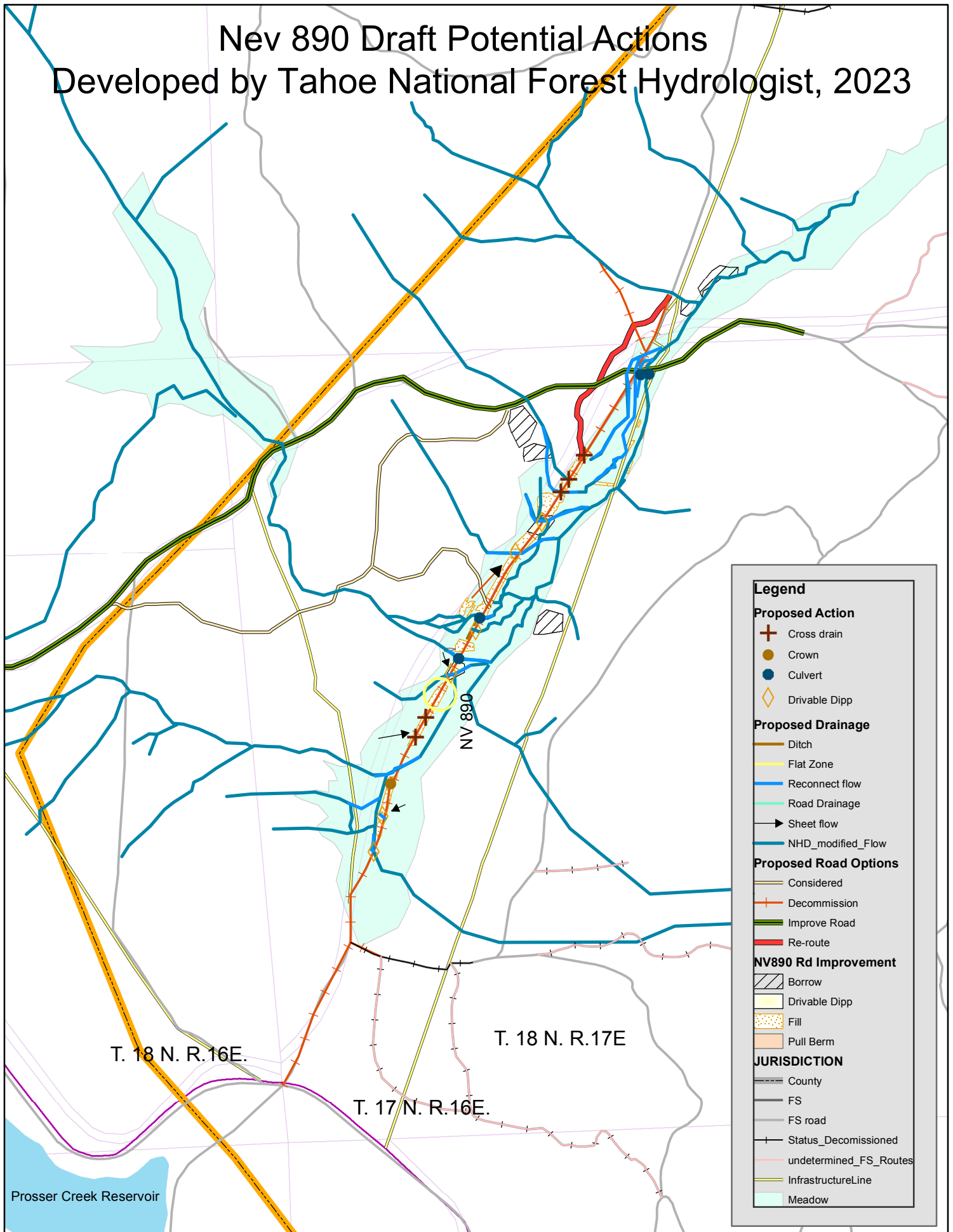


Nev 890 Draft Potential Actions

Developed by Tahoe National Forest Hydrologist, 2023



Proposed Design features are based on field visits and LiDAR.
True field fit needs verification.

Road Components

Option 1A with decommissioned 1B and 1C and 1D

Objective: Reroute to access more channel flood plain and eliminate mud pit and erosion occurring from east ditch under high runoff conditions.

It is preferred to reroute this segment of road. If this option is adopted, the stream crossing could be modified to carry stream flow preliminarily shown as culvert C4 as an overflow option or, it may be preferred to be moved further west if deemed appropriate and if Option 2 is implemented. The movement of the drainage west may require additional diversion materials on the east existing drainage and fill over the culverts at the crossing. The existing culvert shown at the top right of photo below is the primary flow culvert. The exposed culvert (visible) collects drainage from NEV 890 at this intersection. If this option is adopted road base will be needed to support the soils on the rerouted road segment.

Route 1C and 1D is an unauthorized route originally constructed to remove timber when it was acceptable to haul up and down ephemeral streams. The use of this route needs to be checked as currently it is rutted from OHV use.



Option 2A with 2B

Objective: Increase flood plain and stream flow access. Improve travel flow and connectivity to the upstream reroute.

This section of proposed rerouting was not field verified. This segment of road would require roadbase to support a travel way, while the possible decommissioning of this section adds to available flood plain access and slope recharge to the meadow. The practicality of this reroute needs a ground assessment particularly to determine if an appropriate road slope is attainable near the junction with NEV 886E.

Option 3A and 4.

Objective: To create an alternative route and completely remove the road to the meadow. The purpose of assessing this route was to find a route with better drainage and more sunlight for less potential snow retention, longer season access and shorten response time. The primary issue with this route will be Archeological survey needs. Also, it will require road base and increases the number of roads along this slope which is heavily used by OHV trails, crossed

by infrastructure and access routes and some bike trails. This route could have some increased speed for fire access but, may not be that significant.

Option 4. Other sites considered. There was an early attempt to move the road out of the drainage and is not necessarily recommended. Rocky soils on the west slopes precluded a closer look at using existing roads through this section. However, that idea could use closer look if warranted.

Road Components

Options 5 and 6

Objective: Provide improved road conditions on NEV 886E. Improve drainage and reduce sediment delivery from an existing road while creating an option to remove section of NEV890 traversing the meadow system.

Option 5

Improve NEV 886E drainage and import road base to support trafficking on roadbed. This option is expected to occur to improve watershed conditions, but this route could be used solely for access through to the areas of interest and could include decommissioning of the road in the meadow. Some factors that should be considered are the proximity to archeological features that limit potential actions. This increases the need to import materials to the existing roadbed to increase the ability to add drainage. With the presence of north facing aspects and surrounding timber much of this road is subject to late spring access and muddy conditions as you traverse from the south to the north over the Wood Chopper Springs meadow crossing. This could be improved with thinning and road base. This road when improved would increase access for fire but is not as quick as the existing route through the meadow.



Option 6

Objective: Remove Road NEV890 from the Meadow.

If either Option 3A or Option 5 are considered acceptable for implementation as a route in lieu of the meadow route, the proposed action would include the decommissioning of NEV 890 through the meadow.

Option 7

Objective: Improve NEV 890 road drainage on the exiting route through the meadow. See Recommended Design Components.