

Miles of Roads Decommissioned or Retrofitted

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1.0 Introduction

1.1 Description

The Miles of Road Decommissioned or Retrofitted (formerly Miles of Roads Treated) TMDL PM tracks the miles of paved and unpaved roads in the forested uplands that are decommissioned or retrofitted to reduce stormwater pollution from the Forested Uplands each year. Road decommissioning involves a range of activities from closing a road to vehicle access to full obliteration and restoration. This PM only measures permanent roads that are part of a landowners road network, and does not track roads that are built and removed for specific projects such as vegetation management activities.

1.2 Relevance to the Lake Tahoe TMDL

Forest roads generate the highest sediment particle yields on a per acre basis of any source in the Forested Uplands. As stormwater runoff washes over forest roads it picks up nutrients and particles, and deposits them into nearby surface waters, which ultimately carries the nutrients and particles to Lake Tahoe. Road treatments such as stormwater retrofits and full decommissioning have the ability to significantly reduce, if not completely eliminate pollutant loading from forest roads. Due to this demonstrated effectiveness of pollutant controls and their inherent accessibility, forest road treatments represent the greatest opportunity to reduce fine sediment particle loading from the Forested Uplands.

1.3 EIP Reporting Relationship

This Info Sheet supplants the related EIP PM Info Sheet. Providing the information requested through this Info Sheet is sufficient for EIP PM reporting purposes. The following EIP PMs track and report a similar set of data:

- Miles of Roads Decommissioned or Retrofitted

2.0 Reporting Criteria

2.1 Subcategories

*Performance measures are broken down into subcategories to allow for data aggregation and greater reporting detail. Subcategory names are shown in **bold**, followed by the options that can be selected for the subcategory and a brief description*

Property Ownership

USFS LTBMU, CA Tahoe Conservancy, CA State Parks, NV State Lands, Heavenly, Homewood, Diamond Peak, Urban Jurisdictions

This subcategory differentiates between ownership of roads in the Forested Uplands to allow separate tracking of efforts from different road ownership. The above list is not comprehensive.

Road Type

Paved, Unpaved, Legacy

This subcategory tracks whether the treated road segment is paved, unpaved, or legacy. This subcategory is important because of the difference in pollutant concentrations from these road types.

Treatment Type

Decommissioned, Retrofitted

Roads are treated by either decommissioning them or by installing retrofits to prevent stormwater runoff. This subcategory provides additional understanding about the types of treatments implemented.

2.2 Data Attributes

In addition to the subcategories described above, the following project-level data attributes are needed to support the reporting of TMDL PM accomplishments

- Project Name
- Project Description
- Project Status
- Project Contact/Lead
- Implementing Partners
- Project Location (subwatershed, county, GPS coordinates – if available)

3.0 Key Definitions

Decommission - Roads are decommissioned when they are removed from the managed road system (from the permanent road network) and blocked from use. Roads that are blocked from use may be left to degrade or obliterated –e.g. through recontouring of the road to match the former grade. This PM does not distinguish the degree to which a decommissioned road is treated beyond its decommissioned status. However, the TMDL Program does encourage and support efforts to return hydrologic function to any landscape disturbed by a road.

Retrofit - Roads are retrofitted if BMPs have been installed to minimize runoff volume, minimize runoff reaching surface water,

and maximize infiltration. This PM does not track retrofits installed for the sole purpose of improving public access or public safety.

Permanent Road - Paved or unpaved forest roads constructed for long-term use. For USFS, this means roads that are part of the National Forest Road System. Permanent roads do not include roads created for the purposes of serving a construction site. Therefore, permanent roads generally do not include roads, skid trails and landings constructed for vegetation management activities. A stored road is a type of permanent road. Landings associated with a permanent road network are tracked as a disturbed area.

Temporary Road - Unpaved forest roads created or reopened for temporary construction or vegetation management access and planned to be decommissioned at the termination of the project. This does not include temporary landings or skid trails constructed for vegetation management activities. The Miles of Roads Treated TMDL PM only tracks treatments on permanent roads.

Legacy Road - Old, abandoned roads that are no longer actively used or managed by the property owner. Legacy roads were likely not obliterated at the end of a project, or were never sanctioned in the first place (e.g.: volunteer roads or rouge logging trails). Legacy roads may not be considered part of any official road network, even if evidence of the road exists.

4.0 Reporting Display

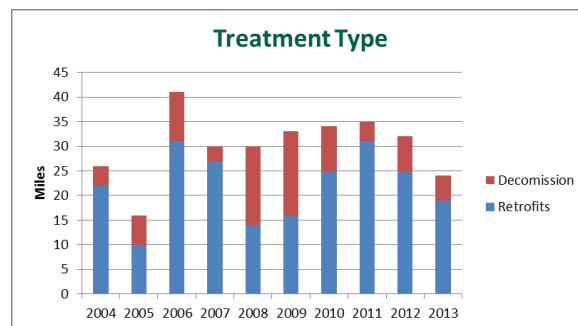
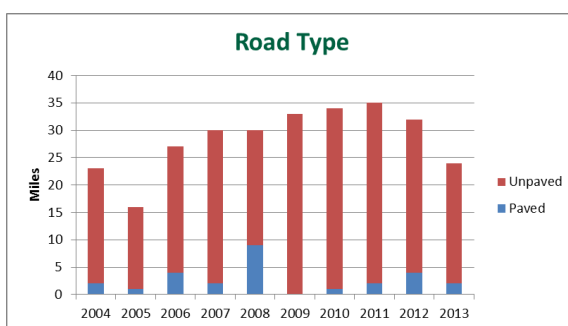
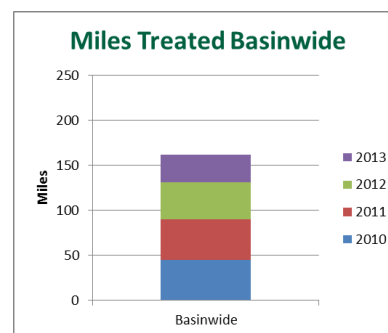
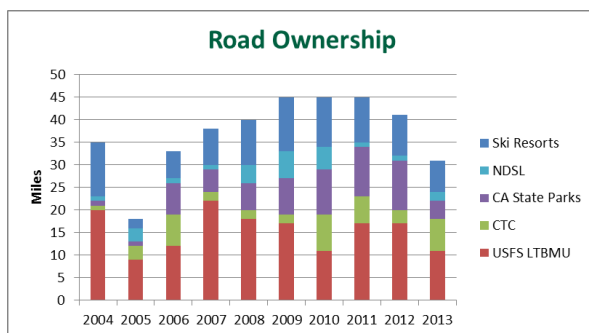
4.1 Targets

Soft targets are used to display TMDL PM results. Soft targets are incorporated into data charts as a performance range on the y-axis. Soft targets can be defined for annual or longer term performance.

There are no defined basin-wide targets for the Miles of Roads Treated TMDL PM

4.2 Potential Data Charts

The charts below are potential displays for the Miles of Roads Decommissioned or Retrofitted PM. These charts enable a comparison of different road ownership, road types and treatment types, as well as an understanding of the trend in Miles of Road Decommissioned or Retrofitted over time. **The data in the charts below is hypothetical.**



5.0 Notes

This section contains additional information that would be useful to TMDL Program Managers or project implementers

- This TMDL PM tracks capital improvements made to roads to reduce stormwater volume and pollution. Operations and maintenance activities are captured in the *Miles of Roads Inspected and Maintained TMDL PM*.
- This TMDL PM currently tracks the number of roadway miles treated with capital stormwater improvements each year, regardless of whether those miles of road have previously been treated. Thus, the number of miles treated for each subcategory and for this PM in general may, over time, exceed the total number of miles in the basin. If it is necessary or desired, to track initial vs. subsequent treatments, a subcategory should be added to differentiate between these two.