALT TIMBER SALE UNIT 2C.
U36TRI04	0.1790	1.8	/	0.0	THIS ROAD MAY BE USED FOR THE SALT TIMBER SALE; ACCESS TO WATER SOURCE..
U36TRI05	0.1356	0.8	/	0.0	THIS ROAD WILL NOT BE USED FOR THE SALT TIMBER SALE.
U36TRI06	0.0789	1.8	/	0.0	THIS ROAD MAY BE USED FOR SALT TIMBER SALE UNIT 9B; ACCESS TO WATER SOURCE.

Management Opportunities and Recommendations

Road status recommendations depicted in Table 4 were made with the goal of meeting the immediate and future management objectives for wildlife, hydrologic, aquatic risk, recreation, and fire suppression access concerns. These actions are categorized as: 1) Immediate actions; 2) Short-term actions (3-5 years) requiring NEPA decisions to address near-term management objectives; Cumulative Watershed Effects and Equivalent Roaded Area (ERA) concerns; 3) Long-term actions (5-10 years) requiring completion of another management activity prior to road restoration and NEPA documentation. These recommendations look at current management objectives, and give additional consideration to reducing Cumulative Watershed Effects and Equivalent Roaded Area (ERA) concerns.

Table 4. Management Opportunities and Recommendations

Road number	Immediate action			Short-term action – NEPA required				L Lo Long-term action-NEPA required	
	Upgrade or Maintain	Natural recapture	Add to system	Closure	Decom	Hydro-closure	Defer to OHV study	Closure	Decom
29N31	X								
29N31D					X				
29N55	X								
29N55A									X
29N64									X*
30N07									X
30N07A									X
30N08								X**	
30N14	X								
30N14A					X				
30N16Y									X
30N18	X								
30N18A					X				
30N18B					X				
30N18C									X
30N27	X								
30N27A									X
30N28	X								
30N45	X								
30N45A									X
30N46	X								
U29N31E							X*		
U29N31EA				X**					
U29N31EAA					X**				
U29N31EB					X				

Road number	Immediate action			Short-term action – NEPA required				L Lo Long-term action-NEPA required	
	Upgrade or Maintain	Natural recapture	Add to system	Closure	Decom	Hydro-closure	Defer to OHV study	Closure	Decom
U29N31EC				X					
U29N55A							X		
U29N55AC			X*						
U29N55B									X
U29N55BA									X
U30N07A									X
U30N07AA									X
U30N07AB									X
U30N07AC									X
U30N07AD									X**
U30N08								X**	
U30N14A					X				
U30N14AA									X
U30N14B									X**
U30N16YA									X
U30N18D				X**					
U30N18E									X**
U30N27A					X**				
U30N27AA									X**
U30N27AB					X				
U30N27B					X				
U30N27D									X
U30N27F									X
U30N27G					X**				
U30N27H									X**
U30N27I									X
U30N27J									X
U30N27K					X				
U30N27O									X
U30N27Q									X**
U30N27S									X
U30N27V							X		
U30N27W									X
U30N27X									X
U30N27Z					X				
U30N28C									X
U30N28D					X				

Road number	Immediate action			Short-term action – NEPA required				L Lo Long-term action-NEPA required	
	Upgrade or Maintain	Natural recapture	Add to system	Closure	Decom	Hydro-closure	Defer to OHV study	Closure	Decom
U30N28F									X
U30N28FA					X				
U30N28H									X
U30N28I							X		
U30N45A					X				
U30N45B					X				
U36TRI03									X**
U36TRI03B									X
U36TRI04			X						
U36TRI05					X				
U36TRI06			X						
TOTAL MILES	20.72		.44	2.19	3.09		7.25	.55	13.15

* Decom to trail <50"

** Address in PG&E Operating Agreement NEPA

Road mileages reflect portions of these roads outside of the analysis area.

Recommendations for the Salt Rap are presented on Table 4, Management Opportunities and Recommendations. They were based on transportation system needs that include upgrades, maintenance, closure, short-term decommission, long-term decommission, and no action needed determinations. There are 47.39 miles of roads within this analysis area that includes both classified and unclassified roads. Of these 47.39 miles of roads, 27.57 miles are classified roads, 19.82 miles are unclassified.

Classified Roads Recommendations

Recommendations for classified roads are that 20.72 miles of classified road should be maintained or upgraded. This recommendation is customary for system roads. Short-term recommendations identify 1.31 miles of classified roads for decommissioning. These activities could occur as soon as NEPA is completed and funding becomes available to implement this work. Long-term recommendations identify 5.13 miles of classified roads for decommissioning and 0.14 miles for closure. Included in this 5.13 miles of decommissioning is, road 30N08 which is .41 of a mile was recommended to be a long-term closure and road 29N64, which is .5 of a mile were recommended to be decommissioned to a trail⁴. Road 29N55A, that is .62 mile should be decommissioned to a trail that is <50 inches width. NEPA will need to be completed prior to implementing these activities. The long-term decommission recommendations take into account projects that may occur in this area presently or in the near future. Decommissioning assumes that the roads do not need to be opened again for forest management activities.

⁴ Shasta-Trinity National Forest Roads Analysis Report, July 2002.

Unclassified Roads Recommendations

Recommendations are for 1.4 miles of unclassified roads be used as temporary roads for the Salt Timber Sale. Upon completion of the Salt Timber Sale, these unclassified roads will be decommissioned.

Short-term decommission was identified for 2.19 miles of roads, after NEPA is completed. Long-term decommission was identified for 8.02 miles of roads, after NEPA is completed.

There are several road segments accessing utility corridors. The conditions of these road segments vary from good to poor. Regarding access to these corridors, Pacific Gas & Electric (PG&E) will be contacted and asked to provide information regarding their future needs of these road segments. During the renewal of the utility easement, an operating plan will be required for continued use of these road segments. It is recommended that utility corridor access roads causing resource damage be decommissioned if no timely reply is received.

Several roads were assessed for this RAP and in the Upper Dubakella Rap⁵ They are roads, 29N31, 30N27, U29N31E, U29N55A, and U29N55AC and are located on the table. Road U29N55AC may be used for access to Dubakella Mountain. Road 29N55A is located on an existing fuelbreak. This road will be utilized for maintaining the fuelbreak that is located along the road.

Roads U29N31E, U29N55A, and U30N27V, totaling 5.81 miles are recommended to be assessed for OHV use in the Forest Travel Management Analysis Process.

PG&E Easement

Pacific Gas & Electric (PG&E) was contacted regarding the Salt Rap and access to their gas and power lines. PG&E responded back to the Forest Service and identified roads they needed for access to their gas line. However, they did not address access needs for their power lines. The following roads were identified for gas line access: U29N31E; U29N31EA; U29N31EAA; U30N14B;

U30N18D; U30N18E; U30N27A; U30N27AA; 30N27G; and U30N27H. The total road length for these roads is 5.36 miles. Only the easterly most ¼ miles of U29N31E is needed for pipeling access.

The Salt Rap recommends converting these unclassified roads to closed system roads under PG&E jurisdiction. PG&E would assume responsibility under an operation plan. A letter was sent to PG&E with recommended upgrades and maintenance requirements to meet CWA. This may include installation of barriers or gates. PG&E will be responsible for preventing erosion problems on routes they need.

The Salt Rap identified other potential roads PG&E may need for their access. The classified roads include: 30N07; 30N07A; 30N08; 30N16Y and 30N27A. The unclassified roads include: U29N31EC; U29N55BA; U30N07A; U30N07AD; U30N08; U30N27Q and U36TRI03.

⁵ Upper Dubakella Rap

References

1. Shasta-Trinity National Forest Roads Analysis Report, July 2002.
2. Shasta-Trinity Land and Resource Management Plan, 1995.
3. Salt Creek Watershed Analysis, April, 2002.
4. Upper Dubakella Rap, September, 2004.