

Appendix B

Part 1: Benefits

Flathead Road Analysis Pilot

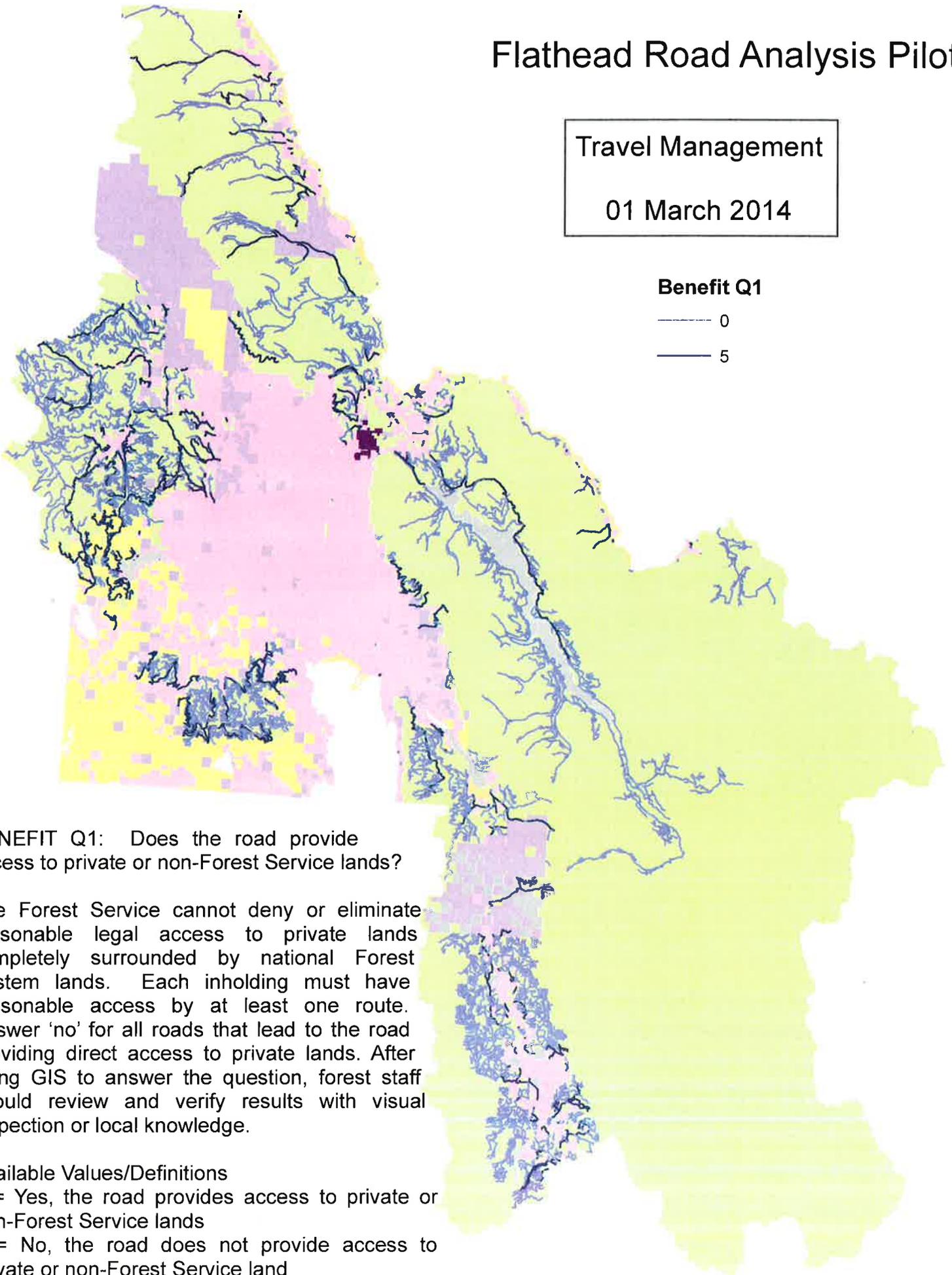
Travel Management

01 March 2014

Benefit Q1

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BENEFIT Q1: Does the road provide access to private or non-Forest Service lands?

The Forest Service cannot deny or eliminate reasonable legal access to private lands completely surrounded by national Forest System lands. Each inholding must have reasonable access by at least one route. Answer 'no' for all roads that lead to the road providing direct access to private lands. After using GIS to answer the question, forest staff should review and verify results with visual inspection or local knowledge.

Available Values/Definitions

5 = Yes, the road provides access to private or non-Forest Service lands

0 = No, the road does not provide access to private or non-Forest Service land

Flathead Pilot Roads Analysis

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BENEFIT Q2

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Sites & Facilities

- Administrative
- Communication
- Dam
- Lookout
- Ski Area
- Developed Rec Sites
- Snotel
- Gaging Station
- Special Uses

BENEFIT

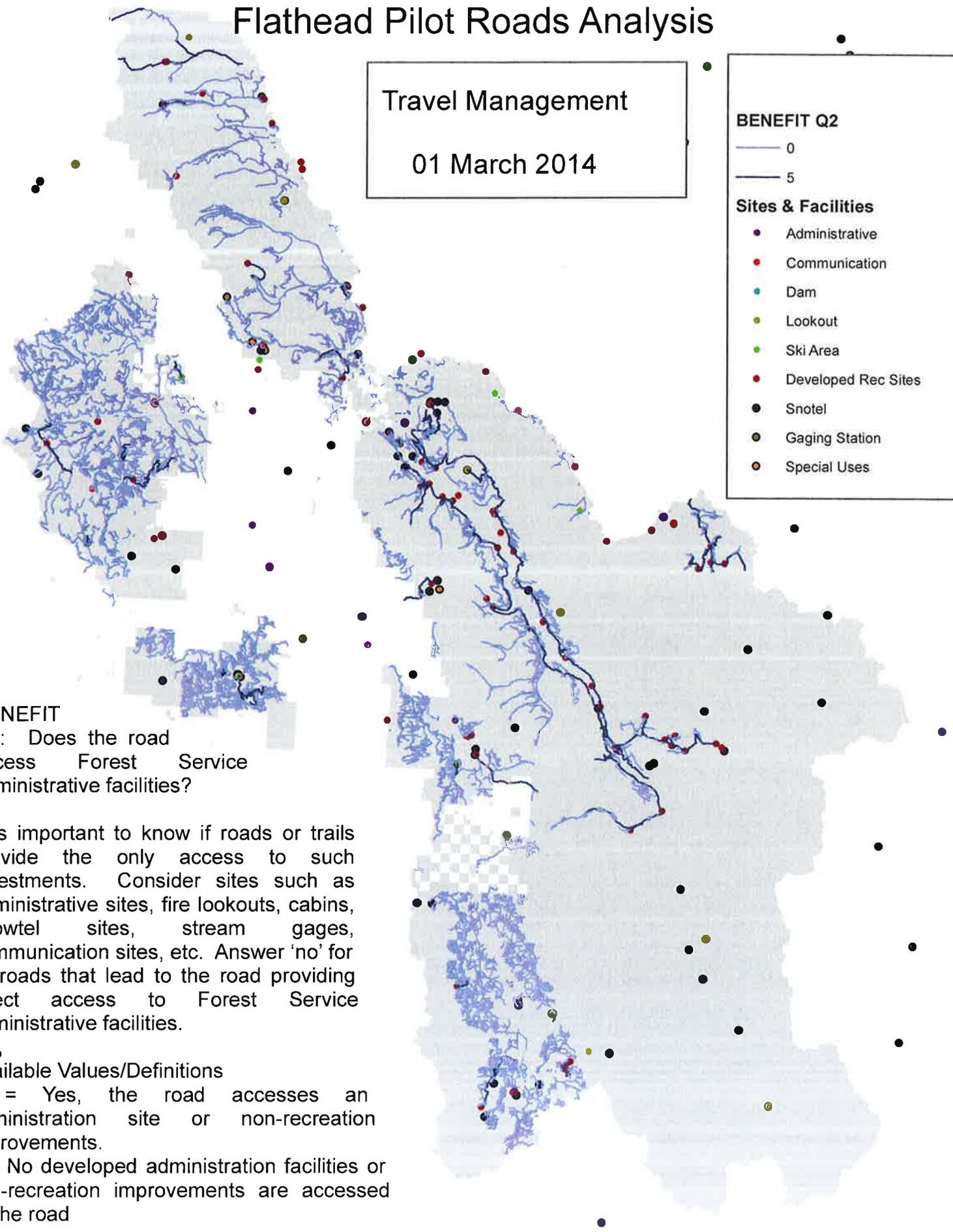
- Q2: Does the road access Forest Service administrative facilities?

It is important to know if roads or trails provide the only access to such investments. Consider sites such as administrative sites, fire lookouts, cabins, snowtel sites, stream gages, communication sites, etc. Answer 'no' for all roads that lead to the road providing direct access to Forest Service administrative facilities.

Available Values/Definitions

5 = Yes, the road accesses an administration site or non-recreation improvements.

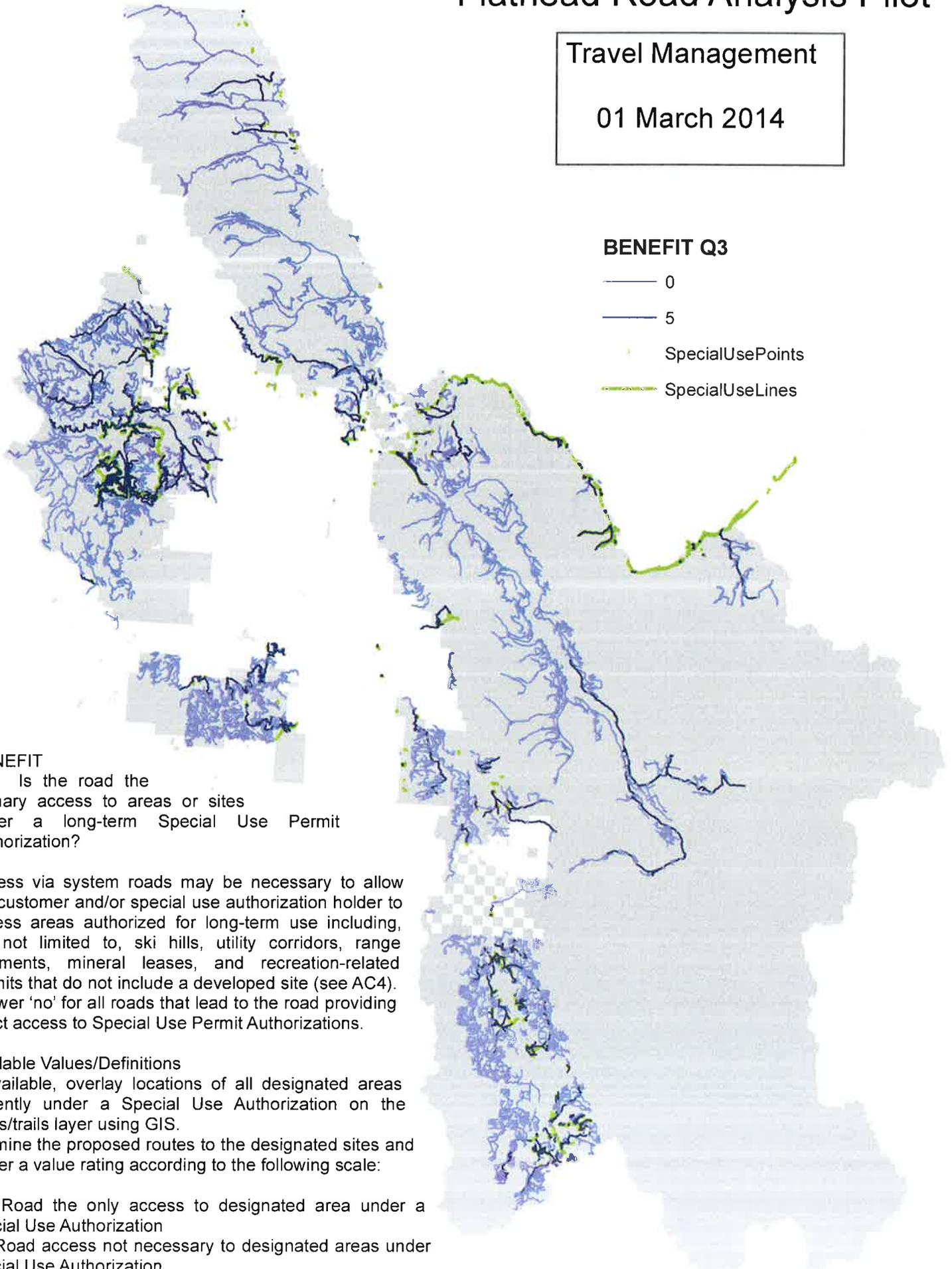
0 = No developed administration facilities or non-recreation improvements are accessed by the road



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BENEFIT

Q3: Is the road the primary access to areas or sites under a long-term Special Use Permit Authorization?

Access via system roads may be necessary to allow the customer and/or special use authorization holder to access areas authorized for long-term use including, but not limited to, ski hills, utility corridors, range allotments, mineral leases, and recreation-related permits that do not include a developed site (see AC4). Answer 'no' for all roads that lead to the road providing direct access to Special Use Permit Authorizations.

Available Values/Definitions

If available, overlay locations of all designated areas currently under a Special Use Authorization on the roads/trails layer using GIS.

Examine the proposed routes to the designated sites and render a value rating according to the following scale:

- 5 = Road the only access to designated area under a Special Use Authorization
- 0 = Road access not necessary to designated areas under Special Use Authorization

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BENEFIT Q4

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■ WUI & Suitable Lands

■ Administrative Forest

BENEFIT Q4:
Does the road provide access for vegetation management treatments on all suitable lands and non-suitable lands that are within the WUI?

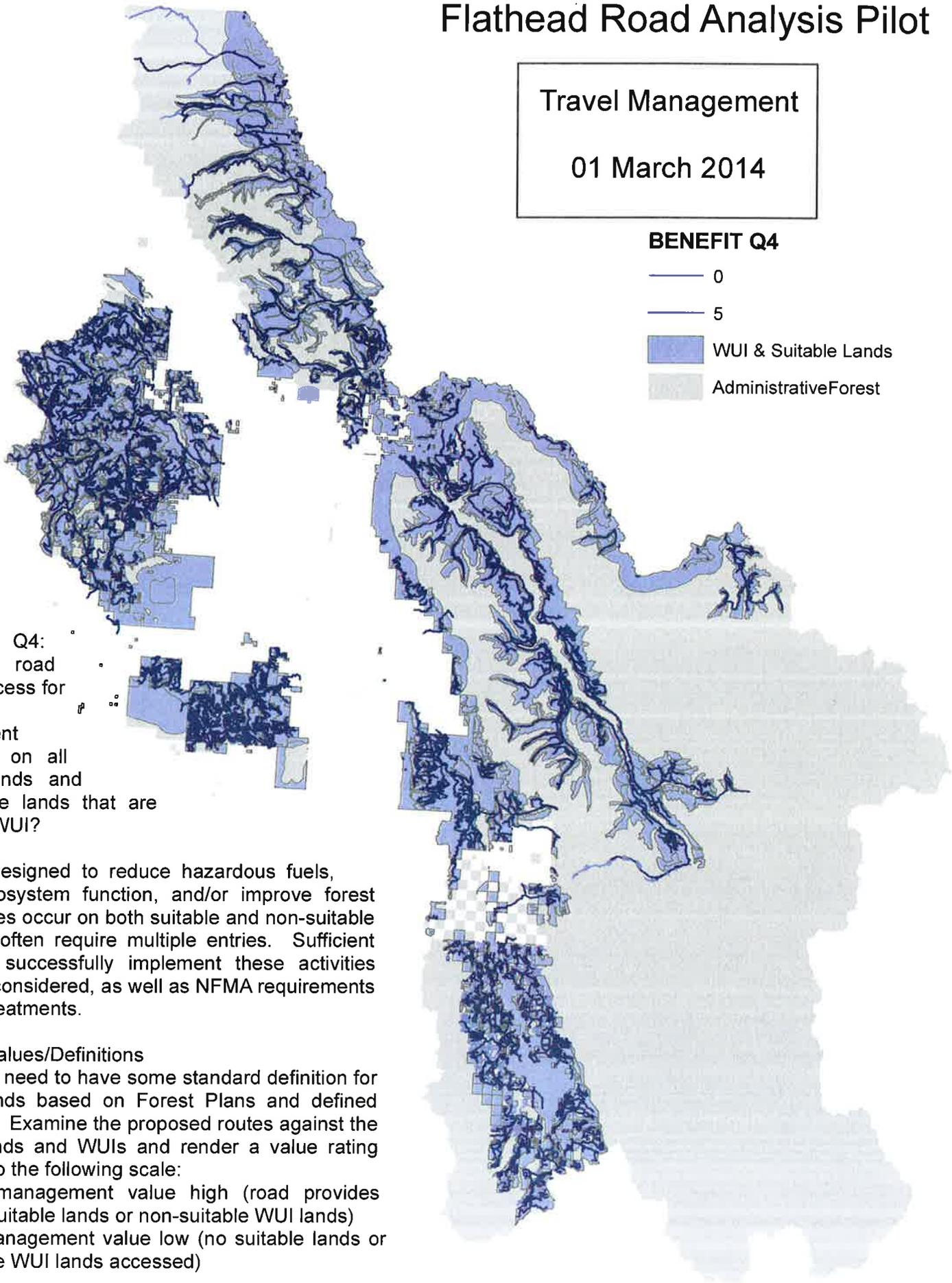
Activities designed to reduce hazardous fuels, restore ecosystem function, and/or improve forest health issues occur on both suitable and non-suitable lands and often require multiple entries. Sufficient access to successfully implement these activities should be considered, as well as NFMA requirements following treatments.

Available Values/Definitions

Forests will need to have some standard definition for suitable lands based on Forest Plans and defined WUI areas. Examine the proposed routes against the suitable lands and WUIs and render a value rating according to the following scale:

5 = Veg management value high (road provides access to suitable lands or non-suitable WUI lands)

0 = Veg management value low (no suitable lands or non-suitable WUI lands accessed)



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BENEFIT Q5

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AdministrativeForest

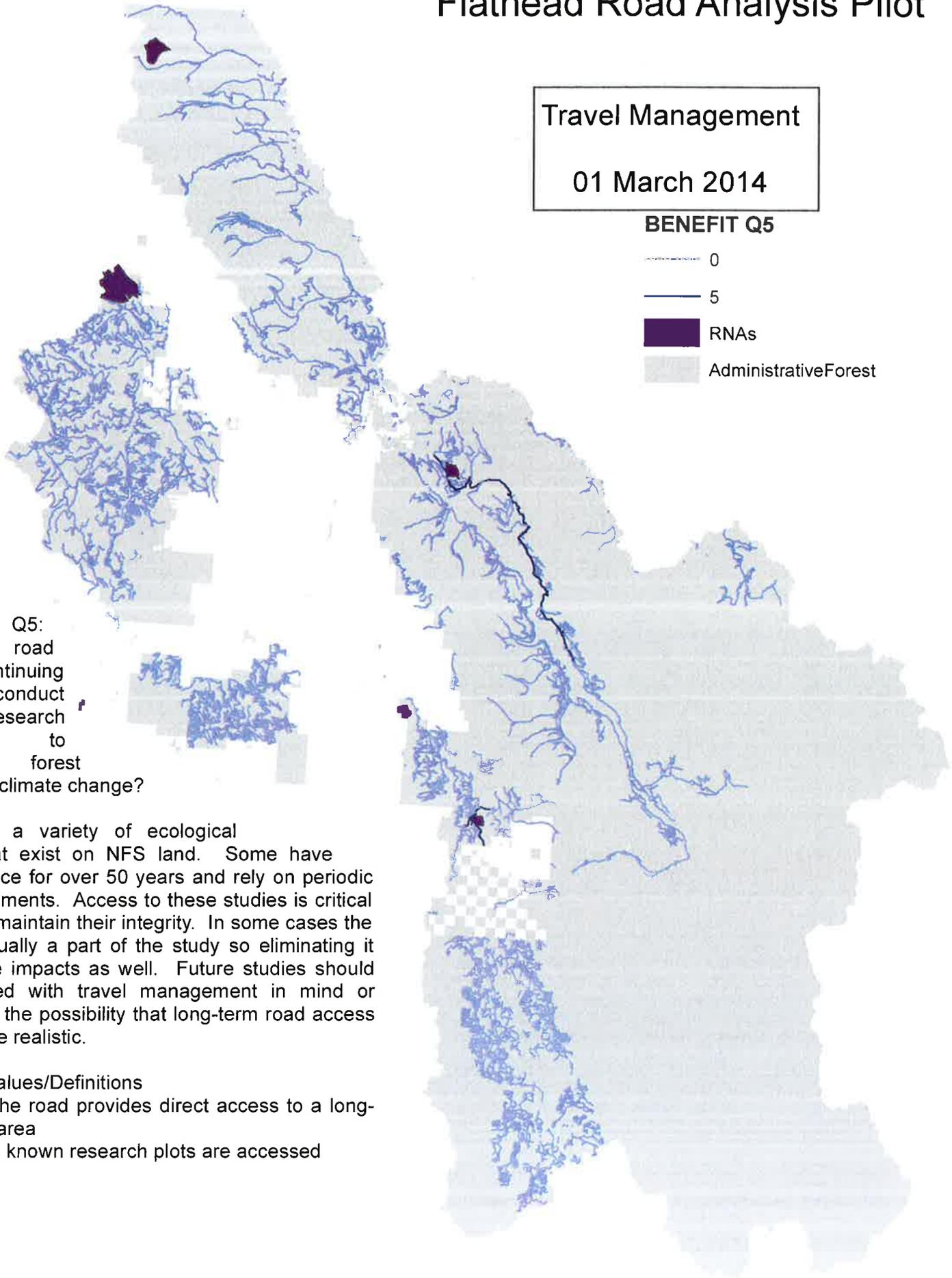
BENEFIT Q5:
Does the road allow continuing access to conduct on-going research related to silviculture, forest health and climate change?

There are a variety of ecological studies that exist on NFS land. Some have been in place for over 50 years and rely on periodic re-measurements. Access to these studies is critical in order to maintain their integrity. In some cases the road is actually a part of the study so eliminating it would have impacts as well. Future studies should be designed with travel management in mind or incorporate the possibility that long-term road access may not be realistic.

Available Values/Definitions

5 = Yes – the road provides direct access to a long-term study area

0 = No – no known research plots are accessed



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BENEFIT Q6

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● Recreation Sites

■ SkiAreas

■ Lakes

■ Recreation Areas

■ AdministrativeForest

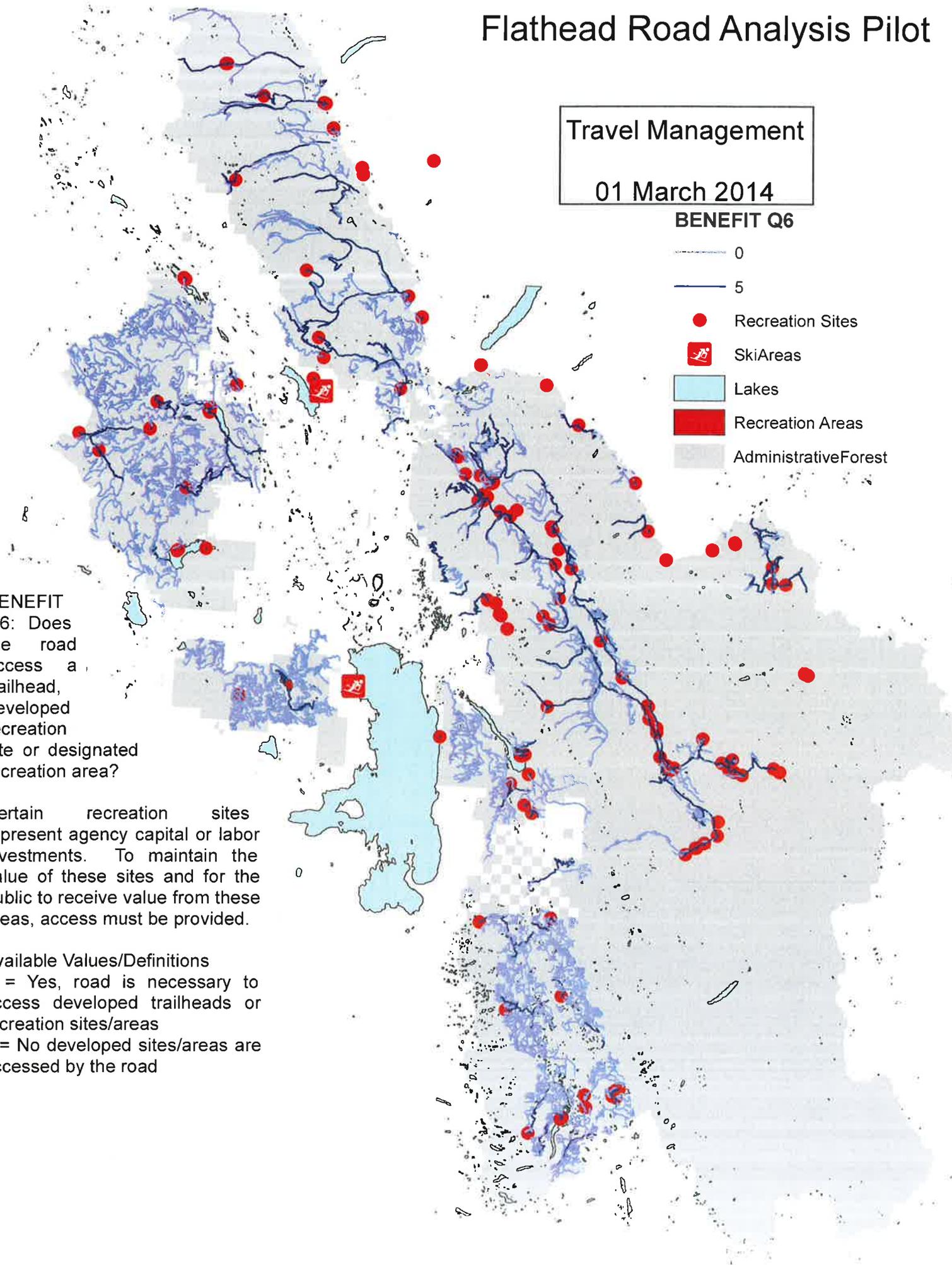
BENEFIT Q6: Does the road access a trailhead, developed recreation site or designated recreation area?

Certain recreation sites represent agency capital or labor investments. To maintain the value of these sites and for the public to receive value from these areas, access must be provided.

Available Values/Definitions

5 = Yes, road is necessary to access developed trailheads or recreation sites/areas

0 = No developed sites/areas are accessed by the road



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BENEFIT Q7

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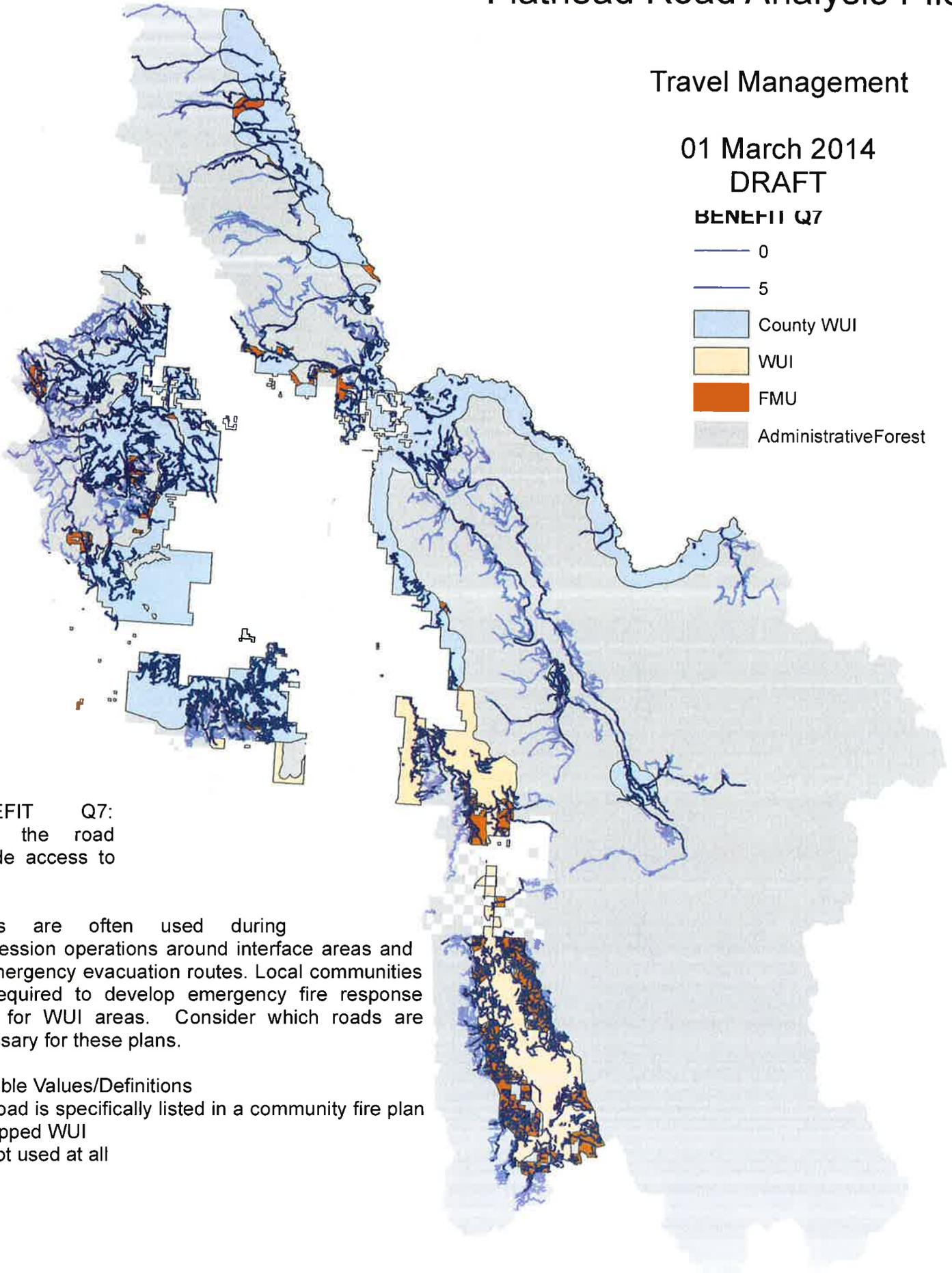
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County WUI

WUI

FMU

AdministrativeForest



BENEFIT Q7:
Does the road
provide access to
WUI?

Roads are often used during suppression operations around interface areas and for emergency evacuation routes. Local communities are required to develop emergency fire response plans for WUI areas. Consider which roads are necessary for these plans.

Available Values/Definitions

5 = Road is specifically listed in a community fire plan or mapped WUI

0 = Not used at all