Don Finley

MOTORIZED ACCESS AND TRAVEL MANAGEMENT PLAN

for the

Heppner Ranger District

Umatilla National Forest

March 1993




MOTORIZED ACCESS AND TRAVEL

MANAGEMENT PLAN

for the

Heppner Ranger District

Umatilla National Forest

March 1993

Prepared by Kenton J. Bowers Road Manager Date March 23, 1993

Reviewed by Don Finley District Engineer Date 4-1-93

Approved by Delano Ferguson District Ranger Date 4-1-93

TABLE OF CONTENTS

FIGURES

TABLES

Key Terminology

Administrative Use

Work activities performed by Forest Service employees including but not limited to project planning, implementation, monitoring, and contract and permit administration.

Area Closure

An administrative order restricting either location, timing, or type of use in a specific area.

Closed Road

Roads on which motorized use has been restricted by a written CFR order. Some motorized use may be allowed if specifically authorized by the CFR order. A closed road can be a maintenance level 1 or 2. The closure will be ordered under 36 CFR 261, and signed with a standard "Road Closed" sign (see figures 3.2 through 3.7). A closed road is still an operating facility and remains on the Forest Road System.

Contract Motorized Use

This includes the use of motorized vehicles by a contractor to perform contractual obligations on National Forest lands. Heavy equipment and vehicles over 20,000 GVW are not included in this use.

Emergency Use

That part of administrative use required for emergencies including but not limited to wildfire detection and suppression, search and rescue, and law enforcement activities.

Motorized Passenger Vehicle

Any four (or more) wheeled vehicle greater than 50 inches in width and less than 20,000 GVW with an enclosed or open-air area where the driver and passengers are seated. This includes but is not limited to jeeps, pickups, sedans, motorhomes, and pickup-trailer combinations.

Motorized Vehicles

Any vehicle which is self-propelled including passenger vehicles, OHV's, and snowmobiles. Also includes any vehicle which is propelled by electric power obtained from batteries, but not operated on rails.

Obliterated Road

A road over which travel has been and will continue to be denied, the entrance obscured, and the wheel tracks or pathway is no longer continuous and suitable for travel. It includes roads obliterated by natural processes such as revegetation or other natural occurrences, and for which the drainage is not in need of further attention. An obliterated road has been returned to the resource management purposes established for that area. Obliteration by natural processes may be supplemented by artificial methods to obtain vegetative cover within ten years after the last activity as required by the National Forest Management Act. The obliterated road will be removed from the Forest Development Transportation System.

Off-Highway Vehicle (OHV)

Any motorcycle, moped, three-wheeler, four-wheeler, or other motorized off-highway recreation vehicle 50 inches or less in width and with a dry weight of 600 pounds or less, that travels on two or more low-pressure tires and has a saddle for the operator.

Open Roads

Roads on which public, contract, and permittee, and Forest Service administrative motorized passenger vehicles are allowed yearlong. An open road can be a maintenance level 2, 3, 4, or 5. A road open to motorized passenger vehicles does not mean in all cases that the road is useable by all motorized passenger vehicles; some roads are designed and maintained for use of high clearance vehicles only while others are maintained for use by low clearance vehicles.

Permittee

One who holds a permit to perform a special activity such as grazing livestock, commercial mushroom gathering, or firewood cutting on national forest lands.

Permittee Motorized Use

This includes the use of motorized vehicles by a permittee to perform activities authorized by a permit issued by the Forest Service. Heavy equipment and vehicles over 20,000 GVW are not included in this use.

Seasonal Roads

Roads on which public, contract, and permittee, and Forest Service administrative motorized passenger vehicles are allowed, but for only certain periods during the year. When a seasonal road is open, it is managed as an open road. When the road is not open, it is treated as a closed road with respect to use. Maintenance activities will be those dictated by the maintenance level of the road while open.

Snowmobile

Self-propelled vehicles that: 1) are capable of traveling over ice or snow, 2) use endless belt tread or cleats in contact with surface as means of propulsion, 3) are steered wholly or in part by skiis, sled-type runners, or endless track, and 4) are not registered as a vehicle other than as a snowmobile.

National Forest Lands belong to all United States citizens, giving them the right to access and use these lands. Use of motorized and other associated vehicles by the general public on National Forests is widespread. Common uses include hunting, sightseeing, fishing, camping, mining, grazing, firewood gathering, off highway vehicle (OHV) use, snowmobile use, horseback riding, bicycling, and mushroom gathering. However, motorized vehicle use has the potential to adversely affect forest resources, cause safety problems, and create user conflicts. Over time, public use of the National Forests has increased to a level where these problems have surfaced and are creating land management concerns.

In the past, roads were constructed as needed to support the timber program. Most of these roads remained open regardless of how soon the next logging entry was to be made. Attempts to close some of these roads were made, but often violated. Other roads were developed by forest users driving overland, often on logging skid trails. The extensive miles of open road and unrestricted OHV and snowmobile travel provided easy access to an increasing number of forest visitors. As conflicts and demands for forest resources other than timber increased, the need to manage these users was recognized and the district began closing roads and restricting OHVs and snowmobiles. However, a district-wide plan which considered other resources and in which the public had been involved was still lacking.

These concerns were identified in the planning process for the Umatilla National Forest Land and Resource Management Plan. The Record of Decision for that document (June 1990) states that a District Motorized Access and Travel Management (MATM) Plan will be developed. Recognizing resource concerns and the fact that soon there would be direction from the Forest Plan, the district initiated the MATM planning process in 1989. After 3 years of analysis and intensive public involvement, an Environmental Analysis (EA) for MATM was completed in July 1992.

While that EA identifies specific roads to remain open, it is generally programmatic in nature. The purpose of this MATM Plan is to outline specifically the requirements of the EA and how it will be implemented, monitored, and updated. This plan is intended to act as a guide to land managers on Heppner Ranger District.

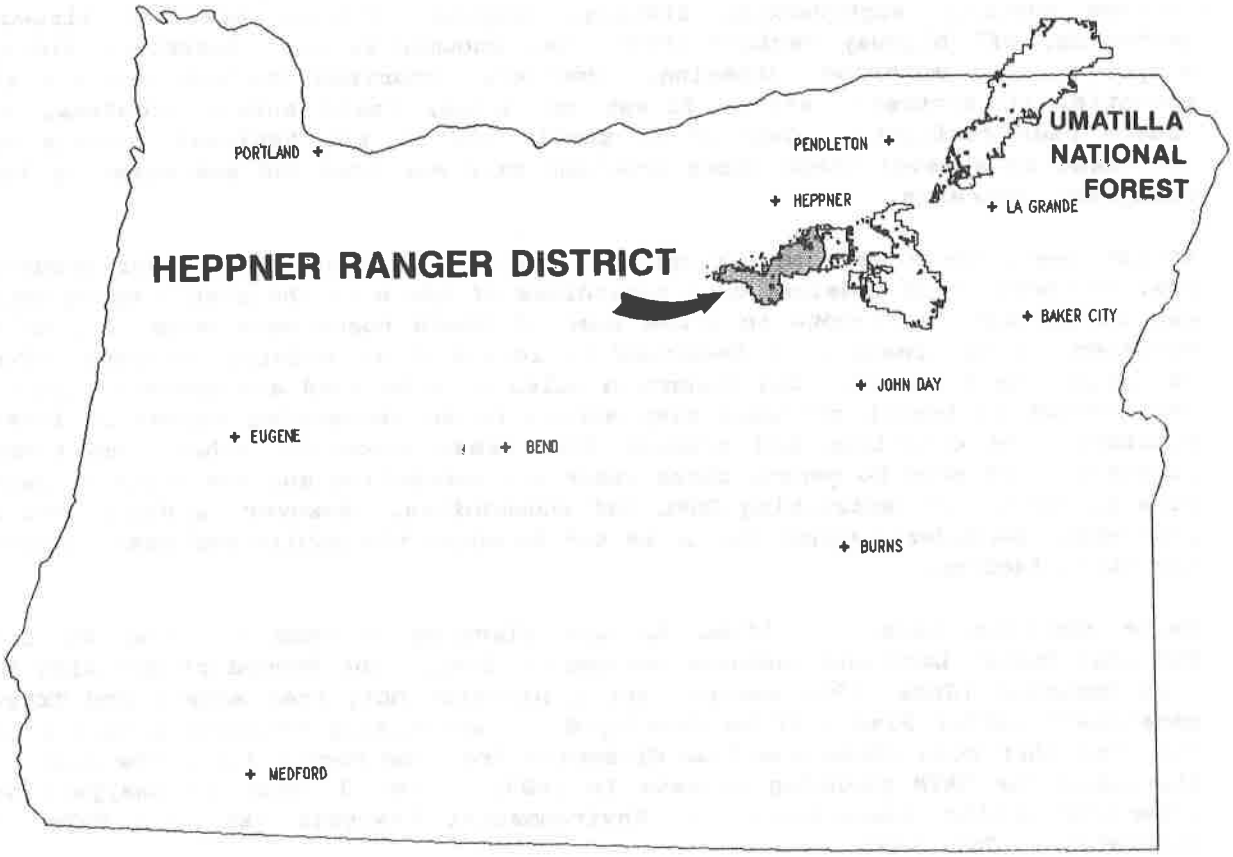

Figure I.1: Vicinity Map

CHAPTER ONE

Goals and Objectives

The Heppner Ranger District Motorized Access and Travel Management (MATM) Plan has been developed to protect resources while meeting the needs of a wide variety of forest users. While moving the district toward desired future conditions under the general direction of the Umatilla National Forest Land and Resource Management Plan (Forest Plan), this plan also responds to public concerns. Public participation and understanding of the goals and objectives of this plan has been a significant component in its development. The district will continue to encourage public participation throughout implementation of this plan.

Topics discussed in detail in this chapter are:

Goals and Objectives
Access Strategy Areas
Reasoning for Motorized Vehicle Use Restrictions

GOALS AND OBJECTIVES

The following goals and objectives were identified early in the planning process and will continue to be the desired outcome of implementation of this plan, which will:

* work toward desired future conditions of management areas.
* reduce motorized vehicular disturbance to water, soil, fish, and wildlife resources.
* provide for commodity resources and administrative activities.
* eliminate roads (and associated maintenance costs) that are not required for resource management.
* reduce conflicts between recreational user groups while providing a variety of recreation opportunities.
* be fair and address public needs.
* be understandable, implementable, and enforceable.
* be consistent with the MATM Program on North Fork John Day Ranger District.

ACCESS STRATEGY AREAS

Early in the MATM planning process, the district was divided into three major areas referred to as Access Strategy Areas. Although several management areas exist within each Access Strategy Area, road closures and motorized vehicle restrictions are all consistent with direction for management areas located within that Access Strategy Area.

Summer Range: This area consists mainly of C4 Wildlife Habitat and E2 Timber and Big Game.

General Forest: This area consists mainly of E1 Timber and Forage.

Winter Range: This area consists mainly of C3 Big Game Winter Range.

A map showing placement of Access Strategy Areas on the District is shown in Figure 1.1.

REASONING FOR MOTORIZED VEHICLE USE RESTRICTIONS

In Summer Range, many roads are closed either yearlong or seasonally mainly to reduce harassment to big game during deer fawning and elk calving in the spring and hunting seasons in the late summer and fall. There are fewer open roads in Summer Range than in General Forest because big game occupy this area during the summer and early fall when roads are most driveable.

Off highway vehicles (OHVs) are restricted to designated routes yearlong to reduce harassment to big game.

Snowmobiles are allowed overland use because big game have generally migrated to the Winter Range when conditions are suitable for snowmobiles.

In Winter Range, most roads are closed either yearlong or seasonally during the big game winter range use period (December 1 through April 15) to reduce stress on big game during a time when the weather is harsher and food is scarce. Outside the big game winter range use period, when big game have moved into Summer Range, seasonal roads are open in the Winter Range. Only a few roads remain open yearlong in the Winter Range to provide minimal access (mostly for private lands adjacent to national forest land). In some cases, these yearlong open roads become designated snowmobile routes during winter months.

OHV's are restricted to designated routes yearlong to reduce big game harassment and damage to soils and water.

Snowmobiles are allowed overland use except during the big game winter range use period when they are restricted to designated routes. Again, this is to reduce harassment to big game when food is scarce and weather conditions are harsher.

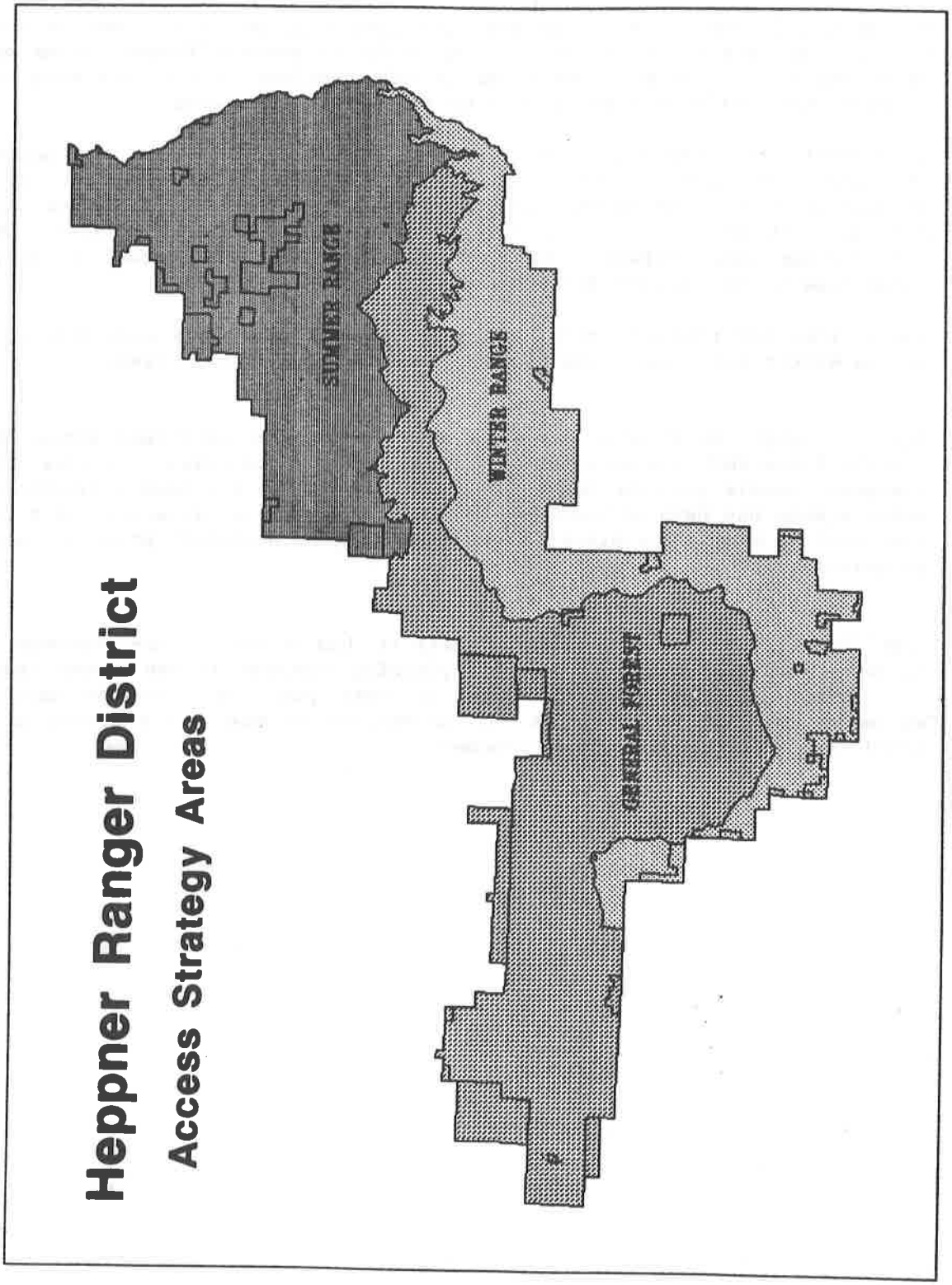

Figure 1.1: Access Strategy Areas on Heppner Ranger District

In General Forest, most roads are open yearlong, and there are no seasonal roads. The main objective of closing roads in General Forest is to protect soils and water. In some areas, doing this resulted in the open road density being significantly reduced, providing a benefit to big game.

The Forest Plan does allow for overland OHV use in E1 areas, and because of this and strong public pressure, overland OHV use will be allowed in E1 areas of General Forest west of Road 22. However, in General Forest east of Road 22, OHV use will be restricted to designated routes. This is primarily due to difficulties and confusion that would arise from ambiguous on-the-ground boundaries between Access Strategy Areas.

Snowmobiles are allowed overland use because big game have generally migrated to the Winter Range when conditions are suitable for snowmobiles.

Private Lands: An attempt has been made to provide motorized access to all private lands that are accessed only by Forest Service roads. As site specific analysis reveals private lands for which access has not been allowed, or for which access has been allowed for but is not needed, minor adjustments to this plan will be made. The district has taken a "good neighbor" position on access to adjacent private lands.

Cost Share Roads: Heppner Ranger District has a cost share agreement with Kinzua Corporation. During the MATM planning process, it was agreed that most cost share roads would be managed as open yearlong. As the cost share agreement changes, the MATM EA can be amended to change the status of roads added to or dropped from that agreement.

ACCESS STRATEGY AREA AND TIME PERIOD(S)	SUMMER RANGE	GENERAL FOREST	WINTER RANGE	TOTALS
* **ROAD STATUS** (miles)				
Open Yearlong	123	281	56	460
Seasonally Open	27	0	50	77
Closed	127	291	90	508
Totals	277	572	196	** 1,045
* **LAND STATUS** (acres)				
National Forest	62,532	88,972	58,416	209,920
Private	5,356	10,239	2,435	18,030
Totals	67,888	99,211	60,851	227,950

(Rev. 01/11/93)

* - All numbers are within bold district boundary (see Figure 1.1).
** - District total including 40 miles of state and county jurisdiction roads.

Table 1.1: Facts about Heppner Ranger District and MATM

CHAPTER TWO

Description of Implementation

The intent of this chapter is to clearly restate the provisions of the MATM EA and to describe what will be implemented on the ground. Chapter 3 will explain the methods that will be used to implement what is described in chapter 2. Topics discussed in detail in this chapter are:

Motorized Passenger Vehicle Access
Off Highway Vehicle (OHV) Access
Snowmobile Access

Management of public access, administrative access, and contract and permittee access is described below followed by a discussion of OHV and snowmobile access management.

MOTORIZED PASSENGER VEHICLE ACCESS

The majority of motorized use on Heppner Ranger District is by high clearance motor passenger vehicles with a lesser portion by low clearance passenger vehicles. A major component of MATM is to manage public use, administrative, use, and contract and permittee use.

Public

Map A.1 in the appendix shows roads that are open yearlong and seasonally to the public. Table 2.1 shows when seasonal roads are open and closed by Access Strategy Area. All other roads are closed to public motorized passenger vehicle use.

Public motorized passenger vehicles are allowed to travel up to 300 feet laterally overland from an open road for camping or wood gathering purposes, but otherwise, cross country travel is prohibited. This also means that a closed road may be traveled as long as the vehicle is within 300 feet of an open road, provided that such travel does not require passage over or around a constructed traffic control barrier.

Administrative

The provisions of this plan do not apply to officials involved in emergencies such as wildfire suppression, search and rescue, medical emergencies, and law enforcement. However, officials should be familiar with the provisions of this plan and use professional judgement when traveling down closed roads for which a permit would not otherwise be issued.

Table 2.2 summarizes by Access Strategy Area when and where permitted administrative motorized vehicle use may be authorized on closed roads. Yearlong open roads shown on Map A.1 are open to administrative use yearlong. Seasonally open roads shown on Map A.1 are also open to administrative use seasonally. When seasonal roads are closed, administrative motorized vehicle use is restricted and a permit must be obtained. This applies to all closed roads as well. Permits may be issued as oulined in Table 2.2.

The request for a permit must be presented to the District Ranger on form UM 7700-22 (7/90). A copy of this form and instructions for its completion are included in the appendix. The request for a permit must be made in advance of the actual trip. The permit system is discussed in detail in the MATM EA as a mitigation measure (p. 26).

Contract and Permittee

Table 2.2 summarizes by Access Strategy Area contract and permittee uses on closed roads. Yearlong open roads shown on Map A.1 are open to contract and permittee use yearlong. Seasonally open roads shown on Map A.1 are also open to contract and permittee use yearlong. When seasonal roads are closed, contract and permittee use is restricted and a permit must be obtained. This applies to all closed roads as well. Permits may be issued as outlined in Table 2.2.

Contracts and permits awarded after the signing of the Decision Notice for MATM will follow the provisions of this plan. In no case shall a contract or permit allow commercial or permittee use that is not allowed by the provisions of this plan.

OFF HIGHWAY VEHICLE (OHV) ACCESS

Off Highway Vehicle use across the district is summarized by Access Strategy Area in Table 2.1. The following briefly describes OHV access on Heppner Ranger District.

Summer Range: OHV use is restricted to designated routes yearlong.

General Forest:

East of Road 22: OHV use is restricted to designated routes yearlong.
West of Road 22: Overland OHV use is allowed in E1 areas.

Winter Range: OHV use is restricted to designated routes yearlong.

One major designated OHV trail has been identified and is shown on Map A.1. Additional designated OHV routes may be identified in future planning processes in cooperation with adjacent landowners and with participation from OHV groups and other interested publics.

In all cases, OHVs and motorized passenger vehicles will not be designated on the same route during the same period of time. According to state law, operating an OHV on a road open to motorized passenger vehicles is illegal unless the OHV is liscensed and meets other highway safety requirements. The provisions of this plan do not override any existing federal, state, or local laws.

SNOWMOBILE ACCESS

Snowmobile use across the district is summarized by Access Strategy Area in Table 2.1. In short, snowmobiles are restricted to designated routes in the Winter Range from December 1 through April 15. Otherwise, overland snowmobile use is allowed across the district.

Designated and suggested snowmobile routes are shown on Map A.1. Suggested snowmobile routes are found district-wide, while designated routes are found only in the Winter Range. Additional designated snowmobile routes may be identified in future planning processes in cooperation with adjacent landowners and with participation from snowmobile groups and other interested publics.

Although overland snowmobile use is authorized by this plan, snowmobiles are prohibited by state law from traveling on roads receiving motorized passenger vehicle traffic. Again, the provisions of this plan do not override any existing federal, state, or local laws.

ACCESS STRATEGY AREA AND TIME PERIOD(S)	SEASONAL ROADS	OHV USE	SNOWMOBILE USE
SUMMER RANGE			
May 01 through Jun 30	C	DR	OL
Jul 01 through Aug 14	O	DR	OL
* Aug 15 through Nov 30	C	DR	OL
Dec 01 through Apr 30	O	DR	OL
GENERAL FOREST			
West of Road 22	NONE	** OL	OL
East of Road 22	NONE	DR	OL
WINTER RANGE			
Apr 16 through Nov 30	O	DR	OL
Dec 01 through Apr 15	C	DR	DR

(Rev. 01/11/93)

C = Closed
O = Open
DR = Use limited to designated routes.
OL = Overland use allowed.
* - Road 2119033, Madison Butte road is open from Aug 15 through Oct 14.
** - Overland OHV use is limited to E1 areas of General Forest.

Table 2.1 Motorized Access and Travel Management

ADMINISTRATIVE, CONTRACT, OR PERMITTED USE	ACCESS STRATEGY AREA AND CRITICAL USE PERIOD			
	SUMMER RANGE		WINTER RANGE	SECURITY AREAS
	CALV/FAWN 5/01-6/30	HUNTING 10/20-11/30	DISTURBANCE 12/01-4/15	DISTURBANCE YEARLONG
FOREST SERVICE				
Contract Administration	Y	Y	Y	Y
Permit Administration	Y	Y1	Y	N1
Project Work	Y	N	Y	Y3
CONTRACTS				
Timber Sales	N	N	N	N
Tree Planting (4/01 - 5/31)	Y	-	Y	Y
Thinning (8/01 - 11/15)	-	N	-	N
Road Obliteration	N	N	N	Y
Road Maintenance	N	N	N	Y
Road Construction	N	N	N	Y
Fence Constrution	N	Y	N	-
Gopher Control (10/01 - 10/30)	-	Y2	-	Y
Porcupine Control (3/20 - 10/15)	Y	-	Y	N
Big Game Control (4/01 - 5/31)	Y	-	Y	Y
Commercial Firewood / Post & Poles	N	N	N	N
Cone Collection (8/15 - 10/15)	-	-	-	Y
Stocking Surveys (9/01 - 12/05)	-	N	-	Y
Stand Exams (6/15 - 9/30)	N	-	-	N
Implant / Fertilize (12/15 - 4/15)	-	-	Y	Y
Select Trees Maint. / Culture (5/31 - 9/30)	Y	-	-	Y
Subsoiling (7/15 - 11/01)	-	N	-	Y
Prescribed Burn (3/01 - 6/15)	Y	-	Y	Y
PERMITS				
Grazing	Y	N	Y	N
Personal Firewood	N	N	N	N
Christmas Tree Cutting	-	N	Y	N
Personal Posts & Poles	N	N	N	N
Mushrooming	Y	N	Y	N
Special Uses	Y	N1	Y	N1

(Rev. 11/10/92)

- = Non-applicable
Y = Access permit may be issued.
N = Access permit would not be issued.

1 = Access to Special Use electronic sites: exceptions made on case-by-case basis for Special Use.
2 = No access permitted during elk rifle season.
3 = If necessary to maintain the objectives of Big Game Security Areas.

Table 2.2 Permitted Use for Closed Roads

CHAPTER THREE

Implementation and Administration

This chapter addresses how to implement the provisions and requirements of the MATM EA on the ground and is the heart of the MATM plan. Topics discussed in detail in this chapter are:

Funding and Responsibilities
Public Information
Entrance Treatment
Road Obliteration
Maps, Orders, and Law Enforcement
OHVs and Snowmobiles

FUNDING AND RESPONSIBILITIES

Funding

At this point, MATM has not received its own funding. Regional direction is that MATM will be implemented on the ground through other projects which will tier to the MATM EA. Transportation plans for such projects will identify and document site specific needs for implementing MATM and include those needs on KV or other appropriated funding lists. Transportation plans will be incorporated by reference to the NEPA document. This will authorize the expenditure of funds to implement this plan.

District Responsibilities

The district is responsible for the following activities. Use will be made of SO contracts and road maintenance activities where appropriate.

* Signing
* Road obliteration
* Road entrance treatment (gates and barricades)
* Public information (maps and information boards)
* Monitoring and updating the plan
* Coordination with NFJD

Forest Responsibilities

The Forest is responsible for the following activities.

* Ensure that district activities are in compliance with national, regional, and forest standards.
* Support the district in budget requests for implementing the plan.
* Assist the district in keeping MATM on Heppner Ranger District consistent with MATM on North Fork John Day Ranger District.

PUBLIC INFORMATION

Public involvement has been a cornerstone throughout the planning process and into the first phase of implementation of MATM. That public involvement has helped make this program successful from the onset. It is therefore imperative to keep the lines of communication between the district and the public open if this program is to continue to be successful. The following are some of the methods by which the public will be informed about district activities regarding MATM.

Motorized Access and Travel Management Map

This map will be updated yearly. Each year, the district will incorporate changes made to the plan (see "Maps, Orders, and Law Enforcement, this chapter and "Updates", chapter 4) and have this map ready for distribution to the public by August 1st. This map will likely be the most direct means of communication with most of the district's users. A copy of this map is included in the appendix.

Information Boards

There are currently approximately 15 MATM information boards at various locations on the district (see figure 3.1). Each year, the MATM map will be posted on each of these boards. Depending on funding, a supply of the maps should be made available at each information board for the public. There will also be box for comments on the MATM program.

Public Meetings

Information on MATM will be displayed at open houses and other district functions. Comments from the public will be solicited. In addition, at least one meeting per year with the public working group will be held until otherwise agreed with that group. A list of the individuals in that group is shown in the appendix.

Correspondence

The public will be informed through letters and public notices when each phase of implementation of this plan is going to begin. Replies to comments received from individuals will be made as appropriate.

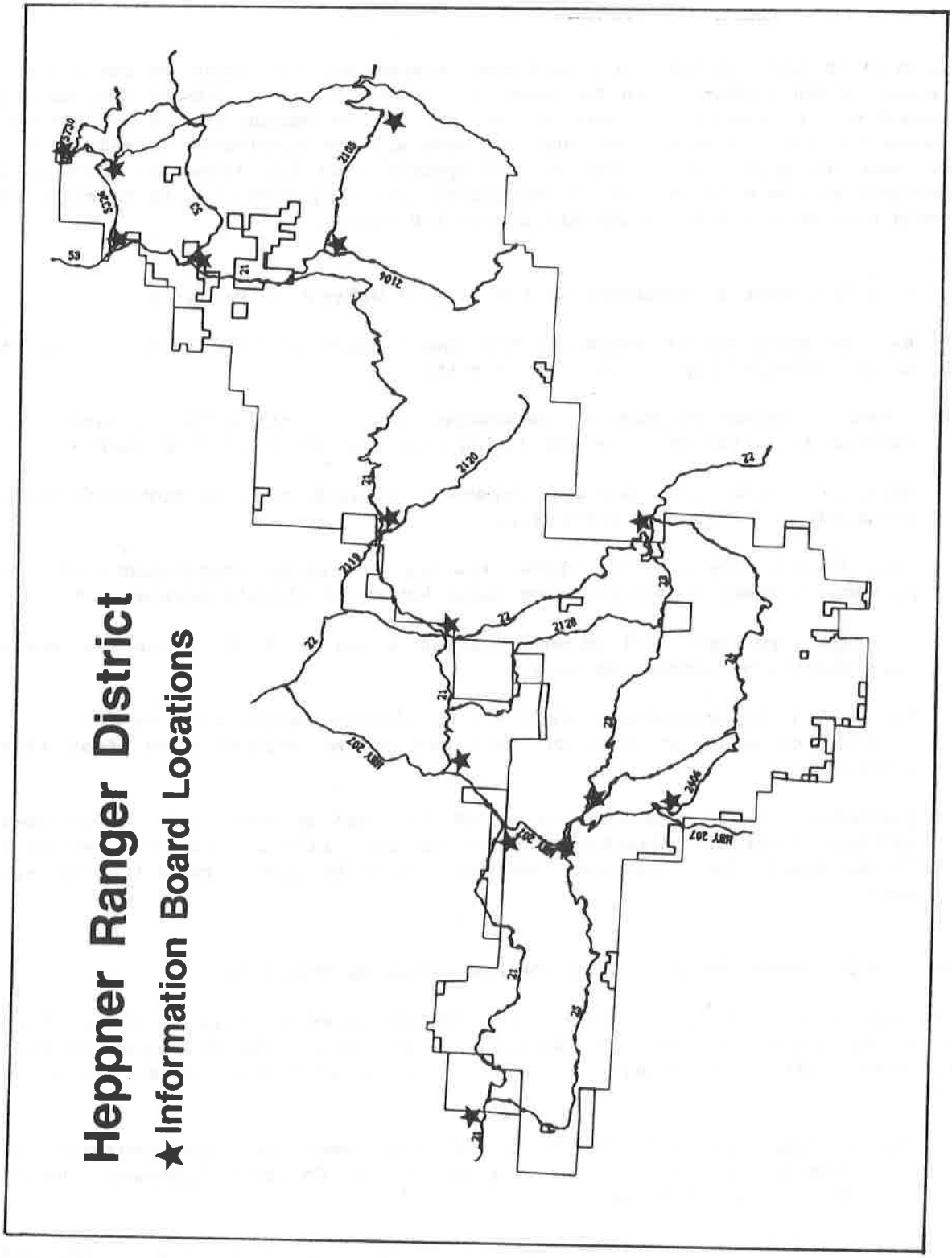

Figure 3.1: Location of Information Boards on Heppner Ranger District

ENTRANCE TREATMENT

The MATM EA has decided the open/closed status for all roads on the district transportation system. The EA gives the direction that when a new road is planned to be constructed, that its status will be determined in the planning process for that project. Any unmapped road will be considered closed until it has been recognized as a road and designated open (or seasonal) through an amendment to the MATM EA. It is recognized that many wheel tracks exist on the ground that do not show on the transportation system.

Entrance Treatment as Discussed in the MATM EA Mitigation Measures

The MATM EA specifically addresses the installation of closure devices in the mitigation measures (pp. 23-26), which states that:

* "Present survey corners or references will be protected...Mining claim markers will also be protected during installation of closure devices."

* "Nest and roost sites for snag dependent wildlife will be protected during installation of closure devices..."

* "All fences, trend study plots, trails, and water improvements will be protected, where possible during installation of closure devices..."

* "Streams, springs, and other riparian areas will be protected during installation of closure devices."

* "...seeding of ground disturbed during closure device construction...will be used to minimize loss of soil and stream sedimentation from these areas."

* "Vehicles will be permitted up to 300 feet off an open road for dispersed camping, firewood collection, and unloading trailers. Closure devices on closed roads that intersect open roads will be placed to allow for such use.

Entrance Treatment Techniques and Regional Signing Standards

Five Entrance Treatment Options are detailed later in this section. These techniques are not in complete compliance with the EM-7100-15 Supplement R6-1, September 1992. Reasoning for non-compliance with this direction is as follows:

1. At the time that the EM-7100-15 Supplement R6-1 was approved, the district was well under way using the Entrance Treatment Options detailed in this section.

2. The Entrance Treatment Options detailed in this chapter are less costly and quicker to install than those approved by the EM-7100-15 Supplement.

3. Numerous non-system roads currently exist on which one of the Entrance Treatment Options are required in order to display the provisions of the MATM EA. After lack of use and/or road obliteration projects obscure these roads, the need for signing them will cease. Using the Entrance Treatment Options detailed in this section to initially implement MATM on the district should avoid unneccessarily investing funds in short term signing.

It is the intent of the district to work toward compliance with the EM-7100-15 Supplement through site specific projects; as roads are used for projects, the signing will be brought to standard. However, the entire district will be initially implemented using the Entrance Treatment Options detailed later in this section.

Entrance Treatment Techniques

Entrance treatment techniques may vary depending on factors including but not limited to the following:

* Amount of administrative, contract, or permitted use; how often will the entrance device need to be opened, if at all?

* Extent of road system behind the entrance; on how many miles of road is access being controlled by this entrance device?

* Accessibility for law enforcement officials; is it difficult to get to the road to see if the closure has been violated?

* Risk of violation; what are the chances of the closure being violated, and what is at risk?

* Location of the closure device. Terrain where the closure device is to be located; with what difficulty can the closure device be driven around?

* Condition of the road; can the road physically be driven by motor vehicles, (are there physical barriers in the road?) Will placing a sign in the road attract use?

The following discussion outlines road entrance treatment techniques for open, seasonal, and closed roads. Physical barricades and road restriction and closure signing are discussed, but route identification and directional signing are not addressed in depth.

Yearlong Open Roads

Roads open to public travel will be signed with the appropriate identification marker. All roads that are open to public travel are maintenance level 2 accept (ML 2A) roads or higher. The route marker, which is generally an aluminum sign mounted on a 4X4 wood post, will be found on maintenance level 2 encourage (ML 2E), ML 3, ML 4, and ML 5 roads. The administrative marker (ADM), which displays the last three digits of the road number on a brown fiberglass post, will be found on (ML 2A) roads.

Open roads will not be signed with green dots, making it necessary to post "road closed" signs on all closed roads that intersect an open road. This includes closed system roads as well as unidentified non-system roads. A discussion of posting closed roads is found under "yearlong closed roads".

None of the entrance treatment options will be required on yearlong open roads.

Seasonally Open Roads

Roads seasonally open to public travel are maintenance level 2 accept (ML 2A) roads or higher, and will be signed with the appropriate identification marker as described under "open roads".

As with open roads, seasonal roads will not be signed with green dots, again making it necessary to post "road closed" signs on all closed roads that intersect a seasonal road. This includes closed system roads as well as unidentified non-system roads. A discussion of posting closed roads is found under "yearlong closed roads".

Entrance Treatment Options A, D, and E may be used on seasonal roads.

Yearlong Closed Roads

Roads that are closed to public use include all roads not designated as seasonal or open. This includes both system and non-system roads. The following criteria are used to describe the management of closed roads:

Needed for Resource Management	Yes or No
Administrative Use	Yes or No
Maintenance Level (ML)	ML 1 or ML 2P
Service Life	Long Term Intermittent (LTI) or Short Term (ST)

If a closed road is not needed for future resource management, then it is not needed for administrative use, and is a ST, ML 1 road. This road can be considered for obliteration, and should eventually be removed from the transportation system (if on the system). Road obliteration is discussed in detail later in this chapter. Entrance Treatment Options A, B, or C may be applied to this type of road, but only temporarily; the ultimate objective for this type of road is to get it back to resource production, and off the system. It will not be signed with an identification marker.

If a closed road is needed for future resource management and administrative use, then it is a LTI, ML 2P road. Entrance Treatment Options A, B, D, or E may be applied to this type of road. This road will receive an administrative marker (ADM), which is a brown fiberglass post with the last three digits of the road number displayed.

If a closed road is needed for future resource management but not needed for administrative use, then it is a LTI, ML 1 road. Entrance Treatment Options A, B, C, or D may be applied to this type of road. It will also receive an ADM.

Posting Closed Roads:

The 300 foot rule allows the user to travel up to 300 feet laterally from an open road. In effect, there is a zone within 300 feet of each side of the road in which cross country travel is allowed. Closed roads within these zones may, in effect, be open to public travel provided that travel over or around a physical closure device is not required.

In many cases, dispersed camp sites are accessed by short non-system roads. The 300 foot rule was designed to accommodate this situation. However, every situation is different:

* When the closed road ends within 300 feet of the open road:

  Posting with a road closed sign may not be necessary.

* When the closed road ends in the campsite beyond 300 feet of the open road and the campsite is used by several users at any one time (eg. Kelly Prairie):

  The sign may be best placed beyond the last campsite. The portion of the closed road accessing the campsites should then be considered for a status change from closed to open or seasonal.

* When the closed road ends in the campsite beyond 300 feet of the open road and the campsite is used infrequently by a single user:

  The sign should be posted at the junction with the closed road and the open road.

* When the closed road continues beyond the campsite:

  Posting the closed road is likely a good idea. Locating the sign will require the use of some judgement; in most cases, the sign should be posted at the junction with the open road.

  In other cases, the closed road should be posted behind the dispersed camp site to protect the sign and to prevent having a sign in the middle of the camp. Again, the portion of closed road that accesses the campsites should be considered for a status change from closed to open.

Entrance Treatment Option A

USES: Seasonal Roads
Closed Roads

In this situation, the road is closed either yearlong or seasonally by CFR order and posted with a "Road Closed" sign with applicable reasoning mounted on a white fiberglass post (see Figure 3.2). The sign is placed on the left side of the road preferably opposite the route marker or ADM so that additional tracks are not created by administrative use driving around the sign and so that vehicles do not run over the sign. The sign should be placed close enough to the road so that it cannot be missed, but so that maintenance activities can be performed.

Its use would be appropriate where there is a minimal road system behind the sign, the risk of violation of a gate or barricade would be low, and where there would be an infrequent need to go down the road for emergency or administrative uses.

It should be used where the road is free of physical barriers and is still driveable. Over time, the road may become impassable without logging out, and the sign could then be moved to the middle of the road. If the sign proves to be ineffective, a stronger closure device should be considered.

Advantages:

1. The sign is inexpensive to install and maintain.

2. The sign is a flexible closure device; administrative, contract, or permitted use can easily be accommodated. Emergency use such as wildfire control, search and rescue, and law enforcement are also easily accommodated.

3. When used on a seasonal road, there is no need to visit the sign when seasonal closures go into effect or end.

Disadvantages:

1. The sign is a passive closure device; users may inadvertently violate. It could be passed by unknowingly. Because of this, law enforcement could be more difficult.

2. The sign is easily removed by vandals; this could lead to other users unknowingly violating the closure.

3. When used on a seasonal road, users may misunderstand the signing as a closed road.

Commercial Use

During periods of commercial use, the sign would remain in place, and temporary signing installed to display that the road is for commercial use only. On seasonal roads, temporary signing would be installed only during seasonal closure periods. During periods of permitted use, such as wood cutting, the sign would be removed, and the road opened to public travel.

OPTION A

PHYSICAL BARRIER – NONE
CLOSURE DEVICE – SIGN ON FIBERGLASS POST
SIGN WORDING – AS SHOWN
SIGN PLACEMENT – LEFT SIDE OF CLOSED ROAD

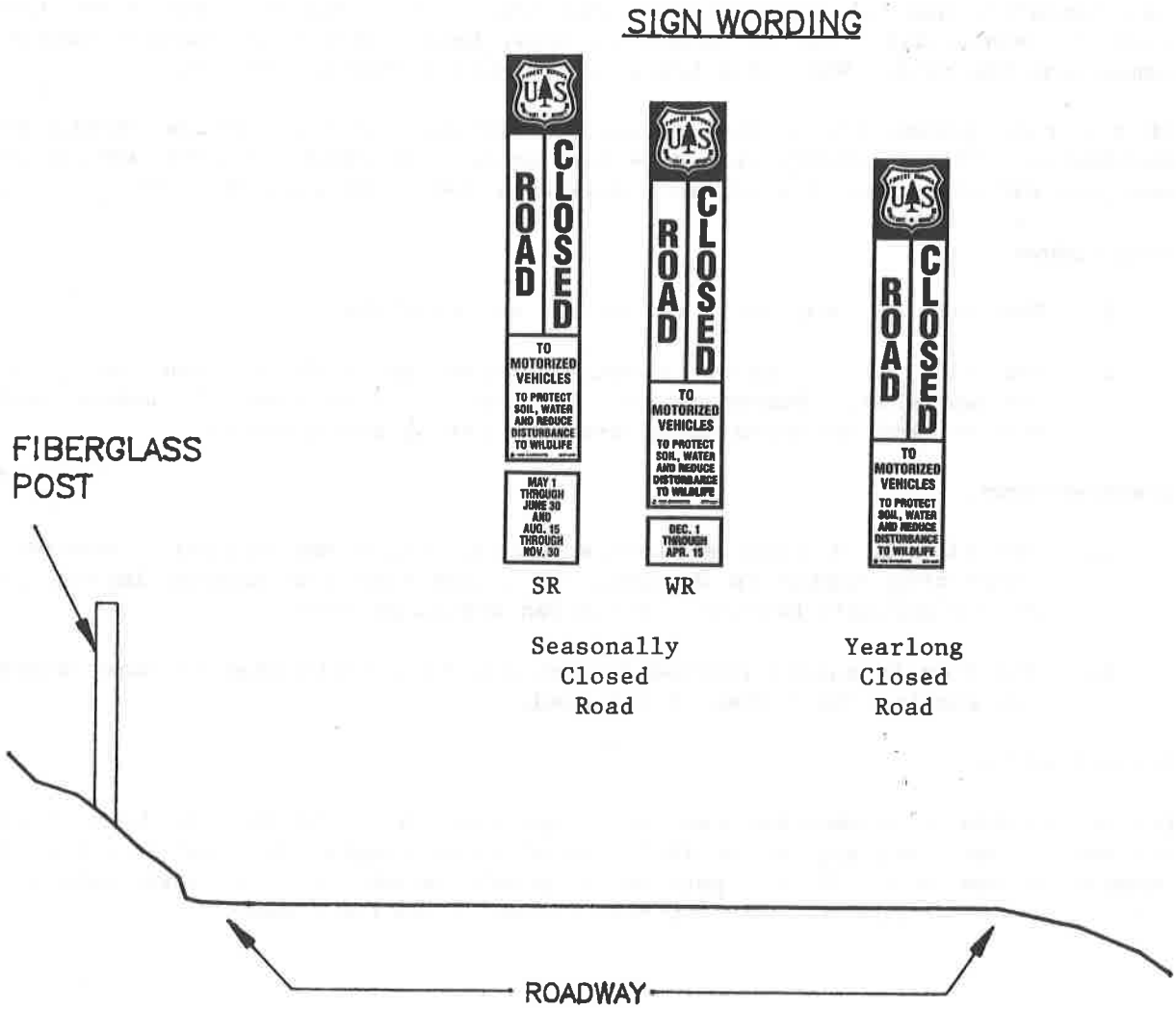

Figure 3.2: Sign Entrance Treatment that Accommodates Motorized Motorized Vehicle Use

Entrance Treatment Option B

USES: Closed Roads

In this situation, the road is closed by CFR order and posted with a "Road Closed" sign with applicable reasoning mounted on a white fiberglass post (see Figure 3.3). The sign is placed in the middle of the road.

Its use would be appropriate where there is a minimal road system behind the sign and where the risk of violation of a gate or barricade would be low. It should be used on a road that can no longer be driven due to physical barriers. This type of road should not be identified as needed for administrative use, so accommodating that use is unnecessary. Over time, the road may become difficult to detect as logs, brush, and other natural debris camouflage the road. When this happens, the sign should be removed.

If the sign proves to be ineffective, a stronger closure device should be considered. This, however, should be rare as this entrance treatment option is designed for roads that are already impassable due to physical barriers.

Advantages:

1. The sign is inexpensive to install and maintain.

2. The sign is a flexible closure device; contract use can easily be accommodated. Emergency use such as wildfire control, search and rescue, and law enforcement are also easily accommodated.

Disadvantages:

1. The sign is a passive closure device; users may violate. However, since this option is designed for roads that are already impassable due to physical barriers, violation should be rare.

2. The sign is easily removed by vandals; this could lead to other users not knowing the status of the road.

Commercial Use

During periods of commercial use, the sign would be moved to the shoulder of the road. Temporary signing would be installed to display that the road is for commercial use only. During periods of permitted use, such as wood cutting, the sign would be removed, and the road opened to public travel.

OPTION B

PHYSICAL BARRIER – NATURAL
CLOSURE DEVICE – SIGN ON FIBERGLASS POST
SIGN WORDING – AS SHOWN
SIGN PLACEMENT – CENTER OF CLOSED ROAD

SIGN WORDING

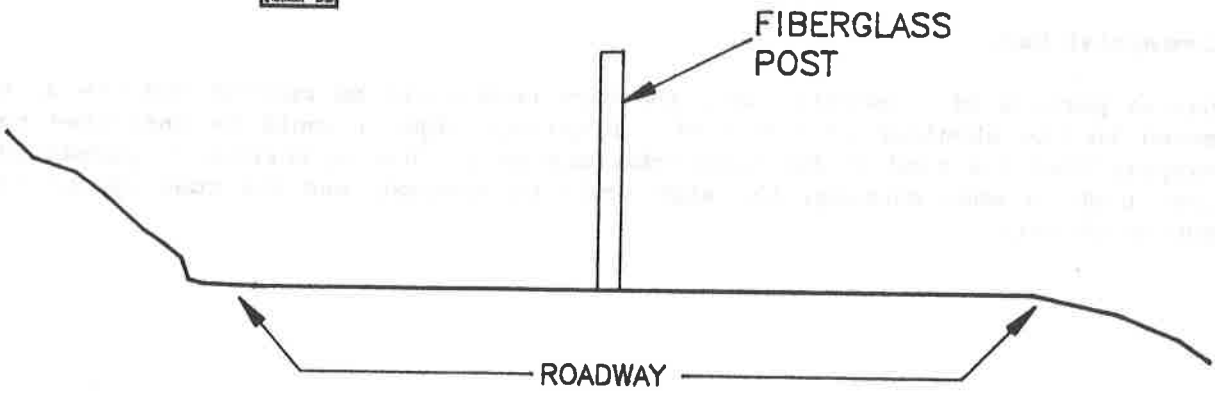

Figure 3.3: Sign Entrance Treatment that Does Not Accommodate Motorized Vehicle Use

Entrance Treatment Option C

USES: Closed Roads

In this situation, the road is closed by an earthen barricade and a "Road Closed" sign with applicable reasoning mounted on a white fiberglass post (see Figure 3.4). The sign is placed in the middle of the road on the barricade.

Its use would be appropriate where there is a significant road system behind the barricade or where there is a lot at risk if it is violated. This type of entrance treatment should not be used on a road identified as needed for administrative use, unless it is very infrequent. An earthen barricade should not be used where it is easily driven around.

Advantages:

1. The sign and earthen barricade are relatively inexpensive to install and maintain.

2. The sign and earthen barricade are a positive closure device; it is unlikely that they would be inadvertently violated. Users are unlikely to question the status of a road behind a barricade.

Disadvantages:

1. The sign and earthen barricade are not flexible closure devices; heavy equipment is necessary to remove the barricade. Administrative, contract, and permitted uses are not easily accommodated. Emergency uses such as wildfire control, search and rescue, and law enforcement are also not easily accommodated.

2. The earthen barricade can be visually displeasing and can be a contributor to sedimentation if not installed correctly.

Commercial Use

During periods of commercial use, the barricade would be removed and the sign moved to the shoulder of the road. Temporary signing would be installed to display that the road is for commercial use only. During periods of permitted use, such as wood cutting, the sign would be removed, and the road opened to public travel.

OPTION C

PHYSICAL BARRIER – EARTHEN BARRICADE
CLOSURE DEVICE – SIGN ON FIBERGLASS POST AND BARRICADE
SIGN WORDING – AS SHOWN
SIGN PLACEMENT – CENTER OF CLOSED ROAD ON EARTHEN BARRICADE

SIGN WORDING

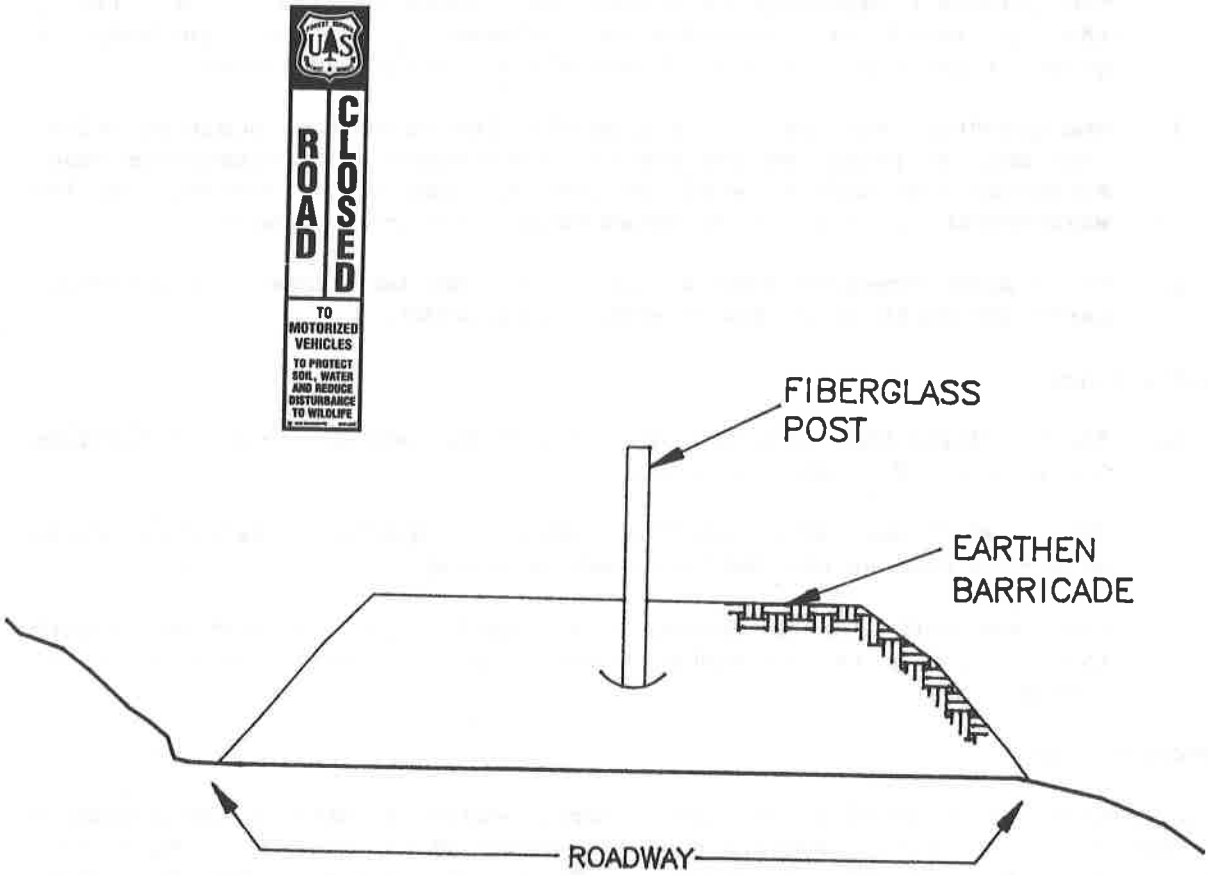

Figure 3.4: Sign and Earthen Barricade Entrance Treatment

Entrance Treatment Option D

USES: Seasonal Roads
Closed Roads

In this situation, the road is closed either yearlong or seasonally by CFR order and posted with a "Road Closed" sign with applicable reasoning mounted on a guardrail barricade (see Figures 3.5 and 3.7). The barricade will be bolted in place across the road on closed roads and during closure periods on seasonal roads. When the seasonal road is open, the barricade will be placed on the shoulder of the road and locked to the post using a chain.

Its use would be appropriate where there is an extensive road system behind the barricade, the risk of violation of a sign would be high, and where there could be a periodic need to go through the barricade for emergency or administrative uses.

Advantages:

1. The guardrail barricade is a positive closure device; it is unlikely that it would be inadvertently violated. Users are unlikely to question the status of a road behind a guardrail barricade.

2. The guardrail barricade is a flexible closure device; administrative, contract, or permitted use can be accommodated with reasonable ease. Emergency use such as wildfire control, search and rescue, and law enforcement are also accommodated without too much trouble.

3. While more expensive than a sign or earthen barricade, the guardrail barricade costs about 35% of what a gate costs.

Disadvantages:

1. The guardrail barricade can be difficult to open or close; it requires two people and a set of wrenches.

2. While being less expensive than gate, the guardrail barricade costs much more than an earthen barricade or a sign.

3. As a seasonal closure device, a guardrail barricade must be visited twice annually in the Winter Range, and four times annually in the Summer Range.

Commercial Use

During periods of commercial use, the guardrail would be unbolted and placed on the shoulder of the road. Temporary signing would be installed to display that the road is open for commercial use only. On seasonal roads, temporary signing would be installed only during seasonal closure periods. During periods of permitted use, such as woodcutting, the guardrail would be unbolted and placed on the shoulder of the road, and the road opened to public travel.