

Data Dictionary for LSTA Roads Feature Class

November 2008

CONCERNS

C = Critical road segment, doubtful feasibility

E = Expensive road segment due to long bridges, costly construction due to steep slopes, multiple drainage structures, etc.

L = Longer road segment used to avoid Old-growth Habitat or Beach and Estuary Fringe

V = Visual concerns resulted in modification of roading

R = Existing road or road route requiring major reconstruction

H = This code is used for roads where a recent project analysis identified the area for helicopter harvest, instead of roading, apparently for economic or visual reasons. If the recent project analysis included field verification, then the third field also should have an "F" code.

NOTE: THIS CODE WAS ALSO USED FOR ROADS THAT ACCESSED UNITS
ORIGINALLY CODED AS ISOLATED

ALT

A = This code is used to designate all roads that represent a roading alternative (e.g., a road route that is mapped as an alternate, but is not required to log an area). It is important to capture any roads in this category with this code, so that future analyses using the LSTA do not count more road-miles than are necessary to log an area. The preferred route should not be given this code (only alternate routes). So this field should be blank for the vast majority of roads mapped.

U = Unauthorized road route; this code is used to identify road segments that are not on the authorized existing roads layer, but exist on the all-roads layer or on aerial photos or orthophotos.

N = NEPA-approved road route; this code is used to identify a road route that has been identified in a decision document (e.g., a Record of Decision) and is NEPA-approved

FIELD_VER

F = This code is used to identify any road segments that are known to have been field-verified by Ranger District or contractor staff. Otherwise, leave this field blank.

NOTES

Filled in when it is important to document road routing decisions that will be important for future engineers or interdisciplinary team members to understand. Examples include the following:

- to identify expensive road segments, e.g., long bridges, high cost steep slopes, segments with multiple drainage structures
- to document crossings of private and state lands or roads that connect to private or state lands

- to document the reasons why Old-growth Habitat LUDs and Beach and Estuary Fringe areas were crossed, as well as to note where roads were routed longer to avoid Old-growth Habitat LUDs or Beach and Estuary Fringe areas
- to document that road routes were significantly modified because of visual concerns

RISK_POLY

HR = High Risk polygon. Road is within a larger area identified as having a high risk of not being roaded, based on reviews after the LSTA was completed.

SOURCE

all-rds = Road route originated from the allroads layer (i.e., it is probably a previously built road that is not currently an authorized road)

infra = Road route originated from the infra roads layer (i.e., it is a system road)

lsta = Road route originated from the LSTA

CONSTRAINT

O = Road segment passes through an Old-growth Habitat area

B = Road segment passes through the Beach and Estuary Fringe

P = Road segment passes through non-NFS lands

ROAD_LIKELY

Identifies whether or not a road segment was determined likely to be built (with a Yes or No), after considering economics, resource constraints, and Forest Plan issues. This field should be used for Forest planning purposes, as it gives a more realistic picture of the likely level of development.