Kisatchie National Forest

Transportation System Analysis Process

Report

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Date

Kisatchie National Forest

Transportation Analysis Process Report

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Executive Summary

Objectives of the Kisatchie National Forest Transportation Analysis Process

Sub-Part "A" Travel Analysis is required by the 2005 Travel Management Rule (36 CFR 212.5). Forest Service Manual 7712 and Forest Service Handbook 7709.55-Chapter 20 provide specific direction, including the requirement to use a six step interdisciplinary, science-based process to ensure that future decisions are based on an adequate consideration of environmental, social and economic impacts of roads. The objectives of the Kisatchie National Forest TAP were to:

- Identify key issues related to the transportation system, in particular, financial and environmental;
- Identify benefits and risks related to the transportation system;
- Identify management opportunities related to the existing transportation system to inform future analyses as National Environmental Policy Act (NEPA) decisions;
- Identify unneeded roads in a minimum road system to be addressed in future NEPA analyses and decisions;

Public Notification

The public notifications for the TAP goals, providing a foundation for an economically sustainable road system for the Kisatchie National Forest, were conducted in several ways.

- Guest appearances by Public Affairs Officer on local talk shows including the NBC and CBS affiliates' 6am and 9am programs
- News reports for NBC, ABC and CBS affiliates for morning, noon and evening news programs
- Information provided in series for Louisiana Public Broadcasting
- Presentations made to local civic groups including Lions, Rotary and garden clubs, including information that the USDA Forest Service is a federal land management agency managing a transportation system for sustainable recreational use and sustainable use for national forest purposes including forest and land management
- Reports by Public Affairs Officer to the LA Forestry Association Board of Directors concerning forest management needs as related to a sustainable transportation system.
- Local newspaper articles and feature stories about Kisatchie National Forest including analysis and planning concerning its road system

TAP Participants

A TAP was performed on each Ranger District from 2012 – 2014. Interdisciplinary Team resources from each district participated in TAP meetings and reviewed TAP findings.

Overview of the Kisatchie National Forest Road System

The system of 4,310 miles (Table 1) supports both recreation and resource management. It is comprised of a combination of public roads, roads constructed to access timber sales and subsequent silviculture activities, roads constructed to access recreation areas, and a variety of other routes. These range from double lane paved roads to single lane gravel or native surface roads that may be suitable for passenger cars or high clearance vehicles. In addition there are roads that are closed for periods of time greater than one year. Road maintenance is funded primarily by congressional appropriations; pre-haul and specified maintenance on those roads needed to haul timber are funded through timber sales.

Table 1: Total Acres and Total Miles by Unit			**Jurisdiction and Primary Maintainer**	
Unit	**Total Acres**	**Trail Miles**	**USFS Miles**	**Other Miles**
Calcasieu	183,974	189	597	758
Caney	32,408	7	167	215
Catahoula	122,667	124	678	311
Kisatchie	102,625	57	421	208
Winn	166,718	45	787	168
Totals	**608,392**	**442**	**2,650**	**1,660**

Previously Decommissioned Roads

The Kisatchie National Forest has decommissioned 102 miles of roads over the past decade or more previous to this TAP effort. See Appendix G for the list of roads.

Key Issues, Benefits, Risks, and Management Opportunities Identified

- There is an adequate road system which primarily serves either as access to private inholdings, or as general access to adjacent communities -- approximately 1,660 miles, or 61% of the Kisatchie National Forest total road system. As opportunities allow, jurisdiction and primary maintainer should be considered for transfer to the most appropriate entity in order to allow the limited maintenance funding to be applied most effectively to the Federal System Roads.
- There is one watershed classified as "Class 2 Functioning at Risk" currently identified in the Kisatchie National Forest Watershed Condition Framework – namely, the Steep Hill Creek/Kisatchie Bayou. There are 120 miles of road in this watershed and the TAP has rated each road for sedimentation risk. High risk roads will be considered for decommissioning in future NEPA decisions.
- In the general Forest, seasonal road closures will be considered in future NEPA decisions to reduce both maintenance costs and environmental damage.

- Opportunities should be sought to increase road maintenance revenues where possible through the use of partnerships, including volunteer groups, such as hunters, equestrian organizations, ATV user groups and others.
- TAP analyzed each road for Risks and Benefits. Roads with a high risk score and low benefit score were identified as 'decommission candidates.' Seven miles were identified as such and will be considered in future NEPA decisions. A list of these decommission candidates can be reviewed in Appendix E.
- Consideration was also given to projects scheduled across the Forest within the foreseeable future to determine roads likely not needed. All of these roads can be characterized as minimally maintained, unimproved roads. The total amount of roads likely not needed is 595 miles or 22% of the Kisatchie National Forest total road system. A list of roads likely not needed can be reviewed in Appendix F.

Next Steps

- TAP recommendations will be used to inform NEPA decisions, many of which will eventually be implemented in conjunction with various restoration and management projects.
- Prior to implementing these recommendations, NEPA analyses will be conducted at the appropriate scale, using the TAP to inform issues, particularly financial and environmental.
- Since our TAP was certified in 2014, we have used TAP to analyze impacts on four Environmental Analyses.
- The Kisatchie National Forest road system should undergo an updated TAP on a 10 year cycle.

Context of Travel Analysis

Alignment with National and Regional Objectives

Sub-Part "A" Travel Analysis is required by the 2005 Travel Management Rule (36 CFR 212.5). Forest Service Manual 7712 and Forest Service Handbook 7709.55-Chapter 20 provide specific direction, including the requirement to use a six step interdisciplinary, science-based process to ensure that future decisions are based on an adequate consideration of environmental, social and economic impacts of roads.

A letter from the Chief of the Forest Service dated March 29, 2012 was issued to replace a November 10, 2010 letter previously issued on the same topic. It reaffirms agency commitment to completing travel analysis reports for Subpart A of the travel management rule by 2015, and also provides additional national direction related to this work, addressing process, timing and leadership expectations. The letter requires documentation of the analysis by a travel analysis report, which includes a map displaying the existing road system and possible unneeded roads. It is intended to inform future proposed actions related to identifying the minimum road system.

The TAP process is designed to work in conjunction with other frameworks and processes, the results of which collectively inform and frame future decisions executed under NEPA. This letter, including a diagram which further illustrates the relationship between NEPA and TAP is included in Appendix I.

The document titled "Sub-Part "A" Travel Analysis Process, Southern Region Expectations, Revised to align with 2012 Chief's Letter" and attached also in Appendix I, supplements the national direction for Forest Scale TAPs developed for the Southern Region.

Alignment with the Forest Land and Resource Management Plan, revised 1999

The current Forest Plan for the Kisatchie National Forest was revised in 1999. It provides specific direction for overall management of the Kisatchie National Forest. The Forest-wide TAP tiers to the Kisatchie National FLRMP, rev. 1999 by informing future NEPA actions that have transportation components that support Plan implementation. Where applicable, the TAP has been informed by the Watershed Condition Framework, and likewise, the TAP is intended to inform future forest restoration activities, including watershed restoration.

Use of TAP in Forest Environmental Analyses

Since our TAP was certified in 2014, we have used it in four EAs. The process is one that identifies all roads needed for the proposed actions, creates a subset of roads from the certified district TAP, and offers information related to risks and benefits, maintenance costs, culvert and bridge needs, jurisdiction, primary maintainer, etc., that belong to each road. This subset of roads taken in its entirety from the district TAP becomes the EA TAP, i.e., Camp Livingston TAP, and is part of the EA record. The subset TAP yields a more robust analysis of transportation impacts within the scope of the EA.

Budget and Political Realities

The roads located in the Kisatchie National Forest are a combination of historic trails that have undergone improvement over the years; roads that were built in the decades of the sixties, seventies and eighties to access timber sales; roads constructed for access to communities, either internal or adjacent to the Forest; roads constructed by recreational users, and roads constructed or otherwise acquired through a variety of means to comprise the current system. As is the case for much of the rest of the infrastructure on the Forest, funding has been inadequate to maintain to design standard the Forest system roads, culverts and bridges.

- Maintenance Level 1 roads remain in storage unless needed for timber harvest or other activities in accordance with the FLRMP, revised 1999. The TAP data identified 637 miles of Maintenance Level 1 roads.
- Maintenance Level 2 roads are maintained to meet design standards for high clearance vehicles. The TAP data identified 1,327 miles of Maintenance Level 2 roads.

- The remaining 686 miles of National Forest System Roads are in Maintenance Levels 3, 4 and 5, and are maintained for passenger car travel.
- There are 2 bridges owned by Forest Service with known load restrictions. These bridges are posted.
- Limited funding continues to challenge our abilities to maintain the most efficient and effective transportation system that meets the needs of the public and implements the FLRMP, rev. 1999. The Travel Analysis Process is a tool that identifies a minimum road system (MRS) based on Risks and Benefits and inform future NEPA decisions. The MRS will probably change over time as issues change, so the Kisatchie National Forest road system should undergo an updated TAP on a 10-year cycle.

Alignment with Watershed Condition Framework (WCF)

The Kisatchie National Forest recently conducted an analysis of its watersheds, categorized their condition and prioritized them for restoration. Three categories were identified: Class 1 – Functioning Properly, Class 2 – Functioning at Risk, and Class 3 – Impaired Function. These classifications were performed on watersheds at the 6th order hydrologic unit classification (HUC) according to standard procedures described in the "Watershed Condition Framework" technical guide. It was determined that the Steep Hill Creek-Kisatchie Bayou watershed (24,092 acres) on the Kisatchie Ranger District is a Class 2 – Functioning at Risk. Roads located near streams within this watershed, 120 miles, will be considered as possible decommissioning candidates.

Overview of Land Uses and the Supporting Transportation System

Calcasieu Ranger District

The Calcasieu Ranger District is comprised of 183,974 acres, occupying almost 85% of its proclamation boundary. Almost all is forested, with about 85,778 acres (47%) available for forest products management; 32,464 acres (18%) are managed for the Red-cockaded Woodpecker; 8,563 acres (5%) are in designated recreation, scenic and visual emphasis areas.

Approximately 98,125 acres of the Vernon Unit-Calcasieu Ranger District are under special permit to the US Army/Ft. Polk Joint Readiness Training Center. Additionally, 7,800 acres of the Evangeline Unit-Calcasieu Ranger District are under special permit to the US Air Force/Barksdale AFB, Claiborne Air-to-Ground Weapons Range. Together these lands total 17.5% of the total Calcasieu Ranger District acreage.

Interspersed within the proclamation boundary, and adjacent to the National Forest are scattered large forest industry tracts, small farms and a variety of other ownership types. There are small communities within the proclamation boundary – namely, Melder, Woodworth, Gardner, and

Fullerton. There are 3 major developed recreation areas on the Calcasieu Ranger District, including Fullerton Lake, Kincaid Lake and Valentine Lake.

Caney Ranger District

The Caney Ranger District is comprised of 32,408 acres, occupying almost 85% of its proclamation boundary. Almost all is forested, with about 24,000 acres (74%) available for forest products management; 2,841 acres (9%) are in developed recreation areas – namely, Caney Lakes and Corney Lake. Interspersed within the proclamation boundary and adjacent to the National Forest are scattered large forest industry tracts, small farms and a variety of other ownership types.

Catahoula Ranger District

The Catahoula Ranger District is comprised of 122,667 acres, occupying almost 85% of its proclamation boundary. Almost all is forested, with about 68,350 acres (56%) available for forest products management; 17,553 acres (14%) are in Breezy Hill, a formerly used defense site where ground penetration is prohibited; 6,555 acres (5%) are managed for the Red-cockaded Woodpecker; 333 acres are in developed recreation, scenic and visual emphasis areas.

Interspersed within the proclamation boundary and adjacent to the National Forest are scattered large forest industry tracts, small farms and a variety of other ownership types. There are small communities within the proclamation boundary – namely, Pollock, Dry Prong, Bentley, Williana, Rock Hill, Antonia and Fishville. There are two major developed recreation areas on the Catahoula Ranger District - namely, Stuart Lake and Big Creek.

Kisatchie Ranger District

The Kisatchie Ranger District is comprised of 102,514 acres, occupying almost 85% of its proclamation boundary. Almost all is forested, with about 49,697 acres (48%) available for forest products management; 13,381 acres (13%) are managed for the Red-cockaded Woodpecker; 38,500 acres (22%) are in the Red Dirt National Wildlife Management Preserve; 8,700 acres (8%) are in the Kisatchie Hills Wilderness Area; 4,321 acres (4%) are in riparian zones; 1,710 acres in are recreation areas and vistas with visual emphases.

Interspersed within the proclamation boundary and adjacent to the National Forest are scattered large forest industry tracts, small farms and a variety of other ownership types. There are small communities within the proclamation boundary – namely, Lotus, Bellwood, Gorum, Mink, Mora and Kisatchie.

There are 10 developed recreation areas on the Kisatchie Ranger District, including Dogwood Camp, Lotus Camp, Kisatchie Bayou Recreation Area, Longleaf Vista Recreation Area, Cane Camp, Corral Camp, Coyote Camp, Red Bluff Camp, 395 Trailhead and Caroline Dormon Trailhead. Dispersed recreation is allowed in the remainder of the district.

Winn Ranger District

The Winn Ranger District is comprised of 166,718 acres occupying almost 85% of its proclamation boundary. Almost all is forested, with about 66,790 acres (40%) available for forest products management; 95,000 acres (57%) are managed for the Red-cockaded Woodpecker; 3,455 acres (2%) are in the officially designated Saline Bayou Wild and Scenic River corridor; 900 acres in Saline Lake; 73 acres in designated recreation areas and 500 acres in calcareous prairies.

Interspersed within the proclamation boundary and adjacent to the National Forest are scattered large forest industry tracts, small farms and a variety of other ownership types. There are small communities within the proclamation boundary – namely, Calvin and Goldonna.

There are 2 major developed recreation areas on the Winn Ranger District, including Gum Springs Camp and Cloud Crossing Camp. Dispersed recreation is allowed in the remainder of the district.

Description of the Transportation System

Motorized and Non-motorized Trails

The Forest has both motorized and non-motorized trails that provide access to a variety of uses including biking, horse-back riding, and hiking. Motor vehicles are restricted to designated roads shown on the official Motor Vehicle Use Map (MVUM) in Appendix B.

Federal, State and Parish Jurisdiction

In addition, there are Federal, State and Parish roads that provide access to both the Forest and nearby communities.

Forest Service Jurisdiction

There are 2,650 total miles of system roads under the jurisdiction of the Forest Service. This mileage is comprised of 686 miles suitable for passenger car use, 1,327 miles suitable for high clearance vehicular traffic and 637 miles on the system inventory that are closed for periods of time greater than one year, being in "storage" for future use when needed.

Department of Defense Jurisdiction

Within the Vernon Unit of the Calcasieu Ranger District, there are 213 miles of roads maintained under the jurisdiction of the Department of Defense-US Army. These roads are located within the Military Intensive Use Area.

Within the Evangeline Unit, there are 25 miles of roads that are inside the boundary of the Claiborne Air-to-Ground Weapons Range under the jurisdiction of the Department of Defense-US Air Force. These roads are not maintained by Forest Service.

Within the Catahoula Ranger District, there are 4 miles of roads that are inside the boundary of Camp Beauregard under the jurisdiction of the Department of Defense-US Army National Guard. These roads are not maintained by Forest Service.

Private and Co-op Roads

Certain roads located on the Winn Ranger District are needed to provide access to private tracts of land, by municipalities or large private landowners in cooperation with the Forest. The maintenance responsibility for and jurisdiction of these roads are identified in the official inventory. Generally costs for maintaining these roads are prorated to the appropriate benefitting entity, as further specified in the enabling agreements.

Unauthorized Roads

User-created roads are unauthorized and are not Federal System Roads. These roads are unnecessary for administrative use by the Kisatchie National Forest and are subject to decommissioning when funding becomes available and NEPA analyses have been completed.

Definition of Maintenance Levels

The Forest Service catalogs its roads in the official inventory, I-Web, by Maintenance Levels defined as follows:

- Maintenance Level 1 – Closed to all traffic for periods greater than one year;
- Maintenance Level 2 – Designed to accommodate use by high clearance vehicles;
- Maintenance Level 3 – Designed to accommodate passenger car traffic;
- Maintenance Level 4 – Moderate User Comfort; primarily double lane aggregate roads with ditches;
- Maintenance Level 5 – Single or Double Lane Paved Roads with high degree of user comfort.

Maintenance Level 1 Roads

Maintenance Level 1 roads remain in storage until needed for resource management. When these roads are needed, they are improved for the duration of the project and then returned to storage.

Maintenance Level 2 Roads

Maintenance Level 2 roads may be closed or seasonally open to the public based on environmental needs.

Distribution of Kisatchie National Forest Roads Designed for Passenger Car Travel

The table below provides the current distribution of the Kisatchie National Forest's road system designed for passenger car travel. Only roads under FS jurisdictions are included.

Table 2: Maintenance Levels 3, 4, 5 Distribution by Unit

Unit	ML 5	ML 5 %	ML 4	ML 4 %	ML 3	ML 3 %
Calcasieu	8	1	40	7	133	22
Caney	10	6	4	2	41	25
Catahoula	14	2	23	3	106	16
Kisatchie	18	4	26	6	85	20
Winn	0	0	61	8	117	15
KNF Totals	**50 miles**	**2%**	**154 miles**	**7%**	**482 miles**	**19%**

Road Maintenance Components

In addition to inspections, the primary components of road maintenance on the Kisatchie National Forest include: 1) Grading and ditching; 2) resurfacing; 3) signage; 4) maintaining drainage structures; 5) mowing and brushing.

Road Maintenance Cost for ML 3, 4, 5 if Done Every Year

The total cost of maintaining every mile of Maintenance Level 3, 4 and 5 roads plus infrastructure is $6.4 million. See Table 3 below.

Table 3: Road Maintenance and Infrastructure Costs if MLs 3, 4, 5 Roads Maintained Every Year

Unit	Roads	Bridges	Culvert Installations	Total Maintenance Cost
Calcasieu	$1,265,868	$ 350,000	0	$1,615,868
Caney	$ 345,677	$ 150,000	0	$ 495,677
Catahoula	$1,000,013	$ 100,000	0	$1,100,013
Kisatchie	$2,207,636	$ 500,000	$ 32,000	$2,707,636
Winn	$ 505,055	$ 502,000	0	$1,007,055

Road Maintenance Cost for ML 3, 4, 5 Based on Annual Targets

The Kisatchie National Forest maintains its road system primarily with funding provided through the annual Interior and Related Agency's budget, specifically the CMRD line item. Under a Unified Budget, the Forest Supervisor's Office allocates $321,700 to the districts for road maintenance.

A 3-year average of cut and hauled timber volume on the Kisatchie National Forest yielded about $180,000 for road maintenance. While this road maintenance contribution can vary from year to year, the past 3-year average was added to other funds used towards road maintenance for the purposes of this analysis and is shown in Table 4 and Appendix H.

Considering an annual CMRD allocation of $321,700 and road maintenance deposits of $180,000, the Forest needs an additional $2.38 million to maintain MLs 3, 4, 5 roads to standard. See Table 4 below.

Table 4: Road Maintenance Costs for MLs 3, 4, 5 Based on Annual Targets					
Unit	**Cost**	**CMRD Funds Allocated**	**Road Deposits Allocated**	**Difference from Cost and Applied Funds**	**Amount Needed to Maintain Roads to Standard**
Calcasieu	$ 864,500	$ 96,000	$ 55,800	-$ 712,700	$ 712,700
Caney	$ 78,000	$ 26,700	$ 3,600	-$ 47,700	$ 47,700
Catahoula	$ 689,000	$ 68,000	$ 43,200	-$ 577,800	$ 577,800
Kisatchie	$ 447,000	$ 52,000	$ 28,800	-$ 366,200	$ 366,200
Winn	$ 760,500	$ 79,000	$ 48,600	-$ 632,900	$ 632,900
KNF Totals	$2,839,000	$321,700	$180,000	-$2,337,300	$2,337,300

Fixed Costs

To cover fixed costs, this forest typically allocates $341,000 to the districts and $396,000 to the SO in CMRD and CWF2 monies for a total of $737,700 (See Table 5). These dollars cover fixed costs such as salaries, fleet, travel, trainings, office supplies, cost pool contributions, data management, contract preparation and administration and upward reporting. As extra dollars become available, the SO redistributes them for culvert replacement, road maintenance, and bridge repairs. Forest-wide contracts are funded at the SO level.

Table 5: Summary of Fixed Costs by District

District	**Allocation**
Calcasieu	$36,000
Caney	$11,700
Catahoula	$110,000
Kisatchie	$77,000
Winn	$107,000
SO Admin.	$396,000
KNF Total	**$737,700**

Culvert Installations

There are 54 culvert installations on the Kisatchie National Forest. These culverts are large, greater than 20 inches in diameter, whose shapes include pipe arch and full box. We consistently analyze opportunities to install aquatic passages during the NEPA process. In this TAP we identified a need to replace 2 culverts with an aquatic passage on the Kisatchie Ranger District, FSR K15H.

Bridge Repair and Replacement Costs

The Kisatchie National Forest has 195 road bridges that require safety inspections every 2 years. Two bridges have load limits less than legal highway standards. These bridges need to be re-evaluated and may need to be replaced if they cannot support legal highway limits. In addition

to these load limit bridges, we have 9 bridges with channel scour. Funding these repairs in any given year will result in fewer available dollars to maintain roads.

Assessment of Issues, Benefits and Risks

Financial Issues

The primary financial issues relate to the inability to adequately maintain the existing road system with current funding sources. After fixed costs are covered, there is $321,700 available to maintain the road system. The Forest needs $2.8 million above the $321,700 to maintain these roads to standard.

Budget constraints force us to concentrate on grading and ditching Maintenance Levels 3 and 4 aggregate roads while structures such as major culverts and bridges continue to age and deteriorate. It should be noted that available funding levels allow one or two rounds of grading and ditching per year only on prioritized roads – not all of them. We rely on timber sale pre-haul maintenance to maintain Maintenance Level 1 roads, but only as we need them; otherwise ML 1 roads remain in storage.

Environmental and Social Issues

The primary issues in the environmental arena relate to 1) erosion of the roadbed, cut slopes, fill slopes and ditches, with the resulting sediment discharge affecting water quality and associated aquatic resources; 2) in some cases, road density effects on certain wildlife species; and 3) the roads serving as a conduit for invasive species. In the social arena, the effects are primarily the demand for adequate access, sometimes offset by the need for providing solitude. Access is needed by a wide variety of forest users, including hikers, hunters, fishermen and other recreationists, as well as for forest management activities, such as restoration projects and fire suppression. Also, roads can easily become sites for crime, illegal dumping and similar activities.

Safety and Function Issues

The primary issues related to safety and function of the Kisatchie National Forest road system include 1) maintenance of a clear and smooth travel way; 2) access in the proximity of the use; 3) functioning of the drainage features, 4) width and stability of the road bed, 5) proper signage and markings, 6) and structurally and functionally sufficient major culverts and bridges.

Benefits and Risks

The Forest Service Handbook 7709.59 was used as a guide to identify the benefits and risks of the Existing Road System. In addition, desired future conditions and environmental/social/economic issues identified in the FMLRP, rev. 1999 were considered. Benefits and Risks of the Existing Road System were evaluated and tabulated in the TAP spreadsheet. A subjective rating of 'high,' 'medium' or 'low' was reached by consensus of

appropriate specialists on Interdisciplinary Teams. A list of Benefits and Risks can be found in Appendix D.

TAP analyzed each road for Risks and Benefits. Roads with an overall high risk score and low overall benefit score were valued as 'decommission candidates.' Based on high risk and low benefit, 2.4 miles were identified as decommission candidates for consideration in future NEPA decisions.

Recommendations

Minimum Road System

The Chief's March 29, 2012 letter reaffirms that "the Agency expects to maintain an appropriately sized and environmentally sustainable road system that is responsive to ecological, economic, and social concerns. The national forest road system of the future must continue to provide needed access for recreation and resource management, as well as support watershed restoration and resource protection to sustain healthy ecosystems."

The Kisatchie National Forest will make every effort to meet the needs of the public and implement the FLRMP, rev. 1999. TAP will be the tool to inform future NEPA decisions regarding seasonal closures, road maintenance levels, jurisdiction and decommissioning.

TAP analyzed each road for Risks and Benefits. Roads with a high risk score and low benefit score were identified as 'decommission candidates.' Seven miles were identified as such and will be considered in future NEPA decisions. A list of these decommission candidates can be reviewed in Appendix E.

Consideration was also given to projects scheduled across the Forest within the foreseeable future to determine roads likely not needed. All of these roads can be characterized as minimally maintained, unimproved roads. The total amount of roads likely not needed is 595 miles or 22% of the Kisatchie National Forest total road system. A list of roads likely not needed can be reviewed in Appendix F.

Best Management Practices Applicable to the Kisatchie National Forest

When maintaining the forest roads located on the Kisatchie National Forest, the following Best Management Practices should be adhered to as a minimum:

- National Best Management Practices for Water Quality Management on Forest System Lands
- Applicable State Best Management Practices

Appendix A Location of Map File for the Needed Road System

T:/FS/NFS/Kisatchie/Program/7140Geometronics/SupervisorOffice/TAP/KNF Base Map Cal_page3MRS_Needed.pdf; KNF Base Map Caney_Needed.pdf; KNF Base Map Winn MRSNeeded.pdf;

Appendix B Location of Map Files for the Motor Vehicle Use Map (MVUM)

T:/FS/NFS/Kisatchie/Project/SupervisorsOffice

Appendix C Location of TAP Spreadsheets

T:/FS/NFS/Kisatchie/Program/7140Geometronics/SupervisorsOffice/TAP

Appendix D Kisatchie National Forest Benefits and Risks

Benefits	Description
Private Property and Special Uses	Provides access to private property and is needed in active special use permits. FLMRP rev. 1999.
Fire Suppression and Fuels Mgmt.	Provides access to suppress wildfires and conduct fuels management activities. FLMRP rev. 1999.
Developed Recreation Sites	Provides access to developed recreation sites. FLMRP rev. 1999.
Dispersed Recreation	Provides access for dispersed recreation. FLMRP rev. 1999.
Forest Products	Provides access to manage for Forest Products. FLMRP rev. 1999.
Improve Habitat for P.E.T.S. Species and Other Wildlife.	Provides access to improve habitat for P.E.T.S. and other wildlife. FLRMP rev. 1999.
Risks	**Description**
Sedimentation	Risk assessment for the probability of adverse impacts from sedimentation.
Invasive Plants	Risk of Proliferating invasive plant species.
Habitat Fragmentation	Risk assessment for the probability of fragmenting habitat for wildlife including P.E.T.S. species.
Site Distance and Curves Difficult to Navigate	Site distance and curves assessment for difficulty or hazard to safely navigate.
Flood Risk	Risk assessment for the probability of adverse impacts from flooding.
Bridges	Risk assessment for the probability of adverse impacts from bridges in disrepair.

Appendix E Decommission Candidates – 7 miles

Road ID	Road ID	Road ID	Road ID
W006C	K05B	K18S	K64F
W017B	K05G	K27F	K64H
W018M	K10L	K27H	K64H
W019K	K11G	K27R	K65I
W019M	K11J	K27S	K69H
W019R	K16E	K52P	
W020D	K18N	K54C	
W021F	K18O	K57E	
W112J	K18P	K61H	
K02J	K18Q	K63F	

Appendix F Roads Likely Not Needed – 595 miles

Road ID	Road ID	Road ID	Road ID	Road ID	Road ID	Road ID	Road ID
E005A	E025N	E047E	C002H	C016C	C021H	C025H	C034J
E005B	E026A	E047G	C002I	C016D	C021I	C025I	C034K
E005C	E026B	E047H	C002J	C016D	C023A	C025J	C034L
E005E	E031A	E048B	C006A	C016D	C023A	C025K	C034M
E005F	E031B	E048E	C006B	C016E	C023B	C029A	C034O
E007A	E031D	E048F	C006C	C016F	C023D	C029A	C034Q
E012A	E032A	E059A	C006E	C016G	C023D	C029B	C034R
E012B	E032B	E059E	C006G	C016H	C023E	C029D	C034S
E012C	E032C	E059I	C006H	C016J	C023F	C029D	C034T
E012H	E032D	E059N	C008A	C016K	C023G	C029E	C037A
E012I	E032E	E059O	C008B	C018A	C023G	C029F	C037C
E021B	E032F	E059P	C008D	C018B	C023H	C029G	C037E
E021C	E032G	E059Q	C008E	C018D	C023I	C029H	C037F
E021D	E032H	E059R	C008F	C018D	C023J	C029I	C037G
E021E	E032I	C001A	C008G	C018F	C023K	C029K	C037H
E021G	E032J	C001B	C008H	C018G	C023L	C029L	C037I
E021H	E039A	C001C	C008I	C018H	C024A	C029N	C037J
E021I	E039B	C001D	C008J	C020A	C024B	C032A	C037K
E021J	E039E	C001E	C008K	C020B	C024C	C032B	C037L
E022A	E040A	C001F	C015A	C020C	C024D	C032C	C037M
E022C	E040B	C001F	C015B	C020D	C024D	C032D	C041A
E023A	E040C	C001G	C015C	C020D	C024E	C032E	C041B
E023I	E040D	C001H	C015D	C020E	C024F	C032F	C041C
E024A	E040E	C001I	C015E	C020F	C024F	C033A	C041C
E024B	E040F	C001J	C015F	C020G	C024G	C033B	C041D
E024C	E040G	C001K	C015H	C020H	C024H	C033C	C041E
E024E	E040I	C001L	C015I	C020I	C024I	C033D	C041F
E024F	E041A	C001M	C015J	C020J	C024J	C033E	C041G
E025A	E041B	C001N	C015K	C020K	C024K	C033F	C041H

E025B	E041C	C001O	C015L	C020N	C024L	C033G	C042A
E025C	E041D	C001P	C015M	C020O	C024M	C033H	C042B
E025D	E041E	C001Q	C015N	C020P	C024N	C034A	C042C
E025F	E041F	C002A	C015O	C021A	C025A	C034B	C042D
E025G	E041G	C002B	C015P	C021B	C025B	C034C	C042E
E025H	E041H	C002C	C015Q	C021C	C025C	C034D	C042G
E025I	E045A	C002D	C015R	C021D	C025D	C034F	C042I
E025J	E045C	C002E	C015T	C021E	C025E	C034G	C042J
E025K	E045D	C002F	C016A	C021F	C025F	C034H	C042K
E025L	E047C	C002G	C016B	C021G	C025G	C034I	C042L
C043A	C047A	C049B	C057U	C060P	C071B	C076S	C082F
C043B	C047A	C049C	C057X	C060Q	C071C	C076T	C082H
C043C	C047B	C049E	C057Y	C060R	C071E	C076U	C082I
C043D	C047C	C057B	C057Z	C060S	C071F	C076V	C082K
C043E	C047D	C057C	C060A	C060T	C071G	C078A	C082L
C043F	C047E	C057D	C060A	C068D	C071I	C078B	C082N
C043G	C047F	C057E	C060B	C068E	C071J	C078C	C082O
C043H	C047G	C057F	C060C	C068F	C071K	C078D	C082P
C043I	C047H	C057G	C060D	C068G	C076A	C078E	C082Q
C043K	C048A	C057H	C060E	C068H	C076B	C078F	C082R
C044A	C048C	C057I	C060F	C068I	C076C	C078G	C084A
C044B	C048D	C057J	C060G	C068J	C076J	C078H	C084B
C044C	C048G	C057K	C060H	C068K	C076K	C078I	C084C
C044D	C048G	C057L	C060I	C068L	C076L	C078K	C087A
C044E	C048H	C057M	C060J	C071A	C076M	C078L	C087B
C044F	C048I	C057N	C060K	C076D	C076N	C082A	C087C
C044G	C048J	C057O	C060L	C076E	C076O	C082B	C087D
C044I	C049A	C057P	C060M	C076F	C076P	C082C	C087E
C044J	C060W	C057S	C060N	C076H	C076Q	C082D	C087F
C044M	C068B	C057T	C060O	C076I	C076R	C082E	C087G
C087H	C092H	C101E	C101U	C102K	L001	L024	L041
C087I	C092H	C101F	C101V	C102L	L002	L025	L042
C087J	C092I	C101G	C101W	C102M	L003	L026	L043
C087K	C092J	C101H	C101X	C102N	L004	L027	L044
C087L	C092M	C101I	C101X	C102N	L005	L028	L045
C087M	C096D	C101J	C101Y	C102O	L006	L029	L046
C087N	C096F	C101K	C102A	C102P	L008	L030	L047
C087O	C096G	C101L	C102B	C102Q	L009	L031	L048
C087P	C096H	C101M	C102C	C104A	L010	L032	L049
C087Q	C096I	C101N	C102D	C104B	L011	L033	L050
C092A	C096J	C101O	C102E	C104C	L013	L035	L051
C092B	C101A	C101P	C102F	C104C	L014	L036	L052
C092C	C101B	C101Q	C102G	C104D	L015	L037	L053
C092D	C101B	C101R	C102H	C104E	L016	L038	L054
C092F	C101C	C101S	C102I	C104G	L017	L039	L055
C092G	C101D	C101T	C102J	C104G	L023	L040	L056
L057	L059	L061	LM01	LM03	LM05	W004A	W004C
L058	L060	L062	LM02	LM04	LM06	W004B	W004D

W004E	W020B	W031B	W048E	W068D	W084A	W093E	W102C
W004G	W020C	W031C	W048F	W068G	W084B	W093F	W102D
W004H	W020D	W031D	W048G	W068I	W084C	W093G	W102E
W004I	W020E	W031E	W048H	W068J	W084D	W093H	W102F
W004J	W020H	W031F	W048H	W068K	W084E	W093I	W102F
W004L	W020I	W031G	W048I	W068M	W084F	W093J	W102G
W004M	W020J	W032A	W048J	W068O	W084G	W093K	W102G
W007B	W020J	W032B	W048K	W068P	W084I	W093N	W102H
W007C	W020M	W032C	W048M	W068Q	W084I	W093O	W102I
W007D	W020P	W032D	W048O	W068T	W084J	W093P	W102J
W007E	W020Q	W032E	W048P	W069A	W084J	W093R	W102K
W007F	W023A	W032F	W048Q	W069B	W084L	W093S	W102L
W007G	W023B	W032G	W048R	W069C	W084M	W093T	W102M
W007G	W023C	W032J	W049A	W069D	W084O	W093U	W102N
W007H	W023D	W032M	W049B	W069E	W084R	W093V	W102P
W007I	W023E	W032N	W049C	W069F	W084S	W093W	W102Q
W007J	W023F	W032O	W049D	W069G	W084S	W094A	W102R
W007K	W023G	W032Q	W049F	W069H	W084V	W094B	W102S
W007L	W023H	W032R	W049F	W069H	W085A	W094C	W102U
W007M	W023I	W032S	W049H	W069I	W085B	W094C	W102V
W007O	W023K	W033A	W049I	W069J	W085D	W094D	W103A
W007R	W023L	W033B	W053B	W069K	W085E	W094E	W103B
W007S	W023M	W033C	W053B	W069L	W085F	W094F	W103C
W007T	W023N	W033D	W053C	W069M	W085G	W094G	W103D
W007U	W024A	W033E	W053D	W069N	W085G	W094H	W103E
W008A	W024A1	W033F	W053E	W069O	W085I	W094I	W103G
W008C	W024A2	W033H	W053F	W069P	W085J	W094K	W103H
W008D	W024B	W033I	W053G	W069Q	W085K	W094M	W103I
W008E	W024C	W033J	W057B	W070A	W085L	W094O	W103J
W008E	W024D	W033M	W057C	W070B	W085N	W095A	W103K
W008F	W024E	W033O	W057D	W070C	W085O	W095A	W103L
W008G	W024F	W034A	W057E	W070D	W085P	W095B	W104A
W008G	W024G	W034A	W057F	W070E	W085Q	W095C	W104C
W008H	W024H	W034B	W057F	W070F	W085R	W095D	W104E
W008I	W024J	W034C	W058A	W070G	W085S	W095E	W104G
W008I	W024K	W034D	W058C	W070I	W085T	W095E	W104H
W008J	W024L	W034E	W058E	W070K	W085V	W095F	W104I
W008K	W024M	W034E	W058F	W070L	W085W	W095G	W104J
W008L	W024N	W034F	W058G	W070L	W085X	W095K	W104K
W008O	W024P	W034G	W058H	W070M	W085Y	W095M	W105A
W008P	W024Q	W034H	W058I	W070N	W085Z	W095N	W105B
W008Q	W024R	W034I	W058J	W070O	W088A	W096A	W105C
W008Q	W024U	W034J	W058K	W070Q	W088B	W096AA	W105D
W008R	W024V	W035B	W058L	W070S	W088D	W096AA	W105E
W008S	W024W	W035F	W058M	W070T	W088E	W096B	W105F
W008V	W024X	W035G	W059A	W070U	W088F	W096C	W105G
W009A	W024Z	W035H	W059B	W070W	W088F	W096D	W105H
W009B	W025A	W035I	W059D	W071A	W088H	W096E	W105I

W009C	W025B	W035J	W059F	W071B	W088H	W096F	W105J
W009D	W025C	W035K	W059G	W071C	W088I	W096G	W105M
W009E	W025D	W035L	W059H	W071D	W088I	W096H	W105N
W009F	W025E	W035M	W059I	W071E	W089A	W096I	W105O
W009G	W025F	W036A	W059J	W071F	W089B	W096J	W105P
W009H	W025G	W036B	W061B	W071H	W089C	W096K	W105R
W009I	W025H	W036C	W061C	W071I	W089D	W096L	W112A
W009J	W025I	W036D	W061D	W071I	W089D	W096N	W112C
W009K	W025J	W036E	W061E	W071I	W089D	W096O	W112D
W009L	W025K	W036F	W061F	W071J	W089F	W096P	W112F
W009M	W025L	W036G	W061G	W073B	W089G	W096R	W112H
W009N	W025M	W036M	W061H	W073C	W089H	W096S	W112I
W009O	W026A	W036O	W061I	W073C	W089I	W096U	W112J
W010A	W026A	W038D	W061J	W073E	W089K	W096V	W112K
W010B	W026B	W038E	W061K	W073G	W089M	W096X	W112L
W010C	W026B	W038F	W061L	W073H	W089M	W096Y	W112M
W010D	W026C	W038F	W061O	W073I	W089N	W096Z	W112O
W010E	W026D	W038H	W061P	W073J	W089O	W097A	W112P
W010F	W026E	W038J	W061T	W073K	W089P	W097B	W113A
W010G	W026F	W038K	W061U	W073L	W090A	W097C	W113B
W010H	W026F	W038L	W061W	W073M	W090B	W097D	W113C
W010I	W026G	W039AB	W061W	W073N	W090C	W097E	W113H
W010J	W026I	W039AC	W063B	W074A	W090D	W097F	W113I
W010K	W026J	W039AE	W063D	W074B	W090E	W097G	W113J
W010L	W026K	W039AH	W063E	W074C	W090F	W097H	W113K
W011C	W026L	W039E	W063G	W074D	W090G	W097H	W113L
W011D	W026O	W039H	W063H	W074E	W090J	W097I	W113N
W011F	W026P	W039K	W064A	W074G	W090K	W097K	W114A
W011G	W026Q	W039M	W064C	W074I	W090M	W097M	W114B
W011H	W026R	W039R	W064D	W075A	W090N	W097N	W114B
W011J	W026U	W039T	W064E	W075B	W090O	W098A	W114C
W011K	W026V	W039U	W064F	W075C	W090O	W098B	W114D
W011L	W026W	W039V	W064G	W075D	W090P	W098C	W114E
W011M	W026X	W039Y	W064H	W075E	W090P	W098D	W114F
W011N	W027A	W039Z	W064I	W075L	W090Q	W098E	W114G
W011O	W027B	W040A	W064K	W075M	W090R	W098F	W114H
W011P	W027D	W040B	W064L	W075N	W090S	W098G	W114I
W011R	W027E	W040C	W064N	W080A	W091A	W098H	W114J
W012B	W027F	W040D	W065A	W080B	W091B	W098J	W114K
W012D	W028C	W040E	W065B	W080C	W091C	W099A	W114L
W012H	W028D	W040F	W065C	W080D	W091D	W099B	W114M
W018A	W028E	W040G	W065D	W080E	W091D	W099D	W114N
W018B	W028F	W040H	W065E	W080F	W091E	W099E	W114O
W018C	W028G	W040I	W065F	W080H	W091F	W099F	W114P
W018D	W028I	W040J	W065G	W080H	W091G	W099G	W114Q
W018E	W028M	W040K	W065K	W080I	W091H	W099H	W114R
W018F	W028O	W040L	W065L	W080J	W091I	W099I	W114S
W018G	W029A	W040M	W065M	W081A	W091J	W099J	W114T

W018H	W029B	W040N	W065N	W081C	W091K	W100A	W115A
W018J	W029C	W040O	W065O	W081D	W091K	W100B	W115B
W018K	W029D	W040P	W065O	W081E	W091L	W100C	W115B
W018M	W029E	W040Q	W065R	W081F	W091O	W100E	W115C
W018N	W029I	W040R	W065S	W081G	W091O	W100F	W115C
W018O	W029K	W040T	W065T	W081H	W091P	W100G	W115D
W018P	W029N	W041A	W065X	W081I	W091Q	W100H	W115E
W019A	W029O	W041B	W066A	W081J	W091R	W100I	W115F
W019C	W029R	W041E	W066B	W082A	W091S	W100J	W115G
W019F	W029S	W041F	W066C	W082B	W091U	W100K	W115H
W019H	W030A	W041I	W066D	W082B	W092A	W100K	W115I
W019H	W030A	W041K	W066E	W082B	W092B	W101A	W115J
W019I	W030B	W041K	W066F	W082C	W092C	W101B	W115K
W019K	W030C	W041N	W066G	W082D	W092C	W101C	W115L
W019M	W030C	W041N	W066H	W082I	W092D	W101D	W115M
W019P	W030D	W041P	W066I	W082M	W092F	W101E	W115O
W019Q	W030E	W041R	W066J	W082N	W092F	W101F	W115P
W019R	W030G	W041S	W067A	W083A	W092G	W101G	W115Q
W019S	W030I	W043B	W067B	W083A	W093A	W101H	W115R
W019T	W030O	W048A	W067C	W083B	W093B	W101I	W115S
W020A	W030P	W048B	W068A	W083B	W093C	W102A	W115T
W020B	W031A	W048D	W068C	W083C	W093D	W102B	W115U

Appendix G Roads Decommissioned Prior to this TAP Effort – 102 miles

Road ID	Road ID	Road ID	Road ID	Road ID	Road ID	Road ID	Road ID
K01A	E006H	V108H	W012J	V132M	E374G	W007X	W032W
K04G	E006I	V110Q	W014A	V234A	E374H	W007Y	W032X
K11I	E007A	V111K	W016D	V239C	J04	W007Z	W032Y
217-B	E007E	V112C	W018L	V261G	KINCDLK	W008T	W044G
259-A	E008B	V112D	W018R	V261H	KISHILLS	W011B	W049N
280-DCO	E008E	V113D	W018S	V262D	KISLN	W011I	W050J
E007A	E009C	V114P	W019B	V263A	L13	W012A	W051B
E007E	E009E	V117B	W021C	E002G	L25	W012C	W051E
E009E	E009F	V117F	W022G	E002H	V104F	W012E	W051J
E009F	E009L	V118F	W022N	K01A	V107G	W012F	W051P
E011G	E010N	V118G	W022O	E038D	E033B	CN06A	W056J
E020B	E020B	V118Q	W026H	E038E	E033K	CN06E	W057A
E020H	E020H	V118R	W026M	E038I	E033L	CN06H	W064B
E020I	E020I	V120A	W026N	E038J	E038B	CN08B	W064M
E020L	E020L	V123I	W026T	E039I	E038D	CN17E	W065J
E021A	E021A	V124I	W027G	E044A	E038E	CN17F	W065W
E024G	E024G	V132M	W027H	E044B	E038I	CN21C	W066K
E024H	E024H	CN02D	W032I	E044C	E038J	CN22BC	W068B
E024L	E031C	CN02F	W032K	E044D	E039D	186	W108AE
E032K	E031F	CN03J	W032L	E044E	E039F	C008G	W108AG
E033L	E032K	CN04A	W032V	E044F	E039G	C010L	W108AH

E050N	E046F	C078J	W108H	V107G	E053F	L019	W111U
E052E	E048A	C081A	W108X	V108H	E055J	L020	W112J DECO
E053F	E048C	C081P	W110A	V110Q	E056E	L021	W112N
E360I	E048D	C086D	W110B	V112C	E056I	L022	W018I
E360J	E048G	C097I	W110D	V112D	E360I	W004F	W049E
E360K	E048H	C097K	W110G	V113D	E360J	W004K	W057G
E366I	E048I	C100T	W110K	V117B	E360K	W004N	W088H
E368A	E048M	C100Z	W110M	V117F	E366I	W006F	
E369D	E048X	C104F	W110O	V118F	E368A	W007AA	
E369F	E048Y	L007	W111E	V118G	E369D	W007P	
E369J	E049B	L015	W111F	V120A	E369F	W007Q	
E369M	E050N	L016	W111I	V123I	E369J	W007V	
L13	E052E	L018	W111J	V124I	E369M	W007W	

Appendix H Comparison of Maintenance Costs – Total Existing System and Actual Needs Based on Annual Targets

District	Total Existing Road System Costs	Actual Needs Based on Annual Targets
Calcasieu	$1,615,868	$ 864,500
Caney	$495,677	$ 78,000
Catahoula	$1,100,013	$ 689,000
Kisatchie	$2,707,636	$ 447,000
Winn	$1,007,055	$ 760,500
TAP Total **CMRD Funds** **Road Mntce Deposits** **Total Need**	$6,926,249 -$ 321,700 -$ 180,000 **= $6,424,549**	$2,839,000 -$ 321,700 -$ 180,000 **= $2,337,300**

Appendix I TAP Direction and Expectations

Chief's Letter of Direction

http://fsweb.r8.fs.fed.us/nr/eng/transportation/roads.nationalReference.html

Southern Region Expectations

http://fsweb.r8.fs.fed.us/nr/eng/transportation/roads.html

TAP Process Diagram

http://fsweb.r8.fs.fed.us/nr/eng/transportation/roads.html

Road Risk/ Benefit Assessment
Kisatchie National Forest

Opportunity for Change to Road System

- Likely Needed for Future Use
- Likely Not Needed for Future Use

Catahoula Ranger District

0 1.75 3.5 7 Miles

Map1 o f 4

Map Created on: 25 October 2016

Road Risk/ Benefit Assessment
Kisatchie National Forest

Opportunity for Change to Road System

- Likely Needed for Future Use
- Likely Not Needed for Future Use

Winn Ranger District

Catahoula Ranger District

0 1.75 3.5 7 Miles

Map 2 of 4

Map Created on: 25 October 2016

Road Risk/ Benefit Assessment
Kisatchie National Forest

Opportunity for Change to Road System

- Likely Needed for Future Use
- Likely Not Needed for Future Use

Kisatchie Ranger District

Calcasieu Ranger District
Evangeline Unit

Calcasieu Ranger District
Vernon Unit

0 2 4 8 Miles

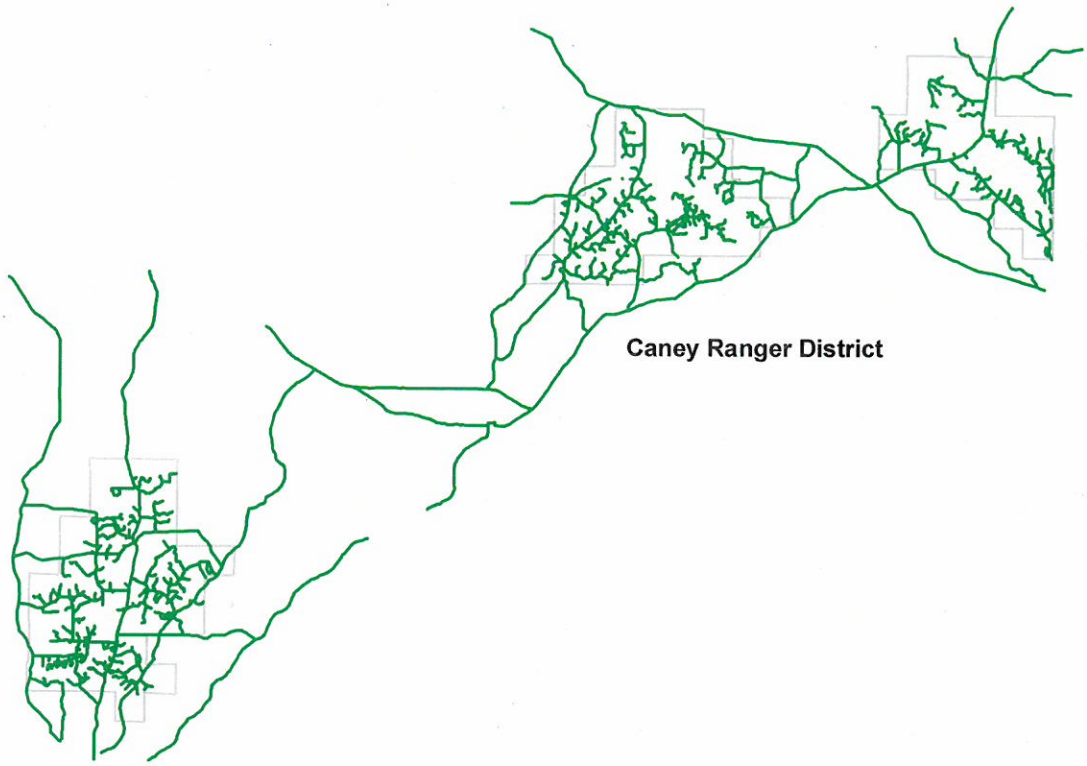
Map 3 o f 4

Map Created on: 25 October 2016

Road Risk/ Benefit Assessment
Kisatchie National Forest

Opportunity for Change to Road System

- Likely Needed for Future Use
- Likely Not Needed for Future Use



Caney Ranger District

Map 4 o f 4

0 2.25 4.5 9 Miles

Map Created on: 25 October 2016