



United States
Department of
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Forest
Service

(406) 758-5200

Flathead National Forest
1935 Third Avenue East
Kalispell, MT 59901

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Subject: LRMP Implementation

To: Leadership Team

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electronically
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Enclosed is the Land and Resource Management Plan (LRMP) Implementation Note 13 (Road Reclamation and Their Use in Amendment 19 Calculations). This Note was developed to improve consistency in data classification and is to be considered direction for LRMP Implementation until changed.

for Allen L. Christensen
CATHY BARBOULETOS
Forest Supervisor

Enclosure

cc:
ID Team Leaders
Wildlife Biologists
Fish Biologists
System Managers
Road Database Managers
Operation Supervisors



LRMP Implementation Note #13

Issued: May 6, 1999

Subject: Road Reclamation and Their Use in Amendment 19 Calculations

Issue: What treatments and/or conditions are required for road reclamation, in Amendment 19? When is reclamation of a road considered complete? **Roads considered reclaimed using Amendment 19 criteria were intended to create secure grizzly bear habitat and may not be considered reclaimed using watershed, fisheries or other criteria.** When is a reclaimed road no longer included in Amendment 19 total access density or secure habitat calculations?

Secondary Issue: Non-motorized use of reclaimed roads.

Forest Position: Amendment 19 to the LRMP (1995) established numerical objectives for Open Access Density, Total Access Density, and Secure Habitat that apply to grizzly bear MS-1 and MS-2 areas of the Forest. The Amendment went on to establish definitions and processing methods to be used in calculation of objective values. Implementation of road restriction and reclamation work has occurred, and will continue to occur, in compliance with established definitions and processes. The following should be included in decisions and treatment of roads for reclamation: (1) Determine the intended future use of the road. (2) Design specific treatments to provide for the intended function. (3) Implement proposed treatments. (4) Follow-up review of implemented work to verify that all prescribed treatments have been carried out. (5) Recommendation to the responsible official that treatment is complete. (6) **The District Ranger agrees treatments are complete and "decides" the road should be considered reclaimed for Amendment 19 processes.**

Background: LRMP Amendment 19, Appendix D, describes options for road reclamation, and was based upon the Interagency Grizzly Bear Committee Access Guidelines (IGBC 1994) and the Northern Continental Divide Ecosystem Subcommittee Interim Access Direction (NCDE 1995). The Amendment provides "finer grained" implementation definitions and processing criteria than was included in the IGBC or NCDE direction. Interpretation and use of Amendment 19 reclamation options and guidelines, and **determining when use of a specific option is required, may cause confusion.** This has led to variation in treatment application and identifying when a treated road should be considered "reclaimed." To reduce variation, and help provide for consistent interpretation and application, the Forest will use the following criteria, taken from IGBC and NCDE direction and Amendment 19 Definitions and Guidelines, when considering reclaimed road treatments and use in access calculations.

Road Treatment: The Forest will utilize the reclamation procedures/criteria described below, unless project decisions specify alternate methods.

Minimum Requirements:

- a) **Motorized Use:** A road designated as reclaimed will be managed as **"not available for motorized use," for a minimum 10-year period.** The non-motorized classification applies to public and administrative use. Emergency situations related to human health and safety, and

perhaps wildfire, should consider this restriction, but may need to operate independent of this direction.

b) Non-Motorized Use: Non-motorized travel is not restricted on most areas of the Forest, including on reclaimed roads. It is expected, and acceptable, that periodic non-motorized use occur on reclaimed roads. **Non-motorized use on reclaimed roads would be expected to occur at levels similar to the occurrence in the surrounding forest. If it is desired that a reclaimed road function as a trail, the NEPA decision will identify the desired condition, and it should be added to the trail system.** If a reclaimed road is not desired to function as a trail, prescriptions developed in items c) and d) should prescribe treatments to accomplish this objective.

c) The First Portion of the Road: Treat the **first portion of the road, and any other logical access points to the road, so that it no longer functions as a motorized travelway.** The distance needing this consideration may vary by site, and will be determined during project design. This will include appropriate treatments to discourage use by motorized vehicles. The amount of work required to meet this condition will vary and depend upon "on site" conditions. Vegetation, shrubs, and/or trees, may be adequate to accomplish this objective, while other sites may require recontouring of the road entrance. Each site requires adequate vegetation and/or physical obstruction (berms, rocks, etc.). **Gates are not considered adequate physical obstruction for reclamation purposes.** More effective treatments will be developed/installed if an existing device or condition fails to perform as expected.

d) Road Area Other than the First Portion: Treat the road, other than the first portion, in **a manner that discourages its use as a motorized or non-motorized travelway.** This may include scattering of logging, road building, or forest debris, and/or encouragement of vegetation establishment and growth on the road surface. Development of road specific treatments will require an evaluation of the current condition, development of a desired future condition, and evaluation of expected impediments to meeting the desired future condition. This evaluation will result in prescribed treatments for each road being reclaimed.

e) Road Drainage Maintenance: Treat the road so that vehicular entries to maintain or monitor road drainage are not required.

This may, or may not, require that ditches are blocked at appropriate intervals with waterbar cross-drains constructed to provide for dispersion of surface water. Each road will be evaluated for condition and ability to accommodate expected surface water, and a specific treatment prescription developed.

Drainage structures on streams may be left in place if they will be monitored and maintained without the use of motorized equipment. This may be desirable when:

- 1) Future use of the road is contemplated, after the required 10-year non-motorized use timeframe;
- 2) **Funding to fully reclaim the road is unavailable, and it is desirable to consider the road reclaimed for grizzly bear security;**

- 3) Sedimentation effects, because of drainage structure removal, to streams/fisheries would result in unacceptable damage;

Adequate monitoring, the type and amount of monitoring may vary between roads depending upon culvert removal decisions, of drainage structures will be scheduled and accomplished through use of non-motorized travel.

f) **Recontouring:** If the road is not required for future access, consider recontouring. Because of the high cost of this treatment method, it should be specifically included in the project decision.

Use of Reclaimed Roads in Calculations:

a) Roads meeting minimum treatment criteria items a), b), and c), will be excluded from road data sets used for open access density, total access density, and secure habitat calculations.

b) Roads meeting minimum treatment criteria items a), b), and c), that function as a trail, and receive more than 20 parties/week, must be included in data sets used for secure habitat calculations.