# OPTION D

PHYSICAL BARRIER – GUARDRAIL (TYPE IV) OR TYPE III BARRICADE
CLOSURE DEVICE – SIGN ON BARRICADE
SIGN WORDING – FIGURE 3.7

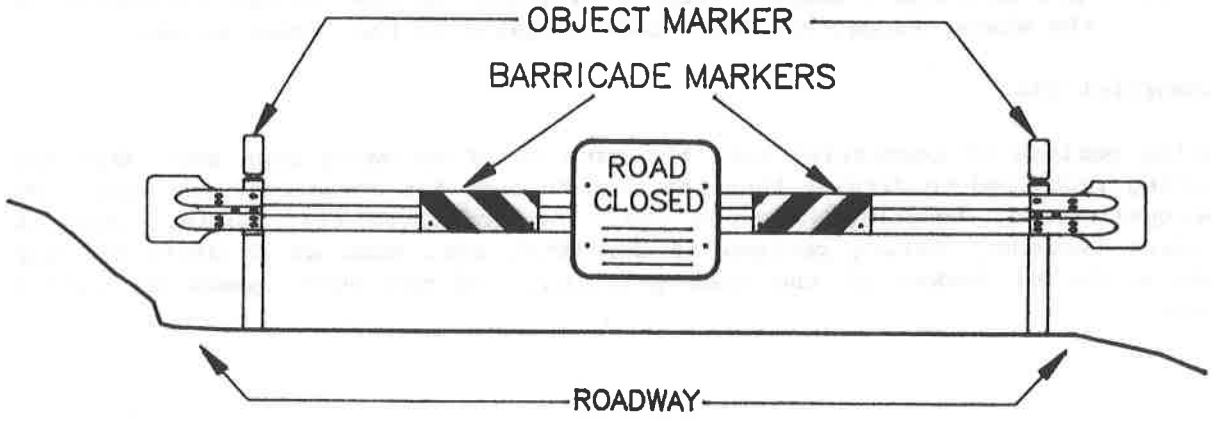


**Figure 3.5: Sign and Guardrail Barricade Entrance Treatment**

## Entrance Treatment Option E

USES: Seasonal Roads
Closed Roads

In this situation, the road is closed by a "road closed" sign with applicable reasoning mounted on the gate (see Figures 3.6 and 3.7).

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

Advantages:

1. The gate 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 gate.

2. The gate 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.

Disadvantages:

1. The gate is expensive to install and maintain.

2. The gate can be difficult to open or close when there is snow on the ground.

3. As a seasonal closure device, a gate 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 gate would be swung open and temporary signing 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 gate would be locked in the open position, and the road opened to public travel.

# OPTION E

PHYSICAL BARRIER – GATE
CLOSURE DEVICE – SIGN ON GATE
SIGN WORDING – FIGURE 3.7

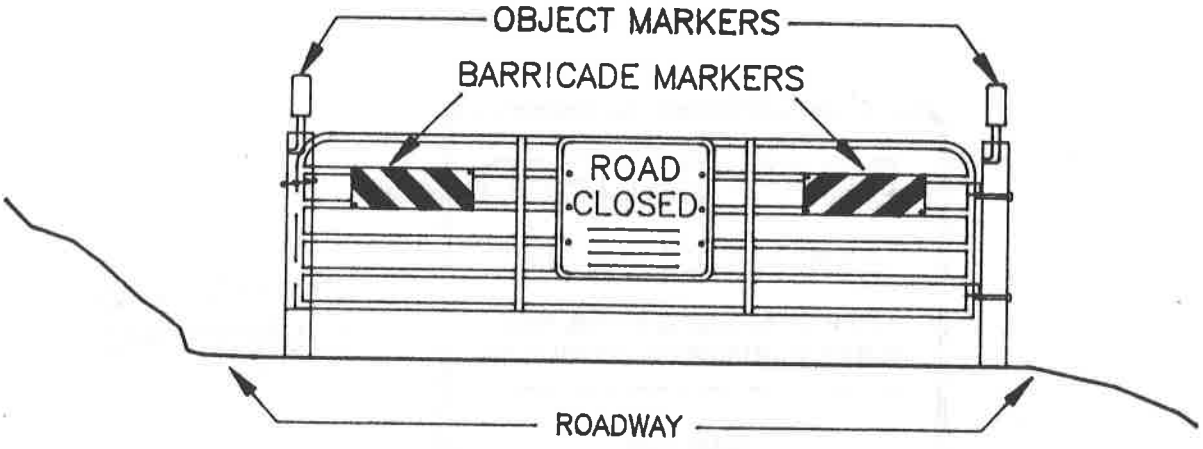


Figure 3.6: Sign and Gate Entrance Treatment

ROAD CLOSED

TO MOTORIZED VEHICLES

TO PROTECT SOIL, WATER, AND
REDUCE DISTURBANCE TO WILDLIFE

MAY 1 THROUGH JUNE 30 AND
AUGUST 15 THROUGH NOVEMBER 30

SEASONAL ROAD
IN SUMMER RANGE

ROAD CLOSED

TO MOTORIZED VEHICLES

TO PROTECT SOIL, WATER, AND
REDUCE DISTURBANCE TO WILDLIFE

DECEMBER 1 THROUGH APRIL 15

SEASONAL ROAD
IN WINTER RANGE

ROAD CLOSED

TO MOTORIZED VEHICLES

TO PROTECT SOIL, WATER, AND
REDUCE DISTURBANCE TO WILDLIFE

YEARLONG

CLOSED ROAD
DISTRICT WIDE

Figure 3.7: Wording for "Road Closed" signs for Entrance Treatment Options "D" and "E"

## ROAD OBLITERATION

The planning process for MATM has decided the open/closed status for all existing roads on the district transportation system. Another important determination to be made is whether the road is required for **long term** resource management or if it can be assigned **short term** status. Clearly, open and seasonal roads are required for long term resource management; a long term need for these roads was identified in the MATM planning process when they were designated as open (or seasonal) roads.

Closed roads, however, may or may not be required for long term resource management. This determination will be made through an interdisciplinary approach during project planning efforts and documented on the Road Management Objective (RMO) for all system roads. Any non-system road within a planning area will also be analyzed, and if needed for long term resource management, it will be added to the transportation system. Its open/closed status will also be decided and documented in the planning process. The RMO will be included in the project transportation plan which will be incorporated by reference to the NEPA document.

If a closed road has been identified as long term, it will remain on the transportation system, be closed by CFR order, and be treated by one of the Entrance Treatment Options discussed earlier in this chapter.

If a closed road has been assigned short term status, it may then be considered for obliteration. Any non-system road not required for long term resource management will remain off the system and be considered for obliteration.

### Road Obliteration as Discussed in the MATM EA Mitigation Measures

The MATM EA specifically addresses road obliteration in the mitigation measures (pp. 23-25), which states that:

> "Present survey corners or references will be protected...Mining claim markers will also be protected during...road obliteration."
>
> "Nest and roost sites for snag dependent wildlife will be protected during obliteration."
>
> "All fences, trend study plots, trails, and water improvements will be protected, where possible, during...road obliteration."
>
> "Streams, springs, and other riparian areas will be protected during...road obliteration."
>
> "Existing roads located along stream banks, in riparian areas, and those that duplicate access will be closed where such roads are not necessary for resource management. If a closed road is not needed for administrative use, it may be obliterated...The method of obliteration will depend on site specific factors and will be accomplished such that sedimentation is minimized and that site productivity is increased. Allowing existing vegetation and large woody material to remain in the old roadway after obliteration will used to increase soil productivity and reinforce the

closure. Construction of waterbars and the seeding of ground disturbed during...road obliteration activities will be used to minimize loss of soil and stream sedimentation from these areas."

"Culverts...on roads to be obliterated...will be removed permanently."

"If, through implementation and monitoring, previously unidentified roads are discovered in riparian areas, they may be closed and obliterated if they are not needed for resource management."

"Roads to be obliterated may be treated with one or a combination of many techniques. Such techniques include, but are not limited to the following: mechanical winged subsoilers which break soil compaction, placing rocks and logs in the old roadbed, planting trees and shrubs as well as grass seed in old roadbeds, constructing structures in streams (which can obliterate nearby roads), scarifying only the surface of a road (for instance in terrain where solid rock lies just beneath the surface of the road surface) which would encourage revegetation, or recontouring the fill material back into the old roadbed. Roads on scab land or in riparian areas will be obliterated in such a manner to protect the fragile ecosystem of such features."

**The Road Obliteration Process**

With open/closed and long term/short term decisions made, an interdisciplinary approach is still necessary. Choosing the correct obliteration prescription requires input from silviculture, timber, range, engineering, fisheries and watershed, wildlife, soils, fire, recreation, and archaeology. The IDT process also sets up a mechanism for district-wide coordination; it is essential that timing and location of other management activities be considered and allowed for in planning road obliteration activities.

There are still questions to be answered once a road has been determined to be considered for obliteration:

**Funding:** Several options exist at this time for funding road obliteration:

1. Timber Sale Purchaser: When a purchaser uses a road for timber sale activities, that purchaser can be required to rip and seed the road. This is a viable option when the road is not required for post-sale activities.

2. Timber Sale KV Funds: Funds for road obliteration activities can be collected providing that roads to obliterate have been identified and documented in the NEPA document. Incorporation by reference of the transportation plan to the NEPA document satisfies the documentation.

3. Appropriated Funds: One or a combination of several appropriated funds may also be used to accomplish road obliteration that for some reason cannot be accomplished by timber sale activities or KV funding. Some examples of appropriated funds that may be available to accomplish road obliteration are: road maintenance funds allocated for road obliteration, watershed improvement funds, and site prep and timber stand improvement funds.

**Timing:** Coordination with other activities must be a priority in setting up obliteration projects. Some things to consider before actually obliterating a road are:

* Is the road within an existing timber sale? What does that contract require of the road?

* Will the road be required for post-sale activities even though it is a short term road? KV funds must be spent within 5 years of the sale closing date.

* Are there other district activities planning to use the road for project work? Could that activity obliterate the road while in the area?

* There are time restrictions on road obliteration activities in Summer Range and Winter Range. (See Table 2.2)

Again, the interdisciplinary process is a well established process that will facilitate district-wide coordination of road obliteration activities.

## MAPS, ORDERS, AND LAW ENFORCEMENT

### Maps

As implementation proceeds across the district and minor adjustments are made to the plan, the public will be informed mainly through distribution of MATM maps. This map will show the following items to better enable the public to understand the provisions of this plan:

* Yearlong open roads
* Seasonally open roads
* Designated OHV routes
* Designated snowmobile routes
* Access strategy areas
* Information board locations
* A discussion of seasonal road closures and OHV and snowmobile restrictions by access strategy area
* Reasoning for closing roads
* A discussion of the 300 foot rule
* Address and phone number for Heppner, NFJD, and the supervisors office
* Information on adjacent management
* A "welcome" statement with the District Ranger's signature and date

A copy of the latest version of this map is included in the appendix.

This map will be updated annually, and ready for distribution to the public by **August 1st.** It will be posted on all the information boards on the district (see figure 3.1). Depending on funding and need, the maps will be made available to the public free of charge at the information boards, at Heppner

and NFJD district offices, and at the supervisors office. During periods of high use, such as hunting seasons, Forest Service personnel will carry a small supply of these maps for distribution to forest users.

**Orders**

As implementation proceeds and minor adjustments are made to this plan, updating the orders will also be necessary. They will be updated and signed ready for enforcement by **August 1st.** The orders will be written such that the implementation area (which will be the entire district after implementation is complete) will be closed to motorized vehicles. The following exceptions will be made:

* to travel on roads listed as open yearlong with motorized passenger vehicles.

* to travel on roads listed as open seasonally with motorized passenger vehicles.

* to travel up to 300 feet laterally from an open road with motorized passenger vehicles for the purpose of camping or wood gathering.

* to travel up to 300 feet laterally on a closed road (from its junction with an open road) with motorized passenger vehicles for the purpose of camping or wood gathering, providing such travel does not require passage over or around a constructed traffic control barrier.

* to operate OHVs on OHV routes listed as open yearlong.

* for overland snowmobile travel in the Summer Range and General Forest and in the Winter Range from April 16 through November 30.

* for snowmobile travel in the Winter Range on snowmobile routes listed as open from December 1 through April 15.

Open and seasonal roads will be listed with their termini. Appropriate dates will be also listed for seasonal roads. Designated OHV and snowmobile routes will be listed with their termini (and dates as appropriate). Areas open to overland OHV travel will be described.

A copy of the current order is in the appendix.

**Law Enforcement**

The greatest portion of public use on Heppner Ranger District occurs during hunting season, which generally occurs between August 15 and December 15. It is during this time that the greatest need for law enforcement occurs. The most critical times for law enforcement are the two days prior to the first day through the first weekend of the rifle deer and elk hunting seasons. Forest Service Officials will work closely with OSP and ODF&W Officials during these critical periods.

As implementation proceeds across the district, the area requiring coverage will become much larger than the area traditionally enforced. As implementation

enters areas west of Ditch Creek and south of Road 21, compliance with new closures may be slower in rising to levels experienced east of Ditch Creek and north of Road 21, where road closures have been in effect to some degree for more than ten years.

To effectively enforce the new road closures, the district should have more Forest Service personnel on patrol during the critical periods. This would provide more presence in the field. Equipped with radios, Forest Service personnel can spread the effectiveness of a limited number of law enforcement officials over a wider area. Law enforcement strategies will be decided each year and will depend on funding and personnel available at the time.

## OHVs AND SNOWMOBILES

While the MATM planning process identified the management of OHV and snowmobile use by Access Strategy Area across the district, it was not site specific in identifying the designated OHV and snowmobile route system. There is an immediate need to identify these routes and begin location on the ground. At this time, OHVs are restricted to designated routes over more than half of the district, and there is only one route actually identified (see map A.1 in the appendix).

The MATM EA says that OHV and snowmobile routes will be identified with the help of adjacent landowners and interested publics. They will also be identified and possibly funded through other planning projects on the district. The MATM EA specifically addresses the location of new OHV routes in the mitigation measures common to all alternatives (pp. 23 - 26):

* "Present survey corners or references will be protected when the possibility of disturbance exists. Mining claim markers will also be protected during...construction of OHV routes."

* All fences, trend study plots, trails, and water improvements will be protected, where possible, during...construction of OHV routes."

* "Streams, springs, and other riparian areas will be protected during... construction of OHV routes."

* "OHV routes will avoid threatened, endangered, or sensitive plant populations, cultural resource sites, and, where possible, sensitive soils and riparian areas. Designated and suggested routes will be delineated on maps with appropriate dates of use."

Other than identification and directional signing strategies already used by the Forest Service, entrance techniques and signing of OHV and snowmobile restrictions imposed by this plan have not been developed at this time.

# CHAPTER FOUR

## Monitoring and Updating

Monitoring is a requirement of the MATM EA and the Forest Plan. As this plan is monitored, problems with the plan will be discovered, and the plan will need to be modified. Topics discussed in detail in this chapter are:

Monitoring
Updating

## MONITORING

The monitoring of this plan is required by the MATM EA (p. 30). Some of the requirements are:

* "An interdisciplinary team will review the Access and Travel Management Plan after each stage of implementation and annually after implementation is complete, to monitor success and to determine if changes in program design are needed to achieve objectives. The Public (Working) Group may be included in such monitoring."

* The effectiveness of the type and location of closure device, maps, signing, education, road obliteration, and law enforcement will be monitored through site specific reviews and public comment."

* "Big game herd composition data will be evaluated annually (in cooperation with ODF&W), focusing specifically on bull/buck escapement and calf/fawn recruitment."

* Activity reviews comparing project planning and execution will be scheduled to track the effects and evaluate impacts of the Access and Travel Management Plan on recreation resources.

* Monitoring of permitted use will be done on a yearly basis through a formal permit system..."

* "The district program of work will be monitored to evaluate the effects of implementation of the Access and Travel Management Plan. Included in monitoring will be project timing delays, significant organizational changes, unusual upward or downward changes in bids for government contracts, elimination or downsizing of existing programs, ability to execute projects within a biological window (such as planting or prescribed burning), and project and program unit costs.

According to the "Funding and Responsibilities" section in chapter 3, it is the district's responsibility to monitor and update the plan. The District Ranger will delegate the monitoring responsibilities to the appropriate departments.

## UPDATING

As monitoring reveals necessary changes to the plan, the MATM EA and Plan will require amending and updating.

When recommended changes fall within an area where a project is currently being planned, those changes will be documented and analyzed by that planning project. The proposed changes will be presented to the public (and specifically the Public Working Group...see list in the appendix) for their input. The IDT will then recommend an amendement to the MATM EA. The changes will be documented in the NEPA document for the project currently being planned. The amendment generated by the current planning project will be filed with the MATM EA. Documentation of the final decision should be sent to the public (specifically the Public Working Group).

When changes outside a current planning project are recommended, the process is similar. The proposed changes will again be presented to the public as described above. After receiving input from the public, a Forest Service IDT will be assembled to make the final recommendation and document those recommendations in a report to the deciding official. That report will also be filed with the MATM EA. Again, documentation of the final decision should be sent to the public (specifically the Public Working Group).

# GLOSSARY

## A

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

**Appropriated Funds**
Monies authorized by an act of Congress which permit Federal agencies to incur obligations and to make payments out of the U.S. Treasury for specified purposes.

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

## B

**Barricade**
A traffic control device constructed with the intent to continually block a road to motorized use.

**Big Game**
Large animals that are normally hunted for sport. On the Heppner Ranger District, these include Rocky Mountain elk, mule deer, white-tailed deer, and Pronghorn Antelope.

**Big Game Summer Range**
A range, usually at higher elevation, used by deer and elk during the summer season. Summer ranges are usually much more extensive than winter ranges.

**Big Game Winter Range**
A range, usually at lower elevation, used by migratory deer and elk during the winter months; usually more clearly defined and smaller than summer ranges.

**Big Game Winter Use Period**
December 1 through April 15.

**Blocked Road**
A road on which traffic has been eliminated by physical barriers.

## C

**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.

**Code of Federal Regulations (CFR)**
A codification of the general and permanent rules published in the Federal Register by the Executive departments and agencies of the Federal Government.

**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.

**Constant Service Road**
A long-term road developed and operated for continuous or annual recurrent service.

## D

**Dispersed Recreation**
A general term referring to recreation use outside developed recreation sites including scenic driving, hunting, backpacking, and any recreation in primitive environments.

## E

**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.

**Environmental Assessment (EA)**
The concise public document required by the regulations for implementing the procedural requirements of the National Environmental Policy Act. (40 CFR 1508.9,2)

## I

**Interdisciplinary Team (IDT)**
A group of individuals with different training assembled to solve a problem or perform a task. The team is assembled out of recognition that no one scientific discipline is sufficiently broad to adequately solve the problem.

**Intermittent Service Road**
A road developed and operated for periodic service and closed for more than one year between periods of use.

## J

**Jurisdiction**
The legal right to control or regulate use of a transportation facility. Jurisdiction requires authority, but not necessarily ownership. The authority to construct or maintain a road may be derived from fee title, an easement, or some other similar method.

## K

**Knutson-Vandenberg Act (KV)**
Legislation authorizing the collection of money from timber sale receipts for reforestation, stand improvement, or mitigation projects on timber sale areas.

## L

**Long-Term Road**
A road which is developed and operated for long-term land management and resource utilization needs, and which may be operated for constant or intermittent service.

## M

**Mitigation Measures**
Action to avoid, minimize, reduce, eliminate, or rectify adverse impacts of management practices.

**Monitoring**
A process to collect significant data from defined sources to identify departures or deviations from expected plan outputs.

**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.

## O

**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 occurences, 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.

## P

**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.

**Personal Use**

Normally used to describe the type of permit issued for removal of wood products (firewood, post, poles, and Christmas trees) from national forest land when the product is for home use and not to be resold for profit.

**Project**

An organized effort to achieve an objective identified by location, timing, activities, outputs, effects, and time period and responsibilities for executions.

**Public Working Group**

A group of local citizens that represent public interests who have worked with the Forest Service throughout the Motorized Access and Travel Management planning process on the Heppner Ranger District.

## R

**Resource**

Anything which is beneficial or useful including animals, plants, minerals, fossils, cultural remains, a location, people, a view, an experience, etc. Resources, in the context of land use planning, vary from commodities such as timber and minerals to scenic view points, recreation opportunities, or cultural resources.

**Riparian Areas**

A geographically delineated area with distinctive resource values and characteristics that is compromised of aquatic and riparian ecosystems. This includes floodplains, wetlands, and all areas within a horizontal distance of at least 100 feet from the normal line of high water of a stream channel or from the shoreline of a standing body of water.

**Road Density**

The number of miles of roads per square mile of land.

**Road Maintenance**

The upkeep of the entire forest development transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization.

**Road Maintenance Level (ML)**

Defines the level of service provided by, and maintenance required for, a specific road, consistent with road management objectives and maintenance criteria.

ML 1: Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period is one year or longer. Basic custodial maintenance is performed.

ML 2: Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration.

ML 2E: Roads on which high clearance vehicles are **encouraged.**

ML 2A: Roads on which high clearance vehicles are **accepted.**

ML 2P: Roads on which high clearance vehicles are **prohibited.** This would be a closed road on which a permit would be required to travel.

ML 3: Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities.

ML 4: Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds.

ML 5: Assigned to roads that provide a high degree of user comfort and convenience. Normally, these roads are double-lane and paved, or aggregate surfaced with dust abatement.

**Road Management Objectives (RMO)**

Defines the intended purpose of an individual road based on management area direction and access management objectives. Road management objectives include design criteria, operation criteria, and maintenance criteria.

## S

**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.

**Short-Term Facility**

A facility developed and operated for a limited period of time which will cease to exist as a transportation facility after the purpose for which it was constructed is completed, and the occupied land is reclaimed for natural resource purposes.

**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.

## T

**Temporary Road**

Those roads needed only for the purchaser's or permittee's use. The Forest Service and the purchaser or permittee must agree to the location. Temporary roads are used for a single, short-term use, e.g., to haul timber from landings to Forest development roads, access to build water developments, etc.

## W

**Wheel Tracks**

Any set of two parallel wheel marks on the ground which have been established for or used by motorized vehicles with four wheels and of a width exceeding 50 inches.

# APPENDIX

## PUBLIC WORKING GROUP

| Member Name and Address | Interest Represented |
|---|---|
| Ray French<br>Rt. 2 Box 2396<br>Heppner, OR 97836 | MORROW COUNTY COMMISSIONER |
| Christopher George<br>Box 3386<br>Heppner, OR 97836 | ROADED MOTORIZED RECREATION |
| Gene Hale<br>P.O. Box 507<br>Heppner, OR 97836 | BLAKE RANCH |
| Bob Krein<br>P.O. Box 605<br>Heppner, OR 97836 | OREGON DEPARTMENT OF FISH AND WILDLIFE |
| Russ Morgan<br>PO Box 628<br>Heppner, OR 97836 | OREGON DEPARTMENT OF FISH AND WILDLIFE |
| Lee Palmer<br>P.O. Box 43<br>Ione, OR 97843 | SMALL WOODLANDS, PRIVATE LAND OWNERS |
| Dave Pranger<br>P.O. Box 127<br>Heppner, OR 97836 | NOXIOUS WEEDS |
| Dean Robinson<br>P.O. Box 715<br>Heppner, OR 97836 | NON-MOTORIZED RECREATION |
| Don Stroeber<br>Rt. 2 Box 2443<br>Heppner, OR 97836 | SNOWMOBILES AND OHVS |
| Ed Tarnasky<br>Kinzua Corporation<br>Rt. 2 Box 2100<br>Heppner, OR 97836 | TIMBER |
| Bob Van Schoiack<br>Rt. 1 Box 3200<br>Heppner, OR 97836 | GRAZING |
| Mike Vejraska | SENIOR AND DISABLED CITIZENS |

## FOREST SERVICE INTERDISCIPLINARY TEAM

| Member Name | Position |
|---|---|
| Don Finley | IDT Leader/District Engineer |
| Kent Bowers | Civil Engineer/District Road Manager |
| Janel Lacey | EA Writer/Editor |
| Al Scott | District Wildlife Biologist |
| Les Moscoso | Recreation Forester |
| Ralph Walker | District Silviculturist |
| Candi Eighme | Fuels Technician |
| Warren Plocharsky | Law Enforcement/Firewood/Small Sales |
| Jim Van Winkle | Range Technician/Wildlife Biologist |
| Don Kenison | Reforestation Technician |

## FOREST SERVICE CONSULTANTS

| Name | Position |
|---|---|
| Bob Bowen | District GIS Coordinator |
| Tonya Bowers | Public Relations/Clerical |
| Roger Williams | Former District Ranger |
| Barney Lyons | Acting District Ranger |

## ADMINISTRATIVE USE PERMIT FORM

## ENTRY APPLICATION/PERMIT FOR RESTRICTED AREAS OR ROADS

Date of Request 1

UMATILLA NATIONAL FOREST

I, 2, hereby request permission to: 3

from the period 4 19____ through ____ 19____ for the following purposes:

5

Forms of transport explored: 6

Desired transport: 7

No. of trips/day: 8 No. of people: 9 No. of vehicles: 10

Road or area closure objectives: 11

Access Strategy Area time restrictions:

From: 12 19____ To: ____ 19____

13

Permittee Signature Date

Permittee Address

Permittee Phone Number

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Date 14

Approved 14
District Ranger

Disapproved 14
District Ranger

Permit No. 107-92 15

Type of transport permitted: 16

SUBJECT TO RESTRICTIONS OR MITIGATION STATED BELOW:

17

(Violation of the Restrictions may result in the Termination of this permit)

Disposition:
Permittee (white)
District (yellow)

UM-7700-22 (7/90)

## ADMINISTRATIVE USE PERMIT INSTRUCTIONS

### FOREST SERVICE ADMINISTRATIVE USE

(1) **Date of Request** - Should be at least one working day prior to actual entry date listed in (4).

(2) **Permittee** - Must be present in vehicle or with caravan of vehicles.

(3) **Road Numbers** - List all roads on which permit to travel is requested.

(4) **Dates for which Permit is Requested.**

Consult attached matrix for work activities for which entry permits will be issued during critical use periods.

All permits will expire on December 31 of each year.

Keep period short enough to estimate number of trips on each road.

(5) **Work Activity.**

(6) **Other Methods of Travel Explored** - List and give brief description why not selected (foot, horseback, bicycle, etc..)

(7) **Method of Travel Requested** - OHV (four-wheeler or motorcycle), pickup, or snowmobile.

(8) **Total Number of Round Trips by Road** - Estimate for the duration of permit. Include all vehicles.

(9) (10) Optional.

(11)(12) Disregard.

(13) **Signature of Permittee** listed in (2), and **Date** signed. Must be initialed by your section head or their acting.

(14) **Signature of District Ranger** or acting district ranger and date.

(15) Must have **Pre-filled Number.**

(16) **Approved Type of Transport** - Approving official will list.

(17) **Restrictions or Conditions of the Permit** - To be filled out be approving official.

## ADMINISTRATIVE USE PERMIT INSTRUCTIONS

### FOREST SERVICE CONTRACT OR PERMITTEE USE

(1) Date of Request - Should be made at prework meeting, permittee meeting, or submitted with operations plan.

(2) Permittee - Person who is authorized by permit or contract to do work. (Permittee, contractors rep, purchasers rep.)

(3) Road Numbers - List all roads on which permit to travel is requested.

(4) Dates for which Permit is Requested

Consult attached matrix work for activities for which entry permits will be issued during critical use periods.

All permits will expire on December 31 of each year.

Keep period short enough to estimate number of trips on each road.

(5) Work Activity - List contract name or permit name as applicable.

(6) Other Methods of Travel Explored - List and give brief description why not selected (foot, horseback, bicycle, etc..)

(7) Method of Travel Requested - OHV (four-wheeler or motocycle), pickup, or snowmobile. (Permit is not needed for heavy equipment. Permit is for method of getting to and from the job.)

(8) Total Number of Round Trips by Road - Estimate for the duration of permit. Include all vehicles.

(9) Optional.

(10) Vehicle Make, Model, and Liscense Number - List for each vehicle that will be authorized by this permit.

(11) Disregard.

(12) Period(s) of Restriction - If a critical use period for the area in which this entry permit is requested falls within the dates listed in (4), list the dates of that critical use period. Consult matrix for critical use periods.

(13) Signature, Address, and Phone Number of permittee listed in (2), and Date signed.

(14) Signature of District Ranger or acting district ranger and date.

(15) Must have Pre-filled Number.

(16) Approved Type of Transport - Approving official will list.

(17) Restrictions or Conditions of the Permit - To be filled out be approving official.

# APPENDIX

## CFR Orders