

Appendix T

New Access Needs List

Purpose

The primary purpose of identifying new access needs in SFRMP planning is to provide an estimate of general location, miles, and type of new access needed to implement the 10-year plan. The preliminary access needs information also:

- Provides a general assessment of new state forest road construction needs for budget development;
- Identifies access that will require a USFS (or other public or private) road use permit or special use permit; and
- Addresses access, habitat fragmentation, and road density concerns via post-sale access management intentions.

Scope

The scope of identifying new access needs in the SFRMP is limited to:

- Estimating the miles of new state forest road and new temporary access needed to access stands identified for treatment in the 10-Year Stand Exam List; and,
- Identifying (tagging) stands for which new access is needed.

Developing a comprehensive access plan for all land ownerships within the subsections is beyond the scope SFRMP. Establishing a guideline for maximum road/trail density in these subsections is also beyond the scope of this plan. The DNR cooperates and coordinates with other landowners on road and trail use and development. This cooperation and coordination will be used to minimize new road/access development, forest fragmentation, and disturbance to wildlife.

As part of the *Interdisciplinary Forest Management Coordination Framework*, members of the staffs of the DNR Fish and Wildlife Division, Section of Wildlife, and the divisions of Forestry and Ecological Resources have an opportunity to review the New Access Needs Lists and advise on the type of access needed and post-use disposition. In addition, as part of annual coordination meetings, prior to completion of the Forestry Area Annual Stand Exam Lists, consultation with the appropriate staffs on the location of new access routes will occur where endangered, threatened, or special concern species, rare native plant communities, or other significant non-timber forest resources may be affected.

DNR Road Classifications

The following DNR forest road classifications were used in identifying new access needs:

System Roads

These roads are the major roads in the forest that provide forest management and recreational access. These roads are open to all motorized vehicles but can be closed temporarily to address seasonal road or fire conditions.

Minimum Maintenance Roads

These roads are used for forest management access on an intermittent, as-needed basis. Recreational users may use them, but the roads are not promoted or maintained for recreation. The roads are open to all motorized vehicles but can be temporarily closed to address road deterioration or fire conditions.

Resource Management Access Routes

These routes are used only during management activity. They are not immediately needed after management activity ends but the corridor is preserved for future management activity. Specific closure methods (e.g., gate, berm, rocks, or felled timber) are determined at the time the route is established. These routes are closed to all motorized recreation use (for hunting, trapping, etc. exceptions, see Minnesota Statutes 84.926).

Temporary Access Routes

If the access route does not fit into one of the first three options, it must be abandoned and the site reclaimed so evidence of a travel route is minimized. Temporary access routes are used only during management activity. They are closed to all motorized recreation use (for hunting, trapping, etc. exceptions, see Minnesota Statutes 84.926).

Interdisciplinary Review of Access Planning

Anticipated new access needs were identified by field personnel (with interdisciplinary input and/or review) after stands were identified for inclusion on the 10-Year Stand Exam List. The SFRMP process does not identify, map, or digitize detailed routes for the identified new access needs. Actual route layout will occur on the ground at the time of project implementation.

New Access Needs Results

The North 4 Plan identifies stands requiring new access. Of the 7,662 stands on the 10-year Stand Exam List, 424 stands, or 5.5 percent required some type of new access designation, permit or construction. The road classification, mileage, and closure method will be finalized when field staff completes the actual on-the-ground road layout. Interdisciplinary review process will be followed if significant changes or alterations are made following the stand site visits.

Table 7.17 summarizes the number of miles by new access route type needed to access the stands in the 10-year Stand Exam List for the North 4 subsections.

Table 7.17: New Access Needs Miles by Subsection, Season of Use, and Access Type

Subsection	Season of Use	Miles of Resource Management Access Route	Miles of Temporary Access Route	Total Miles
St. Louis Moraines	Summer	2.9	1.7	4.6
	Winter	10.1	3.2	13.3
SLM Total		13	4.9	17.9
Tamarack Lowlands	Summer	13	1	14
	Winter	24.4	1.7	26.1
TL Total		37.4	2.7	40.1
Nashwauk Uplands	Summer	0	0	0
	Winter	1.1	1.5	2.6
NU Total		1.1	1.5	2.6
Littlefork-Vermilion Uplands	Summer	0.2	0	0.2
	Winter	46.7	37.7	84.4
LVU Total		46.9	37.7	84.6

Most temporary roads will not be maintained after harvest is completed. These access routes should be used again for future forest management activities instead of disturbing new areas.