

Appendix 6: Risk Rating/Work Priority Guidelines and Results

Suggested Guidelines for Assigning Work Sequence Priorities

Work Sequence Priority Classes	Criteria Based on Level of Risk to Human life, the Environment and Other Values	Risk
<p style="text-align: center;">H</p> <p>High Priority: physical corrective action along the road segment is required immediately.</p>	<p style="text-align: center;">Assign to road segments that:</p> <ul style="list-style-type: none"> • have started landslides or have the potential to start landslides (mainly by failure of road fill materials or road drainage interruption), or • exhibit evidence of actively producing sediment by surface erosion within the road prism, and that are causing or have high potential to cause any of the following impacts: <ul style="list-style-type: none"> - a threat to human life - adverse impact on private property, downslope travel corridors, or public utilities - a threat to the stability of the road, therefore to user safety - direct delivery* of sediment into Class A fisheries waters or domestic water supply. Class A fisheries waters are streams and lakes that are frequented by anadromous or resident sports fish. 	<p style="text-align: center;">Very high or high</p>
<p style="text-align: center;">M</p> <p>Medium Priority: there is a serious concern, but physical corrective action is not required immediately.</p>	<p style="text-align: center;">Assign to road segments that:</p> <ul style="list-style-type: none"> • have initiated landslides or have the potential to initiate landslides (predominantly by failure of road fill materials or road drainage interruption), or • exhibit evidence of actively producing sediment by surface erosion within the road prism, <i>but are not likely</i> to threaten human life or to have a direct impact on Class A fisheries waters or domestic water supply. • have initiated mass wasting or surface erosion that is causing, or may have high potential to cause, any of the following impacts: <ul style="list-style-type: none"> - significant, indirect delivery of sediment into Class A fisheries waters, or domestic water source - significant losses of site productivity (> 0.1 hectare per occurrence) - significant impact within areas of high quality visual resources. 	<p style="text-align: center;">Very high, high or moderate</p>
<p style="text-align: center;">L</p> <p>Low Priority: there is no serious concern and physical corrective action is not needed immediately.</p>	<p style="text-align: center;">Assign to sites where actual or potential impacts to the environment are low. Deactivation measures may involve:</p> <ul style="list-style-type: none"> • installing cross-ditches and waterbars, primarily to protect the road investment (i.e. prevent washouts on the road and deterioration of the running surface) • controlling access to conserve natural resources. 	<p style="text-align: center;">Low</p>
<p style="text-align: center;">N</p> <p>No Work Necessary</p>	<p>Assign to road segments where physical corrective efforts would have a net detrimental effect. Examples include roads that have recolonized with natural vegetation or that have developed well-established erosion pavements and are no longer eroding.</p>	<p style="text-align: center;">Assessed on individual basis</p>

* *Examples of direct delivery of sediment include:*

- debris from a landslide that enters a water body directly
- sediment transported through a stream channel or ditchline, where the channel or ditchline is linked to the waterbody directly
- sediment that is produced by surface erosion of exposed soils, such as cut slopes, fill slopes, and landslide scars, and that is transported directly to a waterbody by surface runoff water.

RISK RATING CHART

<u>HAZARD RATING</u>		<u>CONSEQUENCE RATING</u>		<u>RISK RATING</u>
High	x	High	=	VERY HIGH
High	x	Moderate	=	HIGH
Moderate	x	High	=	HIGH
High	x	Low	=	MODERATE
Moderate	x	Moderate	=	MODERATE
Low	x	High	=	MODERATE
Moderate	x	Low	=	LOW
Low	x	Moderate	=	LOW
Low	x	Low	=	LOW

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIESWatershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
St.Paul Rd.	4	0.005	Landslide, plugged ditches and culverts	L	L-M	L-H	M	
St.Paul Spur 1	0.3	n/a	plugged culvert	L	L	L	L	
Dallas Rd.	7.5	n/a	Ditching needed, cutslopes ravalling	M	M	M	M	
Dallas Spur 1	0.3	n/a	no problems found	L	L	L	L	
Dallas Spur 2	0.6	0.18	Erosion of cutslopes, small landslide	L-M	L-M	L-M	L-M	
Dallas Spur 3	0.4	n/a	no problems found	L	L	L	L	
Dallas Spur 4	0.3	n/a	no problems found	L	L	L	L	
South Fork FSR	22	2.08	Debris Slides, Landslides, Plugged/damaged culverts, plugged ditches	L-H	L-M	L-H	L-H	
South Fork Spur 1	0.4	n/a	no problems found	L	L	L	L	
South Fork Spur 2	0.3	n/a	no problems found	L	L	L	L	
TOTAL THIS PAGE	36.1	2.265						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIESWatershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
South Fork Spur 3	0.8	n/a	no problems	L	L	L	L	
Kettle Spur 1	7.5	n/a	no problems found	L	L	L	L	
Inches Spur 1	7.8	n/a	Ditching needed	L	L	L	L	
Inches spur 1-1	0.6	n/a	no problems found	L	L	L	L	
Inches Spur1-1-1	0.3	n/a	no problems found	L	L	L	L	
Inches Spur1-2	1	n/a	no problems found	L	L	L	L	New road
Inches Spur 1-3	0.4	n/a	no problems found	L	L	L	L	New Road
Monashee Pass Road	1.7	n/a	no problems found	L	L	L	L	
Monashee Pass Spur 1	3.5	0.01	Ditching/Grading needed	L	L	L	L	
Monashee Pass Spur 1-1	0.5	n/a	Ditching needed	L	L	L	L	
TOTAL THIS PAGE	24.1	0.01						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIESWatershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
Monashee Pass Spur 1-2	0.5	n/a	no problems	L	L	L	L	
Monashee Pass Spur 1-3	1.5	n/a	no problems	L	L	L	L	
Monashee Pass Spur 1-4	1.2	n/a	no problems	L	L	L	L	
Spur 1	1.2	n/a	Wooden bridge rotted	L	M	M	L	
Spur 2	1.5	n/a	no problems found	L	L	L	L	Overgrown with Brush
Spur 2-1	0.3	n/a	no problems found	L	L	L	L	Overgrown with Brush
Spur 3	4	n/a	no problems found	L	L	L	L	
Spur 3-1	0.5	n/a	Wood bridge	M	M	M	L	
Spur 4	8.2	0.03	Eroding Cutslopes	L-M	L	L-M	L	
Spur 4-1	1.2	n/a	no problems found	L	L	L	L	
Spur 4-2	2.7	n/a	Damaged/ unsafe bridge	H	H	H	H	
TOTAL THIS PAGE	22.8	0.03						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIESWatershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
Spur 4-3	4	0.04	Landslide, Insufficient culverts, Eroding slopes	L-H	L-H	L-H	H	
Spur 4-3-1	4	n/a	Damaged/ unsafe bridge	L-M	L-H	L-H	M	
Spur 4-3-2	0.2	n/a	no problems found	L	L	L	L	
Spur 4-3-3	0.5	n/a	no problems found	L	L	L	L	
Spur 4-3-4	0.5	n/a	no problems found	L	L	L	L	
Spur 4-4	0.2	n/a	no problems found	L	L	L	L	
Spur 4-5	4.2	n/a	no problems found	L	L	L	L	
Spur 4-5-1, 4-5-2 4-5-2-1, 4-5-3	3.7	n/a	Inaccessible	L	L	L	L	
Spur 4-6	2.5	n/a	no problems found	L	L	L	L	
Spur 4-7	1.2	n/a	no problems found	L	L	L	L	
Spur 4-8	1	n/a	no problems found	L	L	L	L	
Spur 4-9	1.9	n/a	no problems found	L	L	L	L	
Spur 4-10	1.1	n/a	no problems found	L	L	L	L	
TOTAL THIS PAGE	25	0.04						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIESWatershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
Spur 4-10-1	0.3	n/a	no problems found	L	L	L	L	
Spur 4-10-2	0.3	n/a	no problems found	L	L	L	L	
Spur 5	1.6	0.1	Overgrown, road washed out by Railroad Cr. at 1.6 km, Unsafe bridge, Landslide	L-M	L-H	L-H	M	
Spur 5-1	0.5	n/a	Overgrown with brush	L	L	L	L	
Spur 5-1-1	0.2	n/a	no problems found	L	L	L	L	
Spur 5-1-2	0.1	n/a	no problems found	L	L	L	L	
Spur 6	6.9	n/a	Brushed in, Road surface eroded and rough	L	L	L	L	
Spur 6-1	0.2	n/a	no problems found	L	L	L	L	
Spur 6-2	1.7	n/a	no problems found	L	L	L	L	
Spur 6-3	5	n/a	no problems found	L	L	L	L	
Sspur 6-3-1	4.6	n/a	no problems found	L	L	L	L	
Spur 7	1	n/a	no problems found	L	L	L	L	
Spur 8	3	0.06	Landslide, Eroding cutslopes	L	L	L	L	
TOTAL THIS PAGE	25.4	0.16						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIESWatershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
Spur 8-1	1.2	n/a	no problems found	L	L	L	L	
Spur 9(Yeoward)	13	0.32	Landslide, Eroding cutslopes	L-H	L-H	L-H	H	
Spur 9-1	1.8	n/a	no problems found	L	L	L	L	
Spur 9-1-1	0.8	n/a	no problems found	L	L	L	L	
Spur 9-2	0.3	n/a	no problems found	L	L	L	L	
Spur 9-3	0.4	n/a	no problems found	L	L	L	L	
Spur 9-4	0.3	n/a	no problems found	L	L	L	L	
Spur 9-5	0.3	n/a	no problems found	L	L	L	L	
Spur 9-6	0.3	n/a	no problems found	L	L	L	L	
Spur 9-7	0.4	n/a	no problems found	L	L	L	L	
Spur 9-8	0.4	n/a	no problems found	L	L	L	L	
Spur 9-9	2.3	n/a	no problems found	L	L	L	L	
Spur 9-10	7.2	n/a	no problems found	L	L	L	L	
TOTAL THIS PAGE	28.7	0.32						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIESWatershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
Old Monashee Hwy. Spur1	4.6	n/a	no problems found	L	L	L	L	
Old Monashee Hwy. Spur1-1	0.9	n/a	no problems found	L	L	L	L	
Spur 10	2	n/a	no problems found	L	L	L	L	
Spur11(Beavin)	3	n/a	no problems found	L	L	L	L	
Spur 11-1 (Airport Rd.)	8.75	0.1	Eroding cutslopes	L	L	L	L	
Spur 11-1-1	0.9	n/a	no problems found	L	L	L	L	
Spur 11-2	1.9	n/a	no problems found	L	L	L	L	
Spur 11-3	1.6	n/a	Road grown in, Revegetated	L	L	L	L	
Spur11-4	1.6	0.01	Small Landslide/Erosion	L	L	L	L	
Spur 11-5	0.2	n/a	Road grown in, inaccessible	L	L	L	L	
Spur11-6	0.2	n/a	no problems found	L	L	L	L	
TOTAL THIS PAGE	25.65	0.11						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

TABLE 1: RISK ASSESSMENT AND WORK PRIORITIES

Watershed/ Main Road: Railroad/Monashee

Roads &/or Blocks (i.d.ref #)	Road Length (km)	Slope Area (ha)	Summary of Problems	Hazard [1]	Consequence [2]	Risk Rating [3]	Work Priority [4]	Special Comments
Spur 11-7	0.4	n/a	Road/Trail is grown in, inaccessible	L	L	L	L	
Spur 12	1.2	n/a	no problems found	L	L	L	L	
TOTAL THIS PAGE	1.6	0						

Notes:

[1] Hazard: Assign a rating (H,M,L) and state rationale

e.g. High - area within or affected by Terrain Class IV or V (ES1 or ES2) polygon or with side slopes greater than 60%

Medium - area within or affected by Terrain Class III (sideslopes up to 60%)

Low - area on stable ground

[2] Consequence Assign a rating (H,M,L) based on probability and severity of impact, and state the resources or values which might be impacted:

e.g. stream type and riparian class, downstream water licences, downslope timber values, public utilities, private property, etc.

[3] & [4] Refer to WRTC#3: pp.24-26 & Appendix E

Appendix 7: Access Management Map Form Letter



Wild Stone Resources Ltd. *Integrated Resource Management 102-3310 Skaha Lake Road Penticton BC V2A 6G4*

June 6th, 1997

Attention:

Re: Access Management Plan, Railroad/Monashee watershed

Dear Mr. Peterson,

Wild Stone Resources Ltd., in conjunction with the Ministry of Forests, Vernon District, Riverside Forest Products Ltd., Armstrong Division, and Forest Renewal British Columbia, is completing an Integrated Watershed Restoration Plan in the Railroad/Monashee watershed. Part of this project involves completing an Access Management Plan for that area. This map will contain information on all roads within the watershed, and will recommend strategies for maintenance or deactivation of the roads. These recommendations will be based on the current and future requirements of the resource users within the watershed.

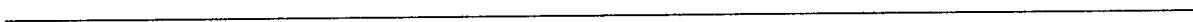
It has come to Wild Stone Resources' attention that you may have an interest in the Railroad/Monashee area and I would like to arrange an appointment if possible, to meet with you. This will provide an opportunity to show you the current status of the roads from our maps, and have you describe your needs for the roads in that area.

If you could please contact me before June 18, that would be greatly appreciated as that will enable us to set a convenient meeting date. My telephone number at Wild Stone Resources is (250) 493-3947 and the fax number is (250) 493-9238.

Sincerely,

Wild Stone Resources Ltd.

Appendix 8: Stakeholder Consultation Letters and Comments



Monashee/Railroad Creek Access Management Strategy

Date: July 17/97

Location: Spallumcheen Band office, Enderby.

Name	Representing	Contact #
Ron Christian	Spallumcheen Band	838-6496
George William		
Morgan Felix		
Reno Lee		
Ethel Thomas		
Julie Scurx - adm.		

MONASHEE/RAILROAD CREEK WATERSHED
ACCESS MANAGEMENT STRATEGY

NAME: Wayne Cunneyworth
MAILING ADDRESS: RR 1 Cumby, BC V0E 2G0

PHONE: 547-9300 FAX: 547-9300

COMMENTS: I do not see anything in this plan that poses any particular problems for me.

NAME:
MAILING ADDRESS:

PHONE: FAX:

COMMENTS:

NAME:
MAILING ADDRESS:

PHONE: FAX:

COMMENTS:

NAME:
MAILING ADDRESS:

PHONE: FAX:

COMMENTS:

August 7/97

Access Management Plan

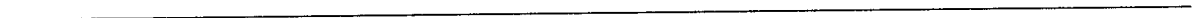
Timber concerns

- 1) Primary concern is permanent de-activation proposed.

If area surrounding road system is ~~is~~ mature/over mature timber and is not accessible by another road system then the area should be ~~semi permanent~~ proposed for semi permanent de-activation. Unless overriding environmental concern such as removing access in to Grizzly Bear habitat. Permanent is O.K. if access is not difficult to re-establish (low cost).

Eric Goodman

Appendix 9: Access Management Plan Newspaper Advertisement



Morning Star Ph. 545-3322 Fax 542-1510
Wildstone Eng./2x90cl/Aug. 8 - Composite



PUBLIC VIEWING NOTICE

**August 18, 1997
5:30 p.m. - 9:30 p.m.
Lumby Legion Hall**

**August 19, 1997
5:30 p.m. - 9:30 p.m.
Cherryville Community Hall**

A DRAFT Access Management Strategy has been prepared for the MONASHEE / RAILROAD CREEKS WATERSHED. This strategy forms one portion of an Integrated Watershed Assessment Procedure being completed in that area. This strategy will contain information on all roads within the watershed, and will recommend strategies for maintenance or deactivation of the roads based on current and future access requirements of all resource users. A draft map will be made available for viewing at the Lumby Legion Hall between the hours of 5:30 p.m. and 9:30 p.m. on August 18, 1997, and at the Cherryville Community Hall between the hours of 5:30 p.m. and 9:30 p.m. on August 19, 1997. A draft copy will also be made available at the Vernon Forest District Office during the week of August 24, 1997. If any interested parties are unable to review the draft strategy during these times, arrangements can be made to view the strategy at a time convenient for them prior to August 29, 1997 by leaving a message for Neil Webb at (250) 542-0377. Written comments can be sent to Wildstone Engineering Ltd., 849 Fairweather Place, Vernon, B.C. V1T 9B5.

Appendix 10: Public Comments and Review Forms



Monashee/Railroad Creek Access Management Strategy

Date: Aug 19/97
 Location: Cherryville Community Hall 5:30-9:30 pm.

Name	Representing	Contact #
Debbie Kern	self	7-6768
Bob [unclear]	BELL / CRBC	7-6370
CHARLES LOPEZ	CRMC	7-6785
Randy Probuschuk	CRMC	7-9481
Bill Tisdale	CRMC	2-6737
Tom [unclear]	self	—
D. [unclear]	Farming Wildlife	547-6347
Arne Gatzke		

MONASHEE/RAILROAD CREEK WATERSHED
ACCESS MANAGEMENT STRATEGY

NAME: RANDY Prebushewski
MAILING ADDRESS: RR#1 082 NORTH Fork Rd.
Cherryville B.C. V0E 2G0

PHONE: 547-9481 FAX:

COMMENTS: As the old story goes, they should spend a little more money putting in the roads, proper & necessary culverts instead of shooting the water down to the ditches, and creating unnecessary washouts, and major

De-activating. We the tax payer paid to put these roads in, why should we have to pay to shut these roads off. More taxpayers money.

NAME:
MAILING ADDRESS:

PHONE: FAX:

COMMENTS:

NAME:
MAILING ADDRESS:

PHONE: FAX:

COMMENTS:

NAME:
MAILING ADDRESS:

PHONE: FAX:

COMMENTS:

Fax to Neil Webb @ Wildstone Engineering

542-1220.
fax.

**MONASHEE/RAILROAD CREEK WATERSHED
ACCESS MANAGEMENT STRATEGY**

NAME: CHARLES LOPEZ

MAILING ADDRESS: R.R.#1 S-5 C-2 LUMBY, B.C.

PHONE: 547-6785

FAX: 547-6785

COMMENTS: Low levels of deactivation are preferred. Remove bridges and culverts only when absolutely necessary, e.g. when a bridge is no longer safe to use. Would suggest

NAME: that there might not be as much spread (#
MAILING ADDRESS: between deactivation and regular maintenance when

PHONE: extra costs of ~~the~~ doing surveys, layouts, etc are
COMMENTS: also factored in. I favor waterbars that are

put in with a grader. If they are adequate in number and steeply angled, they will turn water off of a road.

NAME:
MAILING ADDRESS:

PHONE:

FAX:

COMMENTS:

NAME:
MAILING ADDRESS:

PHONE:

FAX:

COMMENTS:

Appendix 11: Road Inventory And Recommended Access Strategies

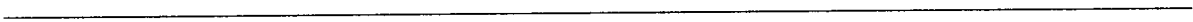


TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
St.Paul Rd	Int. of Hwy 6	4	NS	1976	Landslide, plugged ditches, plugged culverts	Timber Harvesting, Silv	Timber, Silv	2wd/Industrial	2wd/4wd/None	SP, P
St.Paul Spur 1	2.4 Jct St.Paul	0.3	NS	1996	Plugged culvert	Silviculture	Silviculture	4wd	4wd	SP
Dallas Rd	Int. of Hwy 6	6.9	R.P. RO6151-1	1996	Ditching needed, cutslopes ravelling	Timber Harvesting/ Silviculture	Silviculture	Industrial/2wd	2wd/4wd/None	T, SP
Dallas Spur 1	0.6 Jct Dallas rd	0.3	NS	1995	No problems found	Silviculture	Silviculture	4wd/ATV	ATV	SP
Dallas Spur 2	2.4 Jct Dallas rd	0.6	NS	1995	Erosion of cutslopes, small landslide	Timber Harvesting, Silviculture	Silviculture	2wd/4wd	2wd	T
Dallas Spur 3	6.9 Jct Dallas rd	0.4	R.P. RO6151-1	1996	No problems found	None	None	4wd	None	P
Dallas Spur 4	7.3 Jct Dallas	0.3	NS	1995	No problems found	None	None	4wd	None	P
Dallas Rd. (after 6.9 Km)	Int. of Hwy 6	0.6	R.P. RO6151-1	1995	No problems found	None	None	4wd	None	P
TOTAL THIS PAGE		13.4								

Notes:

[1] Refer to note [1] of Table 3(E).

[2] Section km = 0 at "town" end of road nearest to junction with M/L or highway.

[3] Legal status and relevant permit number: Cutting Permit (CP), Road Permit (RP), Special Use Permit (SUP), Forest Service Road (FSR), Private (P), Non-status (NS).

[4] Current and Future requirements for the road: Timber Harvesting, Other Industrial or Commercial use (grazing, mineral prospecting), Recreation, Silviculture Activities, Fire Protection, Other - specify, None.

[5] Current and Proposed vehicle access to use road: Industrial (Logging Truck, Lowbed), 2 Wheel drive, 4 Wheel drive, ATV, Mountain bike, Hiking trail, None.

[6] T= Temporary Deactivation, SP = Semi-Permanent Deactivation, P = Permanent Deactivation, M = Maintain road, keep open, Leave road alone.

TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
South Fork FSR	0.0 Int of Hwy 6	22	FSR 993.01	1958	debris Slides, Landslides, plugged/damaged culverts, plugged ditches	Timber Harvesting, Recreation, Silviculture Fire Protection, Grazing	Timber Harvesting Recreation, Silviculture Fire Protection, Grazing	2wd	2wd	M
South Fork Spur 1	0.6 Jct South Fork	0.4	NS	1957	No problems noted	Mining	Mining	4wd/ATV	4wd/ATV	Leave Road alone
South Fork Spur 2	6.6 Jct South Fork	0.3	NS	1966	No problems noted	None	None	4wd/ATV	4wd/ATV	Leave Road alone
South Fork Spur 3	15.4 Jct South Fork	0.8	NS	1971	No problems noted	None	None	ATV	ATV	Leave Road alone
Kettle Spur 1	10 Jct Keefer Lake Rd	7.5	NS	1973	None	Hunting/Recreation	Hunting/Recreation	ATV	ATV	Leave Road alone
Inches Spur 1	8.1 Jct Inches	7.8	NS	1979	Ditching needed	Silviculture, Grazing Timber Harvesting	Silviculture, Grazing Timber Harvesting	2wd/4wd	2wd/4wd	T
Inches Spur 1-1	13.1 Jct Inches Spur 1	0.6	NS	1979	No problems noted	Silviculture	Silviculture	ATV	ATV	Leave Road alone
TOTAL THIS PAGE		39.4								

Notes:

[1] Refer to note [1] of Table 3(E).

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[5] Current and Proposed vehicle access to use road: Industrial (Logging Truck, Lowbed), 2 Wheel drive, 4 Wheel drive, ATV, Mountain bike, Hiking trail, None.

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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/Railroad

Date: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Inches Spur 1-1-1	13.2 Jct Inches Spur 1-1	0.3	NS	1979	No problems noted	Silviculture	Silviculture	ATV	ATV	Leave Road alone
Inches Spur 1-2	10.5 Jct Inches Spur 1	1	R.P. RO6147-2	1997	New road	Timber Harvesting	Timber Harvesting, Silviculture	4wd	Logging Truck	SP
Inches Spur 1-3	11.0 Jct Inches Spur1-2	0.4	R.P. RO6147-2	1997	New road	Timber Harvesting	Timber Harvesting, Silviculture	4wd	Logging Truck	SP
Monahsee Pass Rd	Int. of Hwy 6	1.7	R.P. RO6147-2	1989	No problems found	Grazing, Silviculture	Grazing, Silviculture	2wd	2wd	T
Monashee Pass Spur 1	0.5 Jct Monashee Pass Rd.	3.5	NS	1977	Ditching/Grading needed	Hydro ROW, Silviculture, Harvesting	Hydro ROW, Silviculture, Harvesting	2wd	2wd	T
Monashee Pass Spur 1-1	3.0 Jct Pass Spur 1	0.5	NS	1990	Ditching needed	Silviculture	Silviculture	4wd	4wd	SP
TOTAL THIS PAGE		7.4								

Notes:

- [1] Refer to note [1] of Table 3(E).
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- [5] Current and Proposed vehicle access to use road: Industrial (Logging Truck, Lowbed), 2 Wheel drive, 4 Wheel drive, ATV, Mountain bike, Hiking trail, None.
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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/Railroad

Date: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Monashee Pass Spur 1-2	3.5 Jct Pass Spur 1	0.5	RP		Not built yet	Timber Harvesting	Timber Harvesting, Silviculture		2wd	SP
Monashee Pass Spur 1-3	3.9 Jct Pass Spur 1	1.5	RP		Not built yet	Timber Harvesting	Timber Harvesting, Silviculture		2wd	SP
Monashee Pass Spur 1-4	4.9 Jct Pass Spur 1	1.2	RP		Not built yet	Timber Harvesting	Timber Harvesting, Silviculture		2wd	SP
Spur 1	19.2 Jct South Fork	1.2	NS	1975	Wooden Bridge rotted	Timber Harvesting	Timber Harvesting,	ATV/Trail	4wd	SP
Spur 2	17.9 Jct South Fork	0.5	NS	1975	Overgrown with brush	None	Silviculture	ATV/Trail	ATV	SP
Spur 2	18.4 Jct Spur 2	1	NS	1975	Unsafe bridge	Nonr	None	ATV	ATV	P
Spur 2-1	18.4 Jct Spur 2	0.3	NS	1975	Overgrown in brush	None	None	Trail	None	Leave Road alone
Spur 3 (Mt. Beaven trail)	17.0 Jct South Fork FSR	4	FSR/NS 993.01	1976	No problems found	Recreation, Silviculture Grazing	Recreation, Silviculture Grazing	2wd	2wd	Maintain
TOTAL THIS PAGE		10.2								

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[5] Current and Proposed vehicle access to use road: Industrial (Logging Truck, Lowbed), 2 Wheel drive, 4 Wheel drive, ATV, Mountain bike, Hiking trail, None.

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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Spur 3-1	18.96 Jct Spur 3	0.3	NS	1976	No problems found	Silviculture	Silviculture	4wd	4wd	SP
Spur 3-1	19.3 Jct Spur 3-1	0.2	NS	1976	Unsafe bridge	Silviculture	Silviculture	4wd	ATV	P
Spur 4 Pinnacle Lake Vista Pass Rd.	15.3 Jct South Fork FSR	8.2	FSR 993.03	1964	Eroding Cutslopes	Recreation, Silviculture Grazing	Recreation, Silviculture, Grazing	2wd	2wd	M
Spur 4-1	21.5 Jct Spur 4	1.2	NS	1970	No problems found	Recreation	Recreation	2wd	2wd	Maintain
Spur 4-2	20.5 Jct Spur 4	2.7	NS	1970	Damaged/Unsafe Bridge	Recreation, Silviculture, Grazing	Recreation, Silviculture, Grazing	2wd	2wd	Maintain
Spur 4-3	16.5 Jct Spur 4	4	NS	1970	Landslide, Insufficient culverts, eroding slopes.	Grazing, Silviculture	Grazing, Silviculture	2wd/4wd	2wd/4wd	SP
Spur 4-3-1	20.0 Jct Spur 4-3	1.4	NS	1971	Damaged/Unsafe bridge	Silviculture, Grazing	Silviculture, Grazing	4wd	4wd	SP
Spur 4-3-1	21.4 Jct Spur 4-3-1	2.6	NS	1971	Damaged/Unsafe Bridge	Grazing	Grazing	4wd	ATV	P
TOTAL THIS PAGE		20.6								

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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Spur 4-3-2	21.1 Jct Spur 4-3-1	0.2	NS	1971	Inaccessible	None	None	None	None	Leave road alone
Spur 4-3-3	23.0 Jct Spur 4-3-1	0.5	NS	1971	None	None	None	ATV	ATV	P
Spur 4-3-4	19.5 Jct Spur 4-3	0.5	NS	1970	None	Grazing, Silviculture	Grazing, Silviculture	ATV	ATV	SP
Spur 4-4	15.8 Jct Spur 4	0.2	NS	1971	None	Grazing	Grazing	ATV	ATV	Leave Road Alone
Spur 4-5	19.1 Jct Spur 4	4.2	NS	1963	None, Inaccessible	None	None	None	None	P
Spurs 4-5-1, 4-5-2, 4-5-3 4-5-2-1	0.2 Jct Spur 4-5	3.7	NS	1971	Inaccessible No roads found in field.	None	None	None	None	P
Spur 4-6	18.8 Jct Spur 4	2.5	NS	1970	None	None	None	ATV/Trail	None	P
Spur 4-7	15.5 Jct Spur 4	1.2	NS	1970	None	Silviculture	Silviculture	ATV	ATV	SP
Spur 4-8	15.8 Jct Spur 4	1	NS	1970	None	Silviculture	Silviculture	ATV	ATV	SP
TOTAL THIS PAGE		14								

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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Spur 4-9	22.2 Jct Spur 4	1.9	NS	1975	None	None	None	ATV/Trail	None	P
Spur 4-10	23 Jct Spur 4	1.1	NS	1987	None	Silviculture, Grazing	Silviculture, Grazing	4wd	4wd	SP
Spur 4-10-1	24.1 Jct Spur 4-10	0.3	NS	1987	None	None	None	ATV/Trail	Trail	SP
Spur 4-10-2	24.1 Jct Spur 4-10	0.3	NS	1987	None	None	None	ATV	ATV	SP
Spur 5	13.3 Jct South Fork FSR	1.6	NS	1969	Overgrown, road washed out by Railroad Cr. at 1.6km. Unsafe Bridge, Landslide.	None	None	4wd/Trail	4wd/None	SP, P
Spur 5-1	0.6 Jct Spur 5	0.5	NS	1970	Overgrown with brush	None	None	4wd	None	P
Spur 5-1-1	14.0 Jct Spur 5-1	0.2	NS	1970	No problems found	None	None	None	None	P
Spur 5-1-2	14.0 Jct Spur 5-1	0.1	NS	1970	No problems found	None	None	None	None	P
Spur 6	9.6 Jct South Fork FSR	6.9	NS	1962	Brushed in, road surface eroded and very rough	None	None	ATV	ATV	Leave road alone
Spur 6-1	3.7 Jct Spur 6	0.2	NS	1962	No problems found	None	None	None	None	Leave road alone
Spur 6-2	4.9 Jct Spur 6	1.7	NS	1962	No problems found	None	None	ATV	ATV	Leave road alone
TOTAL THIS PAGE		14.8								

Notes:

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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Date: Sept. 1997

Watershed/Main Road: Monashee/Railroad

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Spur 6-3	5.4 Jct Spur 6	5	NS	1974	No problems found	None	None	Trail	Trail	Leave road alone
Spur 6-3-1	7.4 Jct Spur 6-3	4.6	NS	1974	No problems found	None	None	Trail	Trail	Leave road alone
Spur 7	7.8 Jct S.Fork FSR	1	NS	1996	No problems found	Timber Harvesting	Silviculture	4wd/Industrial	4wd	T
Spur 8	6.5 Jct South Fork FSR	3	R.P. 7607-2	1975	Landslide, eroding cut-slopes	Timber Harvesting	Silviculture	Industrial/4wd	4wd	T
Spur 8-1	7.0 Jct Spur 8	1.2	NS	1996	No problems found	Silviculture	Silviculture	4wd	4wd	T
Spur 9 (2.7- 12.8)(Yeoward)	2.7 Jct Southfork FSR	10.1	FSR 993.04	1968	Landslide, eroding cut and fill slopes	Timber Harvesting, Silviculture, Grazing	Timber Harvesting, Silviculture, Grazing	Industrial/2wd	2wd	M
Spur 9 (Yeoward rd)	12.8 Jct Yeoward	2.9	NS	1974	No problems found	Silviculture, Harvesting	Silviculture, Harvesting	2wd/4wd	2wd/4wd	SP
Spur 9-1 (after 12.8 Km)	10.0 Jct Spur 9	1.8	NS	1996	No problems found	Timber Harvesting, Silviculture	Timber Harvesting, Silviculture	Industrial/2wd	2wd/4wd	SP
Spur 9-1-1	10.7 Jct Spur 9-1	0.8	NS	1996	No problems found	Silviculture	Silviculture	2wd	2wd	SP
TOTAL THIS PAGE		30.4								

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[1] Refer to note [1] of Table 3(E).

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[5] Current and Proposed vehicle access to use road: Industrial (Logging Truck, Lowbed), 2 Wheel drive, 4 Wheel drive, ATV, Mountain bike, Hiking trail, None.

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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road (i.d.ref.#) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Spur 9-2	11.1 Jct Spur 9	0.3	NS	1996	No problems found	None	None	4wd, ATV	None	P
Spur 9-3	11.3 Jct Spur 9	0.4	NS	1996	No problems found	None	None	4wd, ATV	None	P
Spur 9-4	12.8 Jct Spur 9	0.3	NS	1980	No problems found	None	None	4wd	None	P
Spur 9-5	13.3 Jct Spur 9	0.3	NS	1984	No problems found	Timber Harvesting	Timber Harvesting	2wd	2wd	SP
Spur 9-6	13.9 Jct Spur 9	0.3	NS	1989	No problems found	None	None	4wd	None	P
Spur 9-7	14.6 Jct Spur 9	0.4	NS	1989	No problems found	None	None	4wd	None	P
Spur 9-8	15.0 Jct Spur 9	0.4	NS	1989	No problems found	None	None	4wd	None	P
Spur 9-9	5.0 Jct Spur 9	2.3	NS	1989	No problems found	None	None	ATV	None	P
Spur 9-10	7.5 Jct Spur 9	7.2	NS	1950		None	None	None	None	Leave road alone , P
Old Monashee Hwy Spur 1	3.7 Jct Old Monashee Hwy	4.6	NS	1956	No problems found	Commercial, Silviculture	Commercial, Silviculture	4wd/ATV	4wd	SP
Old Monashee Hwy Spur 1-1	7.1 Jct Old Monashee Spur 1	0.9	NS	1963	No problems found	None	None	4wd/ATV	ATV	SP
TOTAL THIS PAGE		17.4								

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[5] Current and Proposed vehicle access to use road: Industrial (Logging Truck, Lowbed), 2 Wheel drive, 4 Wheel drive, ATV, Mountain bike, Hiking trail, None.

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TABLE 1 ROAD INVENTORY AND RECOMMENDED ACCESS STRATEGIES

Watershed/Main Road: Monashee/Railroad

Date: Sept. 1997

Road (i.d.ref.) [1]	Section (km) [2]	Length (km)	Status [3]	Year(s) built/ upgraded (Est.)	Description of Problems	Current Uses/ Needs [4]	Future Uses/ Needs [4]	Current Vehicle Access [5]	Proposed vehicle access [5]	Proposed AM strategy [6]
Spur 10	4.0 Jct South Fork FSR	2	NS	1971	No problems found	Silviculture, Grazing	Silviculture, Grazing	4wd	4wd	SP
Spur 11 (Beavin Rd)	2.4 Jct South Fork FSR	3	NS	1965	No problems noted	Grazing, Timber Harvesting, Silviculture	Grazing, Timber Harvesting, Silviculture	2wd	2wd	T
Spur 11-1 (Airport rd)	4.95 Jct Spur 11 (Beavin Rd)	8.75	NS	1970	Eroding cutslopes	Grazing, Silviculture	Grazing, Silviculture	4wd	4wd	SP
Spur 11-1-1	6.0 Jct Spur 11-1 (Airport rd)	0.9	NS	1979	No problems noted	Grazing, Silviculture	Grazing, Silviculture	4wd	4wd	SP
Spur 11-2	7.4 Jct Spur 11-1	1.9	NS	1980	No problems found	Grazing, Silviculture	Grazing, Silviculture	4wd	4wd	SP
Spur 11-3	8.5 Jct Spur 11-1	1.6	NS	1979	Road grown in, revegetated	None	None	Trail	Trail	Leave road alone
Spur 11-4	9.0 Jct Spur 11-1	1.6	NS	1980	Small landslide/erosion	Grazing, Silviculture	Grazing, Silviculture	4wd	4wd	SP
Spur 11-5	9.5 Jct Spur 11-1	0.2	NS	1980	Road grown in, inaccessible	None	None	None	None	Leave road alone
Spur 11-6	13.3 Jct Spur 11-1	0.2	NS	1981	No problems found	None	None	ATV	None	P
Spur 11-7	9.8 Jct Spur 11-1	0.4	NS	1975	Road/Trail is grown in, inaccessible	None	None	ATV/Trail	ATV/Trail	Leave road alone
Spur 12	1.1 Jct South Fork FSR	1.2	NS	1966	No problems found	None	None	4wd	4wd	SP
TOTAL THIS PAGE		21.75								

Notes:

[1] Refer to note [1] of Table 3(E).

[2] Section km = 0 at "town" end of road nearest to junction with M/L or highway.

[3] Legal status and relevant permit number: Cutting Permit (CP), Road Permit (RP), Special Use Permit (SUP), Forest Service Road (FSR), Private (P), Non-status (NS).

[4] Current and Future requirements for the road: Timber Harvesting, Other Industrial or Commercial use (grazing, mineral prospecting), Recreation, Silviculture Activities, Fire Protection, Other - specify, None.

[5] Current and Proposed vehicle access to use road: Industrial (Logging Truck, Lowbed), 2 Wheel drive, 4 Wheel drive, ATV, Mountain bike, Hiking trail, None.

[6] T = Temporary Deactivation, SP = Semi-Permanent Deactivation, P = Permanent Deactivation, M = Maintain road, keep open, Leave road alone.

TABLE 2: Responsibility of roads identified on FDP's (or other means)

Watershed/Main Road: Monashee/RailroadDate: Sept, 1997

Road system	Road	Company/Agency
Inches	Inches Spur 1	None
	Inches Spur 1-1	None
	Inches Spur 1-1-1	None
	Inches Spur 1-2	Tolko
	Inches Spur 1-2-1	Tolko
	Inches Spur 1-3	Tolko
	Inches Spur 1-3-1	Tolko
	Inches Spur 1-3-2	Tolko
Monashee Pass	Monashee Pass Rd	Tolko/None
	Monashee Pass Spur 1	Tolko
	Monashee Pass Spur 1-1	Tolko
	Monashee Pass Spur 1-2	Tolko
	Monashee Pass Spur 1-3	Tolko
	Monashee Pass Spur 1-4	Tolko
Dallas Rd	Dallas Rd	Riverside-Armstrong
	Dallas Spur 1	None
	Dallas Spur 2	Riverside-Armstrong
	Dallas Spur 3	None
	Dallas Spur 4	None
St.Paul Rd	St.Paul Rd	None
	St.Paul Spur 1	None
South Fork	South Fork	MOF/None
Spur 1	Spur 1	None
Kettle Spur 1	Kettle Spur 1	None

TABLE 2: Responsibility of roads identified on FDP's (or other means)

Watershed/Main Road: Monashee/Railroad

Date: Sept, 1997

Road system	Road	Company/Agency
Spur 2	Spur 2	None
	Spur 2-1	None
Spur 3	Spur 3	MOF/None
	Spur 3-1	None
Spur 4 (Railroad Creek)	Spur 4	MOF/None
	Spur 4-1	None
	Spur 4-2	None
	Spur 4-3	None
	Spur 4-3-1	None
	Spur 4-3-2	None
	Spur 4-3-3	None
	Spur 4-3-4	None
	Spur 4-4	None
	Spur 4-5	None
	Spur 4-5-1	None
	Spur 4-5-2	None
	Spur 4-5-3	None
	Spur 4-5-2-1	None
	Spur 4-6	None
	Spur 4-7	None
	Spur 4-8	None
	Spur 4-9	None
	Spur 4-10	None
Spur 4-10-1	None	
Spur 4-10-2	None	

TABLE 2: Responsibility of roads identified on FDP's (or other means)

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road system	Road	Company/Agency
Spur 5	Spur 5	None
	Spur 5-1	None
	Spur 5-1-1	None
	Spur 5-1-2	None
Spur 6	Spur 6	None
	Spur 6-1	None
	Spur 6-2	None
	Spur 6-3	None
	Spur 6-3-1	None
Spur 7	Spur 7	Bell Pole
Spur 8	Spur 8	Bell Pole
	Spur 8-1	Bell Pole
Spur 9 (Yeoward)	Spur 9 (Yeoward)	MOF/None
	Spur 9-1	None
	Spur 9-1-1	None
	Spur 9-2	None
	Spur 9-3	None
	Spur 9-4	None
	Spur 9-5	None
	Spur 9-6	None
	Spur 9-7	None
	Spur 9-8	None
	Spur 9-9	None
Spur 9-10	None	

Table 2: Responsibility of roads identified on FDP's (or other means)

Watershed/Main Road: Monashee/Railroad

Date: Sept, 1997

Road system	Road	Company/Agency
Old Monashee Hwy	Old Monashee Hwy Spur 1	None
	Old Monashee Hwy Spur 1-1	None
Spur 10	Spur 10	None
Spur 11	Spur 11	None
	Spur 11-1	None
	Spur 11-1-1	None
	Spur 11-2	None
	Spur 11-3	None
	Spur 11-4	None
	Spur 11-5	None
	Spur 11-6	None
	Spur 11-7	None
Spur 12	Spur 12	None

TABLE 3: Temporary Deactivation - Agency responsible for periodic inspection.

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road system	Road	Company/Agency
Inches	Inches Spur 1	Tolko
Dallas Rd	Dallas Rd (from exit to Dallas Spur 3)	Riverside - Armstrong
	Dallas Spur 2	Riverside - Armstrong
Monashee Pass Rd	Monashee Pass Rd	Tolko
	Monashee Pass Spur 1	Tolko
Spur 4	Spur 4	MOF
Spur 7	Spur 7	Bell Pole Co.
Spur 8	Spur 8	Bell Pole Co.
	Spur 8-1	Bell Pole Co.
Spur 9 (Yeoward Rd)	Spur 9 (Yeoward Rd)	MOF
Spur 11 (Beavin Rd)	Spur 11 (Beavin Rd)	Riverside - Armstrong

Table 4: Summary of the Monashee/Railroad AMP strategy (road system)

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road System	Road	No. Km's Evaluated	Level & Extent of Deactivation Required					Proposed Access	Immediate Repairs (Km's) [1]	Repair Estimate [2]	Site #(s)
			Leave Road Alone	Maintain Road	Perm. Deact.	Semi. Deact.	Temp. Deact				
Inches	Inches Spur 1	7.8	0	0	0	0	7.8	2wd	0	0	None
	Inches Spur 1-1	0.6	0.6	0	0	0	0	ATV	0	0	None
	Inches Spur 1-1-1	0.3	0.3	0	0	0	0	ATV	0	0	None
	Inches Spur 1-2	1	0	0	0	1	0	0	0	0	None
	Inches Spur 1-2-1	Not Built Yet	0	0	0	0	0	0	0	0	None
	Inches Spur 1-3	0.4	0	0	0	0.4	0	0	0	0	None
	Inches Spur 1-3-1	Not Built Yet	0	0	0	0	0	0	0	0	None
	Inches Spur 1-3-2	Not Built Yet	0	0	0	0	0	0	0	0	None
Monashee Pass	Monashee Pass Rd	1.7	0	0	0	0	1.7	2wd	0	0	None
	Monashee Pass Spur 1	3.5	0	0	0	0	3.5	2wd	3.5	\$1,500	1824
	Monashee Pass Spur 1-1	0.5	0	0	0	0.5	0	4wd	0.5	0	None
	Monashee Pass Spur 1-2	Not Built Yet	0	0	0	0	0	0	0	0	None
	Monashee Pass Spur 1-3	Not Built Yet	0	0	0	0	0	0	0	0	None
	Monashee Pass Spur 1-4	Not Built Yet	0	0	0	0	0	0	0	0	None
Dallas Rd	Dallas Rd	7.5	6.9	0	0.6	0	0	2wd/ATV	0.2	Level II	1830
	Dallas Spur 1	0.3	0	0	0	0.3	0	ATV	0	0	None
	Dallas Spur 2	0.6	0	0	0	0	0.6	2wd	0.75	2500+Level II's	1831, 1832
	Dallas Spur 3	0.4	0	0	0.4	0	0	None	0	0	None
	Dallas Spur 4	0.3	0	0	0.3	0	0	None	0	0	None
Kettle Spur 1	Kettle Spur 1	7.5	7.5	0	0	0	0	ATV	0	0	None
Total This Page		32.4	15.3	0	1.3	2.2	13.6		4.95	4000	

[1] Spot refers to repairs required within a contained area and not along a certain road distance (Km).

[2] Repair estimate total refers to only machine cost to fix problem with no level II required.

Table 4: Summary of the Monashee/Railroad AMP strategy (road system)

Watershed/Main Road: Monashee/Railroad

Date: Sept. 1997

Road System	Road	No. Km's Evaluated	Level & Extent of Deactivation Required					Proposed Access	Immediate Repairs (Km's) [1]	Repair Estimate [2]	Site #'(s)
			Leave Road Alone	Maintain Road	Perm. Deact.	Semi. Deact.	Temp. Deact				
St.Paul Rd	St.Paul Rd	4	0	0	0.5	3.5	0	2wd/4wd/None	Spot	\$500	1827/1828
	St.Paul Spur 1	0.3	0	0	0	0.3	0	4wd	Spot	\$100	1829
South Fork	South Fork	22	0	22	0	0	0	2wd	0.3	1600+Level II's	1800-1807
	South Fork Spur 1	0.4	0.4	0	0	0	0	4wd/ATV	0	0	None
	South Fork Spur 2	0.3	0.3	0	0	0	0	4wd/ATV	0	0	None
	South Fork Spur 3	0.8	0.8	0	0	0	0	ATV	0	0	None
Spur 1	Spur 1	1.2	0	0	0	1.2	0	4wd	0.01	\$1,000	1808
Spur 2	Spur 2	1.5	0	0	1	0.5	0	ATV	0	0	None
	Spur 2-1	0.3	0.3	0	0	0	0	None	0	0	None
Spur 3	Spur 3	4	0	4	0	0	0	2wd	0	0	None
	Spur 3-1	0.5	0	0	0.2	0.3	0	4wd/ATV	0	0	None
Spur 4 (Railroad Creek)	Spur 4	8.2	0	8.2	0	0	0	2wd	0.015	\$900	1809
	Spur 4-1	1.2	0	1.2	0	0	0	2wd	0	0	None
	Spur 4-2	2.7	0	2.7	0	0	0	2wd	Spot	Level II	1810
	Spur 4-3	4	0	0	0	4	0	2wd/4wd	N/A	\$2500 + Level II	1811-1814
	Spur 4-3-1	4	0	0	2.6	1.4	0	4wd	Spot	Level II	1815
	Spur 4-3-2	0.2	0.2	0	0	0	0	None	0	0	None
Total This Page		55.6	2	38.1	4.3	11.2	0		0.325	6600	

[1] Spot refers to repairs required within a contained area and not along a certain road distance (Km).

[2] Repair estimate total refers to only machine cost to fix problem with no level II required.

Table 4: Summary of the Monashee/Railroad AMP strategy (road system)

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road System	Road	No. Km's Evaluated	Level & Extent of Deactivation Required					Proposed Access	Immediate Repairs (Km's) [1]	Repair Estimate [2]	Site #(s)
			Leave Road Alone	Maintain Road	Perm. Deact.	Semi. Deact.	Temp. Deact				
(Railroad Creek)	Spur 4-3-3	0.5	0	0	0.5	0	0	ATV	0	0	None
	Spur 4-3-4	0.5	0	0	0	0.5	0	ATV	0	0	None
	Spur 4-4	0.2	0.2	0	0	0	0	ATV	0	0	None
	Spur 4-5	4.2	0	0	4.2	0	0	None	0	0	None
	Spur 4-5-1, 4-5-2, 4-5-3, 4-5-2-1	3.7	0	0	3.7	0	0	None	0	0	None
	Spur 4-6	2.5	0	0	2.5	0	0	None	0	0	None
	Spur 4-7	1.2	0	0	0	1.2	0	ATV	0	0	None
	Spur 4-8	1	0	0	0	1	0	ATV	0	0	None
	Spur 4-9	1.9	0	0	1.9	0	0	None	0	0	None
	Spur 4-10	1.1	0	0	0	1.1	0	4wd	0	0	None
	Spur 4-10-1	0.3	0	0	0	0.3	0	Trail	0	0	None
Spur 4-10-2	0.3	0	0	0	0.3	0	ATV	0	0	None	
Spur 5	Spur 5	1.6	0	0	1.3	0.3	0	4wd/None	Spot	Level II	1816/1817
	Spur 5-1	0.5	0	0	0.5	0	0	None	0	0	None
	Spur 5-1-1	0.2	0	0	0.2	0	0	None	0	0	None
	Spur 5-1-2	0.1	0	0	0.1	0	0	None	0	0	None
Spur 6	Spur 6	6.9	6.9	0	0	0	0	ATV	0.2	N/A	1818
	Spur 6-1	0.2	0.2	0	0	0	0	None	0	0	None
	Spur 6-2	1.7	1.7	0	0	0	0	ATV	0	0	None
	Spur 6-3	5	5	0	0	0	0	Trail	0	0	None
	Spur 6-3-1	4.6	4.6	0	0	0	0	Trail	0	0	None
Total This Page		38.2	18.6	0	14.9	4.7	• 0		0.2	0	

[1] Spot refers to repairs required within a contained area and not along a certain road distance (Km).

[2] Repair estimate total refers to only machine cost to fix problem with no level II required.

Table 4: Summary of the Monashee/Railroad AMP strategy (road system)

Watershed/Main Road: Monashee/Railroad

Date: Sept. 1997

Road System	Road	No. Km's Evaluated	Level & Extent of Deactivation Required					Proposed Access	Immediate Repairs (Km's) [1]	Repair Estimate [2]	Site #(s)
			Leave Road Alone	Maintain Road	Perm. Deact.	Semi. Deact.	Temp. Deact				
Spur 7	Spur 7	1	0	0	0	0	1	4wd	0	0	None
Spur 8	Spur 8	3	0	0	0	0	3	4wd	N/A	Level II's	1819/1820
	Spur 8-1	1.2	0	0	0	0	1.2	4wd	0	0	None
Spur 9 (Yeoward)	Spur 9 (Yeoward)	13	0	10.1	0	2.9	0	2wd/4wd	1.4	\$4000+Level II	1821-1823
	Spur 9-1	1.8	0	0	0	1.8	0	2wd/4wd	0	0	None
	Spur 9-1-1	0.8	0	0	0	0.8	0	2wd	0	0	None
	Spur 9-2	0.3	0	0	0.3	0	0	None	0	0	None
	Spur 9-3	0.4	0	0	0.4	0	0	None	0	0	None
	Spur 9-4	0.3	0	0	0.3	0	0	None	0	0	None
	Spur 9-5	0.3	0	0	0	0.3	0	2wd	0	0	None
	Spur 9-6	0.3	0	0	0.3	0	0	None	0	0	None
	Spur 9-7	0.4	0	0	0.4	0	0	None	0	0	None
	Spur 9-8	0.4	0	0	0.4	0	0	None	0	0	None
	Spur 9-9	2.3	0	0	2.3	0	0	None	0	0	None
Spur 9-10	7.2	6.9	0	0.3	0	0	None	0	0	None	
Spur 10	Spur 10	2	0	0	0	2	0	4wd	0	0	None
Spur 11	Spur 11	3	0	0	0	0	3	2wd	0.01	\$1,000	1825
	Spur 11-1	8.75	0	0	0	8.75	0	4wd	0	0	None
	Spur 11-1-1	0.9	0	0	0	0.9	0	4wd	0	0	None
Total This Page		47.35	6.9	10.1	4.7	17.45	8.2		1.41	5000	

[1] Spot refers to repairs required within a contained area and not along a certain road distance (Km).

[2] Repair estimate total refers to only machine cost to fix problem with no level II required.

Table 4: Summary of the Monashee/Railroad AMP strategy (road system)

Watershed/Main Road: Monashee/Railroad

Date: Sept. 1997

Road System	Road	No. Km's Evaluated	Level & Extent of Deactivation Required					Proposed Access	Immediate Repairs (Km's) [1]	Repair Estimate [2]	Site #(s)
			Leave Road Alone	Maintain Road	Perm. Deact.	Semi. Deact.	Temp. Deact				
Spur 11	Spur 11-2	1.9	0	0	0	1.9	0	4wd	0	0	None
	Spur 11-3	1.6	1.6	0	0	0	0	Trsil	0	0	None
	Spur 11-4	1.6	0	0	0	1.6	0	4wd	Spot	\$1,000	1826
	Spur 11-5	0.2	0.2	0	0	0	0	None	0	0	None
	Spur 11-6	0.2	0	0	0.2	0	0	None	0	0	None
	Spur 11-7	0.4	0.4	0	0	0	0	ATV/Trail	0	0	None
Spur 12	Spur 12	1.2	0	0	0	1.2	0	4wd	0	0	None
Old Monashee Pass Hwy	Old Monashee Pass Spur 1	4.6	0	0	0	4.6	0	4wd	0	0	None
	Old Monashee Pass Spur 1-1	0.9	0	0	0	0.9	0	ATV	0	0	None
Total This Page		12.6	2.2	0	0.2	10.2	0		0	1000	

[1] Spot refers to repairs required within a contained area and not along a certain road distance (Km).

[2] Repair estimate total refers to only machine cost to fix problem with no level II required.

Table 5 Executive Summary - Monashee/Railroad Access Management Strategy

Watershed/Main Road: Monashee/RailroadDate: Sept. 1997

Road System	Forest District	Kilometers			Recommended Repairs on Road System (Km's)
		Perm.	Semi-Perm	Temp	
South Fork Main	Vernon Forest District	0	0	0	0
Inches	Vernon Forest District	0	1.4	7.8	4
Monashee Pass	Vernon Forest District	0	0.5	5.2	0.95
Dallas	Vernon Forest District	1.3	0.3	0.6	0.01
St. Paul	Vernon Forest District	0.5	3.8	0	0.3
Kettle Spur	Vernon Forest District	0	0	0	0.01
Spur 1	Vernon Forest District	0	1.2	0	0
Spur 2	Vernon Forest District	0	1.5	0	0
Spur 3	Vernon Forest District	0	0.5	0	0.01
Spur 4	Vernon Forest District	12.3	12.9	5.2	0.03
Spur 5	Vernon Forest District	2.1	0.3	0	6.9
Spur 6	Vernon Forest District	0	0	0	0
Spur 7	Vernon Forest District	0	0	1	0.04
Spur 8	Vernon Forest District	0	0	4.2	1.4
Spur 9 (Yeoward)	Vernon Forest District	4.7	5.8	10.1	0
Spur 10	Vernon Forest District	0	2	0	0.03
Spur 11	Vernon Forest District	0.2	13.15	3	0
Spur 12	Vernon Forest District	0	1.2	0	0
Old Monashee Pass Hwy	Vernon Forest District	0	5.5	0	0
	Total This Page	25.4	45.75	21.8	13.68

186.15 Km of road was surveyed under a Level 1 Road Condition Assessment Report.

Strategy #1 - Maintained roads - 48.2 Km

Strategy #2 - Deactivated roads - 92.95 Km

Strategy #3 - Leave road as is - 45.0 Km