
APPENDIX A:

ROADS ANALYSIS REPORT

Wayne National Forest Monday Creek ORV Trail Extension EA

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CHAPTER 1: INTRODUCTION

Objectives of Roads Analysis At Project Scale

The objective of roads analysis is to provide decision makers with critical information to develop road systems that are safe, responsive to public needs, affordable and efficiently managed. Roads analysis below the forest-scale is not automatically required, but may be undertaken at the discretion of the Responsible Official (FSM 7712.13c). It was determined that a roads analysis was needed for this project because lease roads are being considered for addition to the Forest road system as well as for the designated trail system.

Per FSM 7712.13c, the outcome of roads analysis at the project scale would result, at a minimum, in the following:

1. Identification of needed and unneeded roads.
2. Identification of road associated environmental and public safety risks.
3. Identification of site-specific priorities and opportunities for road improvements and decommissioning.
4. Identification of areas of special sensitivity, unique resource values, or both.
5. Any other specific information that may be needed to support project-level decisions.

The analysis for this project included review of Forest Plan Management Area direction for the project area, on-site visits by specialists to review the status and condition of the roads, review of the minerals atlas, sending of letters to interested and affected citizens requesting their concerns about the proposed

off-road vehicle trail extension project (letters between 1996 and 1999), and review of public letters received to determine significant issues related to project area's road system.

CHAPTER 2: PROJECT AREA'S EXISTING TRANSPORTATION SYSTEM

This chapter describes existing roads within the Monday Creek ORV Trail Extension Project Area and includes an inventory of the classified, unclassified, and temporary roads within the project area. One objective of this project level roads analysis is to identify and inventory any unclassified roads within the project area, assess their conditions and make recommendations regarding their disposition.

Classified Roads

Classified roads are 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, FSM 7705 - Transportation System). The classified road system consists of arterial, collector and local roads. Local roads are forest roads that connect terminal facilities with forest collector, forest arterial or public highways. Usually forest local roads are single purpose transportation facilities. Local roads connect forest facilities or activities (e.g., campgrounds, trailheads, and logging sites) with collector roads, state roads, or public highways. Except for those serving recreation sites, most local roads are built for high-clearance vehicles (e.g., pickups and trucks). To protect the public and/or the environment and to reduce maintenance costs, local roads may be closed to traffic or obliterated after the principal use is completed. Forest Road 526 (.65 miles) is the only classified forest road in the project area. FR 526 has an operational maintenance level of 1 - Basic Custodial Care, has an improved native surface and has been gated (closed) since the mid-1990s.

Unclassified Roads

Unclassified roads are 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; and those roads that were once under permit or other authorization and were not decommissioned upon the termination of the authorization (36 CFR 212.1). Two short sections of unclassified road (.6 miles) are proposed for inclusion in the forest road system and designated trail system.

Temporary Roads

Temporary roads are roads authorized by contract, permit, lease, other written authorization or emergency operation not intended to be a part of the forest transportation system and not necessary for long-term resource management (36 CFR 212.1). Approximately 3.5 miles of temporary roads are currently lease right roads in this area (see Table 2) and are proposed for inclusion as classified roads from this analysis.

Maintenance Level - Forest Road 526 was built to access the Maysville Timber Sale in the mid-1980s. It has been closed and gated for over 10 years. Maintenance on lease roads is governed by an operating plan in the lease agreement.

The lease roads identified in Table 2 have been in existence since the first two decades of the 20th century when the Greendale Brick Company was mining for clay. The Forest Service purchased these tracts of land in 1936 and lease right permits for the access roads have existed since the 1970s.

Table 2: Classified, Unclassified and Temporary Roads

Temporary (lease) Roads					
Segment No	Road Number	Begins	Ends	Miles	Recommend
29	3210 B&B lease	Co Rd 19	Lease road	1.07	Classify Designate .9 as trail
30	3211 Northwood lease	Segment 29	Dead end	.81	Classify Designate trail
31	3212 B&B lease	Segment 29	Dead end	.84	Classify Designate trail
32	3213 Northwood lease	Co Rd 19	Dead end	.61	Classify Designate trail
35	3215 B&B lease	Co Rd 28	Dead end	.81	Classify Designate .1 mile as trail
Classified Road					
33	3214 FR 526	Co Rd 19	Lease road	.65	Designate trail
Unclassified Road					
Section 12	None	Segment 29	Segment 30	.32	DesignateTrail
Fraction 6	3211 None	Segment 30	FR 526	.29	Classify DesignateTrail

CHAPTER 3: IDENTIFICATION OF SIGNIFICANT ENVIRONMENTAL AND SOCIAL ISSUES THAT MAY BE ADDRESSED IN PROJECT-LEVEL DECISIONS

Environmental Issues

Some issues that surfaced during the environmental analysis for the trail extension are related to road and trail use. Some commentors were concerned about the cumulative effects of trail construction and use on aquatic communities. They are concerned that erosion from trails could cause siltation of streams and an increase in water temperature. Other commentors are concerned that we are adding additional miles to a trail system with an already heavy maintenance load.

Other concerns were not carried through the environmental analysis, including the issue of conflicts between ORV and non-ORV users. The Forest Plan designates two management areas for ORV use. The

concern that additional trails and roads would fragment amphibian habitat was analyzed in Chapter 3 of the EA. Since no trees are to be cut in this proposed action, the new trail construction and road re-construction will not further fragment the forest canopy.

Use by off-road vehicles implies heavy use in all kinds of weather (excepting the December-April seasonal closure). Environmental degradation will occur without high levels of maintenance and construction standards which minimize erosion. Since the purpose of this project is to develop safe and legal access to the designated trail system, this project should decrease public health and safety risks.

There are heritage sites in the area related to the use of flint as a source of material for implements. None of these sites are impacted by road or trail construction or re-construction.

Social Issues

Public responses to the project's scoping letter revealed a concern about conflict between off-road vehicle users and non-users. The Forest Plan designates this area for off-road vehicle trail development. There was also a concern that the Forest was establishing a precedent by building a trail to a private campground. The Forest Service has no plans to develop a campground servicing the designated ORV trail and does not want to compete with the private sector. The purpose and need for this proposed action is to further develop the trail as specified in the Forest Plan, to provide safe and legal access for users, and to develop a high-standard trail.

Right-Of-Way Access Needs

No ROW access needs were identified. National Forest ownership abuts State Highway 595 and County Roads 19 and 28.

CHAPTER 4: IDENTIFICATION OF NEEDED AND UNNEEDED ROADS

All roads listed in Table 2 are planned to be designated as ORV trails in this proposed action. The Forest Plan specifies that loop trails will be developed in the designated management area and these roads form logical loops with minimal new construction. They are also recommended to be added to the Forest Road system as Level 1 roads and to convert the lease right permits to road use permits in order to accommodate the new multiple use designation and to improve maintenance level on the road.

Four miles of existing road will be re-constructed if this project is implemented. 2.1 miles of user-developed trail will be replaced with a high standard trail. Several miles of user-developed trail not slated for designation will be closed and/or rehabilitated when this project is implemented.

Opportunities

Based on the information as presented in this report, the following opportunities exist in the Monday Creek ORV Trail Extension project area:

1. Re-construct 4 miles of poorly-maintained special use roads to a high standard which will accommodate ORV use and a minimal level of vehicle use for well maintenance.
2. Construct 2.1 miles of high standard trail to replace illegal ORV trails which access the designated trail from a private campground.

3. Close and rehabilitate several miles of illegal ORV trail which impact intermittent streams and heritage sites in the area.

Needs

1. Need to allow continued motorized access by two private oil companies to maintain oil and gas well improvements.

2. Need to develop additional miles of ORV trail to accomplish goals in the Forest Plan.

3. Need to provide safe and legal access to the designated trail system from a concentrated private use area.

MAP 1: MAP OF ROAD SEGMENTS

