

# Manti – La Sal National Forest Plan Revision Drivers and Stressors

## Roads

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**for:**

The Manti – La Sal National Forest

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# Access

## 1. Stressor or Driver Description

Access demands and the resulting transportation infrastructure can be an ecological stressor for National Forests. As conventional uses of NFS land continues with increased populations, challenges persist and may increase in managing the Forest’s road system. The primary areas of focus for Access are: providing an adequate road system to meet the needs of the public recreation and multiple uses; maintaining the road system to standards with a limited and decreasing budget; minimizing impacts to natural resources including wildlife and fish habits and municipal water supplies resulting from soil erosion.

## 2. Indicators

- There are 4,162 miles of road on the Forest’s designated road system.

Road Maintenance Level	Miles
ML 1	418
ML 2	2,607
ML 3	1,132
ML 4	4

ML 1 – Maintenance Level 1 – Closed to motorized use

ML 2 – Maintenance Level 2 – Maintained for high clearance vehicles

ML 3 & 4 – Maintenance Level 3 & 4 – Maintained for travel for standard passenger cars during normal season of use

## 3. Scale

- The scale for Forest roads will be the Forest boundary subdivided between the counties, LTAs and Ranger districts.

## 4. Existing Condition of the Indicators

**Table 1. Miles of road per county and district by maintenance level**

Road Maint Level	Sanpete District	Ferron/Price District	Moab/Monticello District
	Miles of Road	Miles of Road	Miles of Road

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	Sanpete	Utah	Juab	Total	Emery	Carbon	Sevier	Total	Grand	San Juan	Montrose	Mesa	Total
ML 1	67	5	1	68	15	2	0	18	12	219	12	1	418
ML 2	598	45	45	688	173	26	44	243	72	617	52	4	2607
ML 3	103	6	6	757	77	9	0	86	16	39	12	0	1132
ML 4	2	0	0	0	2	0	0	0	0	0	0	0	4
TOT AL	766	78	52	1514	267	37	44	347	100	875	76	5	4162

**Table 2. Needed and unneeded miles of road**

(TAP 2015)	D1/D2/D3	D4/D5
	Miles	Miles
Needed	1196.09	934.69
Likely Not Needed	317.47	297.4

**Table 3. Miles of Roads per LTA and District**

LTA GROUP	LTA GROUP CODE	MILES OF ROAD
LSM Mid-Slopes and Passes	LSM_LTAG2	23.6
LSM Peaks	LSM_LTAG3	0.3
LSMB upper till covered mesas	LSMB_LTAG1	7.2
LSMB southern graben valleys	LSMB_LTAG10	8.5
LSMB lower sandstone and till covered mesas	LSMB_LTAG2	71.5
LSMB dissected mesas	LSMB_LTAG3	18.2
LSMB southern alluvial fans	LSMB_LTAG4	41.3
LSMB eastern moraines and slopes	LSMB_LTAG5	13.5
LSMB eastern Ponderosa pine covered mesas	LSMB_LTAG6	88.4
LSMB collapsed salt anticlines	LSMB_LTAG7	0.5
LSMB rocky canyons	LSMB_LTAG8	15.7
LSMB escarpments and rocky slopes	LSMB_LTAG9	8.9
MC lower mesass	MC_LTAG1	27.9
MC mid elevation mesas	MC_LTAG2	63.2
MC higher elevation mesas	MC_LTAG3	194.4
MC canyon slopes	MC_LTAG4	12.4
MC canyon bottomlands	MC_LTAG5	10.4
SP Western Front Lower Slopes	SP_LTAG1	12.6
SP Western Front Mountains	SP_LTAG2	9.8
SP Conglomerate Cliffs	SP_LTAG3	8.2
SP Central Plateau	SP_LTAG4	61.0
SP North Eastern Canyons	SP_LTAG5	10.2
SP Eastern Front Benches and Cliffs	SP_LTAG6	2.3
WP Western Front Lower Canyon Slopes	WP_LTAG1	54.5
WP Eastern Mountains Upper Canyon Slopes	WP_LTAG10	83.5

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WP Eastern Mountains Lower Canyon Slopes	WP_LTAG11	83.9
WP Rocky Canyons	WP_LTAG12	6.0
WP Eastern Escarpment	WP_LTAG13	18.8
WP Northern Slope	WP_LTAG14	3.5
WP Thistle Highlands Western Slopes	WP_LTAG15	19.6
WP Thistle Highlands North Eastern Slopes	WP_LTAG16	11.2
WP Western Mountains & Basins	WP_LTAG2	262.5
WP Western Front Flat Iron Ridges	WP_LTAG3	78.3
WP Western Mountain Plateau Top	WP_LTAG4	140.2
WP Western Mountain Mid-Mountain Benches	WP_LTAG5	88.5
WP Western Mountain SE Lower Slopes	WP_LTAG6	41.7
WP Southern Tablelands	WP_LTAG7	83.4
WP Northern Fault Valleys	WP_LTAG8	67.5
WP Southern Fault Valleys	WP_LTAG9	49.8

<b>RANGER DISTRICT</b>	<b>MILES OF ROAD</b>
Ferron/Price	741.5
Moab/Monticello	830.1
Sanpete	455.3

**Table 4. Miles of Motorized Trails per LTA and District**

<b>LTA GROUP</b>	<b>LTA GROUP CODE</b>	<b>MILES OF MOTORIZED TRAIL</b>
A alluvial fans and plains	A_LTAG3	24.0
A igneous mountains	A_LTAG1	26.2
A landslides terrain	A_LTAG4	5.1
A Shay Mountain	A_LTAG2	8.6
A Shay Mountain colluvial slopes and fans	A_LTAG5	11.4
LSMB collapsed salt anticlines	LSMB_LTA G7	0.6
LSMB dissected mesas	LSMB_LTA G3	7.7
LSMB eastern Ponderosa pine covered mesas	LSMB_LTA G6	6.0
LSMB lower sandstone and till covered mesas	LSMB_LTA G2	4.8

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LSMB rocky canyons	LSMB_LTA G8	3.8
LSMB southern alluvial fans	LSMB_LTA G4	0.7
LSMB southern graben valleys	LSMB_LTA G10	0.2
LSMB upper till covered mesas	LSMB_LTA G1	0.9
MC canyon bottomlands	MC_LTAG5	4.1
MC canyon slopes	MC_LTAG4	6.2
MC higher elevation mesas	MC_LTAG3	33.8
MC lower mesass	MC_LTAG1	15.0
MC mid elevation mesas	MC_LTAG2	18.1
SP Central Plateau	SP_LTAG4	0.6
SP Conglomerate Cliffs	SP_LTAG3	2.8
SP Western Front Lower Slopes	SP_LTAG1	0.0
SP Western Front Mountains	SP_LTAG2	1.7
WP Eastern Escarpment	WP_LTAG13	8.5
WP Eastern Mountains Lower Canyon Slopes	WP_LTAG11	4.8
WP Eastern Mountains Upper Canyon Slopes	WP_LTAG10	7.2
WP Northern Fault Valleys	WP_LTAG8	13.0
WP Rocky Canyons	WP_LTAG12	7.0
WP Southern Fault Valleys	WP_LTAG9	14.0
WP Southern Tablelands	WP_LTAG7	5.9
WP Thistle Highlands North Eastern Slopes	WP_LTAG16	4.9
WP Thistle Highlands Western Slopes	WP_LTAG15	2.7
WP Western Front Flat Iorn Ridges	WP_LTAG3	13.7
WP Western Front Lower Canyon Slopes	WP_LTAG1	22.6
WP Western Mountain Mid- Mountain Benches	WP_LTAG5	20.6
WP Western Mountain Plateau Top	WP_LTAG4	2.8
WP Western Mountain SE Lower Slopes	WP_LTAG6	31.3
WP Western Mountains & Basins	WP_LTAG2	52.8

<b>RANGER DISTRICT</b>	<b>MILES OF MOTORIZED TRAILS</b>
Ferron/Price	145.0
Moab/Monticello	177.1
Sanpete	71.9

## 5. Trends

- It is expected that the Forest's road system will see a decline in conditions due to a large backlog of roads needing maintenance and funding levels decreasing on an annual basis. As a result of decreasing budgets, routine maintenance is reduced, maintenance cycles are extended, and selective repairs are made to ensure public safety and prevent significant resource damage. Current and projected funding levels do not cover deferred maintenance, which means that the deferred maintenance backlog grows each year. For example, roads that had been maintained every year may be only be maintained every two or three years in the future. Over time, roads may develop severe public safety or resource damage issues, and may need to be evaluated for closure to public motorized vehicular use.
- The 2005 Travel Management Rule (36 CFR 212, Subpart A) requires forests to identify the minimum road system necessary for management at the Forest level. The recommended minimum road system is evaluated through a Travel Analysis Process (TAP) and documented in a Travel Analysis Report(TAR). The Forest completed the TAR in 2015 and develops goals each year to conduct NEPA analysis to make changes to the road system in an effort to implement the travel analysis recommendations.
- Subpart B of the Travel Management Rule requires forests to designate the road system open to motorized use and prohibit motorized cross country travel off the designated system. The motor vehicle use map (MVUM) shows the designated road system open to motorized travel. The MUVUM is legally enforceable. The Forest has an MVUM and publishes an updated version each year.

## 6. Resources Affected

- Fisheries are affected by roads, primarily through sedimentation from runoff. Sedimentation can enter streams that can affect water quality and watershed health.
- Roads can contribute to wildlife fragmentation because by dividing large landscapes into smaller patches and converting interior habitat into edge habitat.
- Recreational demand will increase with increased local and nearby urban populations. . Roads to access recreational sites will require increased maintenance.
- Increased interest in cultural sites may result in additional user created roads and looting.
- Property owners within areas considered to be part of the wildland urban interface (WUI) often make requests for access across Forest Service lands. When wildfires threaten large-scale destruction of private property, millions of dollars are spent defending these private lands and property, and additional pressure is placed on forest management to accommodate the rebuilding process, including road and other infrastructure reconstruction, after damage occurs.

## 7. Management Tools

- The Travel Analysis Process provides management a rational means for prioritizing and minimizing the extent of roads infrastructure on the landscape. The 2015 TAR recommends a minimum road system that is safe and responsive for public needs and desires; is affordable and efficient; has minimal adverse effects on ecology; and is balanced with available funding for needed management actions. This includes maintaining roads and decommissioning roads.
- Decommissioning forest service roads that are identified through travel analysis and subsequent NEPA as unneeded; as well as decommissioning unauthorized non-system and user-created routes is an available management tool.



- Continue to get feedback from the public regarding travel management needs and modify the designated road system and associated motor vehicle use map (MVUM) accordingly.
- Continue to monitor the transportation system through INFRA road inventories, Condition Survey's, Road Maintenance Plans, and Road Management Objectives.

## 8. Stressor Accumulation

- Mineral exploration and development is an added need for access
- Increasing populations will result in increased demand for access and a variety of motorized uses, such as OHVs.

Observe access trends and road system changes over time to determine if road densities increase or decrease; and monitor the subsequent ecological affects while continuing to implement road operations and maintenance Best Management Practices (BMP's).

## 9. Identify any Data Gaps

None were identified.

## 10. Literature Cited

2015 TAP report provided information regarding likely needed and unneeded roads  
INFRA database provided mileage information of motorized roads and trails  
Ferron,Price,Sanpete (motorized vehicle use map) vehicle MVUM maps  
Moab MVUM maps  
Monticello MVUM maps