



Fremont-Winema National Forest

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[Fremont Roads Analysis Report Index](#)

# Roads Analysis: Fremont End Result

**Fremont-Winema National Forests  
Roads Analysis Report**

**Fremont Portion of the Fremont-Winema National Forests  
December 2006**

## **End Result: Proposed Capital Investment Projects (CIP) List**

The purpose of this analysis is to determine and prioritize potential road maintenance, reconstruction, and improvement projects.

During the analysis of the four issues (Road Evaluation Analysis, Public Roads Analysis, Road Surfacing Analysis, and Fish Passage Analysis), road concerns and project recommendations were made. These project recommendations were made to meet Forest Mission Objectives, to correct design and road maintenance safety concerns, and to correct resource concerns associated with a road, such as protecting the road investment, improving fisheries, reducing sedimentation and erosion, or correcting other resource concerns.

**This Capital Investment Projects List is contained in the Appendix (Table 5-1), and is an end product of the Roads Analysis, not an identified issue.**

## **Background**

The annual roads budget that the Forest receives has been significantly reduced in recent years. Currently, the budget is sufficient to only perform road maintenance on the main road system. There is very limited Forest funding for projects to make road improvements, correct safety concerns, and projects to correct resource concerns.

To accomplish these projects, alternate sources of funding would have to be applied for and used.

Examples of these alternate sources of funding are; Regional Office CIP funds for fish passage and high priority deferred road maintenance projects, grants, agreements, and partnerships with other agencies

and public groups, scenic byway funds, payments to counties funding (RAC), Public Forest Service Roads funding (PFSR), Forest Highway funding, and other sources.

All these other sources of funding require written applications including detailed purpose and descriptions of the project, its costs, and benefits. Projects are selected based on criteria established by the agency funding the project. Projects that usually compete well are those projects that are important in meeting Forest Service Mission and objectives, have high public and local agency support, or projects that correct high priority safety concerns or resource concerns.

## **Analysis and Results**

### **Analysis Process used to identify and prioritize projects.**

Potential projects were identified during the analysis of the four issues (Road Evaluation Analysis, Public Roads Analysis, Road Surfacing Analysis, and Fish Passage Analysis). Resource specialists involved with the roads analysis made project recommendations. Engineering project team and road managers familiar with the road system also made project recommendations.

These projects were then categorized and numerically ranked, according to the following criteria.

- **Project Categories:** A letter (A-J) was assigned to identify the type of road project. Projects meeting more than one category were assigned multiple letters. **These categories for each road project are shown in the Appendix (Table 5-1).**

- A. Fish Passage Project
- B. Road Surfacing Project (for better access or to reduce erosion)
- C. Paving Project (Surface Treatments, Paving, Chip Seals)
- D. Road Structures Project (Bridges, Culverts, etc)
- E. Wet Meadow Project (to correct road concerns in meadows)
- F. Hazard Tree/Roadside Brushing (Safety concerns and visibility)
- G. Drainage Projects (prevent road damage, reduce erosion)
- H. Other Safety Projects (Signing, Road Width problems, etc)
- I. Road Projects to Resolve Management Concerns and Issues.
- J. Geology and Technical Investigation Projects

- **Project Ranking :** Projects were numerically ranked depending on whether the project was a Forest Mission Project, a Resource Projection Project, or a Health and Safety Project. The Lowest ranking a project could receive would be 1 point, and the highest ranking a project could receive would be 9 points. **These rankings for each road are shown in the Appendix (Table 5-1).**

1. Forest Mission Projects received a ranking of 1 point
2. Resource Protection projects received a ranking of 3 points
3. Health and Safety Projects received a ranking of 5 points

## **Recommendations**

The recommended projects, project categories, and project ranking are included in the Appendix (Table 5-1). Projects are listed in order of the highest numerical ranking (9) to the lowest numerical ranking (1).

The purpose of the ranking is to generally indicate the priority of the project and how well it would probably compete for the alternative sources of funding. There could be examples where a lesser-rated project should be assigned a higher priority over another project. An example of this could be a safety or resource road project, of such importance, that immediate action and high priority should be assigned.

[Return to Table of Contents](#)

[Return to top](#)



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