

## Appendix B - Benefit Analysis for Roads.

Roads were evaluated on the following criteria A-C and given a final yes or no rating. Resources were considered equally important, therefore a road was considered either beneficial or not beneficial.

Trails were not evaluated in the Benefit analysis. Motorized trails were a part of the Risk assessment used for route density.

Benefit analysis was initially developed using GIS data. Not all benefits can be captured using spatial overlays; therefore, the benefit analysis was further augmented with local knowledge from District personnel.

### Category A – Access

#### A1. Primary Forest Access

- Consists of major arterial roads, generally Operation Maintenance Level 3-4

#### A2. Access to Private inholdings

- Access required under FLPMA to provide reasonable access

#### A3. Route acts as a connector to other systems (county, BLM)

### Category B – Resource Management Access

#### B1. Vegetation Management Needs. (GIS Exercise)

- ML 1-5 roads within .1 of Activity.
- Data Feature Class :Computed using Facts Activities layers from 2000-2014

#### B2. Access to Utility needs, powerlines, pipelines etc, mineral activities. (GIS Exercise)

- ML 1-5 roads within .1 mi of a utility corridor, weather station or communication tower.
- Data Feature Class *SDE.GMUG.Utilities* feature class
- ML 1-5 roads accessing mineral activities such as those consistent with 1872 Mining Law, rock quarries or mineral research activities.

#### B3. Access needed for reservoir, ditch or spring access. (GIS Exercise)

- Routes within 100 ft of feature
- Data Feature Class: *SDE.GMUG.access\_route*
- Data Feature Class: *SDE.GMUG.ditch\_line*
- Data Feature Class: *SDE.GMUG.headgate*

#### B4. Access needed for Range improvements. (GIS Exercise)

Routes within .1 mi of range improvement (fences, stock tanks, cow camps etc)

## APPENDIX B - BENEFIT ANALYSIS CRITERIA

Data Feature Class: *SDE.GMUG.range\_improvements*

B5. Previously identified Administrative access needs e.g. permits, Admin road in ATM

### **Category C – Recreation Opportunities**

C1. Route access to a Developed Recreation Site. (GIS Exercise)

- Routes that access Recreation Sites
- Data Feature Class: *SDE.GMUG.RecreationSitePoint*

C2. Route access to a Trailhead.

Routes that access Trailheads to motorized and non-motorized trails

C3. Route access to an identified dispersed camping site. (GIS Exercise)

- Routes that access dispersed camping
- Data Feature Class: *SDE.GMUG.DispersedRecreationSite*
- District knowledge

C4. Route provides a motorized recreation opportunity. (GIS Exercise)

- Motorized Trail
- Roads that provide connections to motorized trail systems
- Recreation Corridors identified in FP/CER as MA4
- Road within .1 of Motorized backcountry area, MA3.2 from inventory of Proposed FP.

**Travel Management Decision** – Routes analyzed in a Travel Analysis supported by a NEPA decision were reviewed for benefits identified during previous analysis.

Benefit subcategories were aggregated and identified in a final Benefit Category and given one of the following values:

#### **Benefit List of Values**

ADD – Consider adding route to the system

CVRT – Road not needed as road, identified as recreational trail need and converted to trail

FRTA – Road under FRTA easement to county

NONE – No positive benefit identified

NONNF – Not within NF jurisdiction

YES – Road needed for access and management of forest

## APPENDIX B - BENEFIT ANALYSIS CRITERIA

YES-A – Road needed, manage as Administrative Use Road

YES-P – Road needed and should be considered for under special use authorization

YES-S – Road needed for future use, place in Storage

YES-T – Motorized Trail, route exists as motorized trail, record was used as part of density risk analysis, no Subpart A Road determination was placed on motorized trails.