

## Roads, Trails

### Resource Management Plans for Western Oregon



**Background:**

The BLM manages a complex and well utilized travel system within western Oregon. The BLM owns and manages approximately 15,000 miles of roads and 395 miles of designated trails within the planning area. The primary purpose for the development and uses of the BLM transportation system are access for resource management, recreation use, and the transportation of forest products. Given the BLM’s checkerboard land ownership pattern, the road network has developed in concert with neighboring private timberland owners. The result is a joint-use BLM/private road network.

**Key Points:**

The table below summarizes the estimated new permanent and temporary road construction by surface type for the first decade.

First decade new road construction by road surfacing and status.

Alternative	Temporary Rock (Miles)	Temporary Natural (Miles)	Permanent Rock (Miles)	Permanent Natural (Miles)	Total (Miles)
No Action	76	272	514	88	950
Alt. A	32	89	157	33	311
Alt. B	71	187	362	68	688
Alt. C	78	229	424	75	806
Alt. D	27	72	128	27	254

- In the first decade, total road new construction mileages range from 254 miles for Alternative D to 806 miles for Alternative C. Approximately 40 percent of new road miles are temporary for each of the alternatives.
- In the first decade, new construction of **permanent** roads ranges from 155 miles for Alternative D to 499 miles for Alternative C. This represents 1.0 percent of the existing



western Oregon road network for Alternative D and 3.3 percent for Alternative C. Approximately 85 percent of these new road miles are surfaced with aggregate for all of the alternatives, similar to the existing network. All new construction would be single lane width.

- **Road Closure:** The BLM will accomplish both permanent and long-term road closures under each of the alternatives. Road closure mileages will be consistent across alternatives at about 100 miles of permanent closures and 400 miles of long-term closures by the end of the first decade.
- In the first decade, **net permanent** road mileage changes range from an increase of 62 miles for Alternative D to an increase of 406 miles for Alternative C. This represents a 0.4 percent increase in the existing western Oregon road network for Alternative D and a 2.7 percent increase for Alternative C.
- Long-term road closures would increase the percentage of the BLM road network in a long-term closure status from its current 6 percent to 8 percent by the end of the first decade.
- **Road Utilization, Maintenance, and Condition:** The overall replacement value (the current cost to rebuild the network from scratch) of the BLM transportation system exceeds \$10 billion. Approximately 30 percent of the road mileage is in fair or poor condition, primarily due to depleted surfacing aggregate and worn-out minor culverts. Currently the deferred maintenance backlog exceeds \$300 million.

The Resource Management Plans (RMP) for Western Oregon will determine how the BLM-administered lands in western Oregon will be managed to further the recovery of threatened and endangered species, to provide for clean water, to restore fire-adapted ecosystems, to produce a sustained yield of timber products, to coordinate management of lands surrounding the Coquille Forest with the Coquille Tribe, and to provide for recreation opportunities.

For more information, please visit the BLM's Resource Management Plans of western Oregon website at <http://www.blm.gov/or/plans/rmpswesternoregon/index.php>.