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Department of
Agriculture

Forest Service

Pacific
Southwest
Region

Six Rivers
National Forest

Proposed Action Summary

Smith River National Recreation Area Restoration and Motorized Travel Management

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PROPOSED ACTION

The Smith River National Recreation Area (NRA) Restoration and Motorized Travel Management Project (referred to hereafter as the “Project”) proposes to make limited changes to the National Forest Transportation System (NFTS) in order to: provide motorized access to dispersed recreation opportunities (camping, hunting, fishing, hiking, horseback riding, etc.); provide a diversity of motorized recreation opportunities; to provide for administrative needs, and; to reduce ecological and cultural resource risk and maintenance costs. In addition, inventoried unauthorized routes (UAR) that pose a risk to ecological resources will be restored to reduce risk to resources.

The Six Rivers National Forest proposes the following actions¹:

- 1) The addition of 28 unauthorized routes as roads, totaling 16 miles, to the current NFTS;
- 2) The addition of 45 unauthorized routes as motorized trails to the NFTS, totaling 44 miles;
- 3) The seasonal gate closure on 2 roads and 5 motorized trails, totaling 13 miles;
- 4) The mixed-use of 1 road (17N49), totaling 4 miles;
- 5) The decommissioning of 118 NFTS roads, totaling 57 miles, and;
- 6) The restoration of 173 UARs totaling 80 miles.

The proposed action encompasses the recommendations developed through a collaborative process in 2010, wherein stakeholders with diverse interests were convened to discuss particular points of controversy related to the project. The basis of the proposed action is derived from recommendations identified in the Travel Analysis Process (TAP) required by the Travel Management Rule Subpart A, public input gathered through public meetings, scoping comments from past Travel Management planning efforts on the Smith River NRA, and input from other government organizations. The proposed action includes the types of management actions described in Table 1 (Management Actions by Route Type). Proposed changes to the NFTS, resource risk mitigations, and unauthorized route restoration actions are described on a route-by-route basis in Appendix A (Proposed Action Table) and shown in Maps A1 & A2 (Proposed Action Maps).

¹ Lengths are rounded to whole numbers in miles.

Table 1: Management Actions by Route Type

Existing Route Type		Management Action	
NFTS	Roads	Operational Maintenance Level (OML) ² 1 & 2	<ul style="list-style-type: none"> • Upgrade or downgrade OML • Decommission • Implement Resource Risk Mitigations
		OML 2	<ul style="list-style-type: none"> • Gate & designate season of use to reduce risk to Port Orford-cedar (POC).
		OML 3	<ul style="list-style-type: none"> • Designate as Mixed Use
Unauthorized Routes		<ul style="list-style-type: none"> • Add to NFTS as road or motorized trail <ul style="list-style-type: none"> ▪ Roads: Define OML ▪ Trails: Define Allowable Vehicle Class ▪ Gate & designate season of use for POC protection ▪ Implement Resource Risk Mitigations • Restore hydrologic function 	

A summary of proposed changes to the NFTS (i.e. roads to be added, decommissioned, upgraded to OML 2, or downgraded to OML 1, unauthorized routes to be restored) are located in Table 2 (Proposed Action Summary). In summary, the net effect of the changes proposed to the NFTS is that there will be 41 less miles of roads and 44 more miles of motorized trails on the NFTS.

² OML refers to Operational Maintenance Level. See Appendix F for more information on Maintenance Levels.

Table 2: Proposed Action Summary

Action		Existing Status		Proposed Status		Number of Routes	Miles
Changes To NFTS	Decommission	OML	1	Non-system	72	35	
			2	Non-system	46	22	
	Upgrade Maintenance Level	OML 1		OML 2	6	4	
	Downgrade Maintenance Level	OML 2		OML 1	18	16	
	Add to NFTS	UAR	OML	1	5	7	
				2	19	8	
				3	4	0.40	
Motorized Trail			45	44			
Restore Unauthorized Routes		UAR		Hydrologically stable, closed to motorized travel	173	80	

PURPOSE & NEED

The purpose of the project is to make limited changes to the NFTS that enhance motorized recreation opportunities, dispersed recreation opportunities, and administrative access, while minimizing ecological and cultural resource risk. In addition, this project restores terrestrial and aquatic habitats impacted by unauthorized routes.

This project responds to the Travel Management Rule, Subpart B (36 CFR 212.52), which requires the public be allowed to participate in the revision of designations, and 36 CFR 212.54, which requires the Forest to coordinate with other government organizations in the revision of designation of the NFTS. While the Smith River NRA Act of 1990 limited off-highway motorized recreation to designated routes, and the Motor Vehicle Use Map (MVUM) issued in 2009 reflects the designated transportation system, this project will make changes to the MVUM to incorporate public input on the NFTS on the NRA.

BACKGROUND

The 1990 Smith River NRA Act restricted motorized travel to designated routes. On November 2, 2005 the Forest Service published the Travel Management Rule (36 CFR 212) which established policies and procedures to ensure that the use of motorized vehicles on public lands would be controlled to protect the resources, to promote the safety of all users of those lands, and to minimize conflicts among the various uses of those lands. The Rule consists of two parts, Subpart A and Subpart B.

Subpart A requires the administrative units to conduct a Travel Analysis Process (TAP) to evaluate the road and trail system in order to: identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands; identify roads for decommissioning, including priorities, and; evaluate unneeded roads that might be converted to other uses.

In 2005 the Smith River NRA Roads Analysis Process (RAP)/Off-Highway Vehicle Strategy was completed, which addressed OML 1 and 2 roads, and unauthorized routes. The Smith River NRA RAP tiers to the Six Rivers National Forest RAP (USDA 2003), which was completed at the Forest scale. The Forest-scale RAP addressed Forest Service Maintenance Level 3, 4, and 5 roads that provide access to large land areas across the Forest and to recreational destinations such as campgrounds, picnic sites, and trailheads. The Smith River NRA RAP, in combination with the Forest-scale RAP, meets the requirements of the Travel Management Rule, Subpart A, to complete a Travel Analysis Process (TAP).

The 2005 Smith River NRA RAP identified the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest system lands. The Smith River RAP developed risk and need assessments for OML 1 and 2 roads, and unauthorized routes on the Smith River NRA, which resulted in management recommendations for each road or route. In addition, the RAP identified road-associated environmental and public safety risks; site-specific priorities and opportunities for road improvements, decommissioning, and restoration; areas with special resource values; routes that are potential candidates for road or trail designation; and developed specific information that may be needed to support project-level decisions. The results of this analysis were reviewed in preparation of this scoping document and updated when conditions were known to have changed. The product of this analysis, referred to as the Risk-Need Table, is located in the project file and is available upon request, or on the Six Rivers National Forest website.

Subpart B involves the designation of roads and trails for motor vehicle use, including designation by vehicle class and season of use. The Travel Management Rule requires the clear identification of roads and trails open for motor vehicle use by means of a MVUM.

The 1990 Smith River NRA Act restricted motorized travel to designated routes, i.e. existing NFTS roads and motorized trails. In 2009, the Forest published the MVUM for the Smith River NRA, in compliance with Subpart B of the Travel Management Rule. The MVUM displays the current designated system of roads and motorized trails open for motorized travel on the NRA pursuant to the Smith River NRA Act and 36 CFR 212.51.

Changes to the NFTS, based on recommendations derived from the RAPs and public involvement, were originally pursued through an Environmental Assessment in 2007. The Decision Notice for Smith River Road Management and Route Designation Project was originally signed in April of 2007 but was appealed and reversed. A second Decision Notice was issued in September 2007, which removed nine routes from Inventoried Roadless Areas (IRAs) identified for addition to the NFTS in the April decision. This decision was also appealed and reversed on issues related to the designation of routes within IRAs.

In 2010, the Six Rivers National Forest entered into an interagency agreement with the U.S. Institute for Environmental Conflict Resolution Program who then contracted with Center for Collaborative Policy, in order to collaborate with appellants and interested stakeholders. The purpose was to bring interested parties together to share relevant information, discuss interests relative to travel management, and to work together to develop recommendations to carry forward in a proposed action that would make changes to the NFTS and subsequent MVUM.

Three meetings and one field trip were held on April 15, July 22, October 6, and November 6, 2010 respectively. Participants included Tribal representatives, Del Norte County elected officials, representatives from two Off-Highway Vehicle Clubs, representatives from three environmental groups, and other interested individuals.

The management actions identified in the April 2007 Decision Notice was the starting point for the group to begin discussing relevant issues and concerns. The group decided to develop recommendations on the nine unauthorized routes that represented the difference between the first and second decision. After field review and discussions, the collaborative group recommended all or portions of eight of the nine unauthorized routes, referred to as key routes, be carried forward in the proposed action. The collaborative group's recommendation, which includes the actions defined in the April 2007 Decision Notice as amended by recommendations on nine key routes, as well as, monitoring, is incorporated in this proposed action. In some cases, updates to the proposed action were necessary so that it would: 1) be within the legal and regulatory framework of the Forest to implement; 2) be based on up-to-date corporate data; and 3) comply with the Forest Service policy and direction. Recommendations about the key routes are carried forward in the proposed action as designed by the collaborative group. The updates to the proposed action are explicitly identified in Appendix D.

In February of 2010, the Smith River NRA scoped the proposed action in anticipation of completing an Environmental Assessment. The District received over 600 scoping comments. Due to the level of interest on the project and the controversy over the project's effects, the Forest Supervisor decided to pursue the environmental analysis of the project through an Environmental Impact Statement (EIS), which would determine if there are any significant effects. The scoping comments received in 2010 were used to refine the proposed action summary.

COORDINATION WITH OTHER GOVERNMENT ENTITIES

The Travel Management Rule (CFR 212.53) states that the responsible official shall coordinate with appropriate Federal, State, county and other local governmental entities and tribal governments when designating National Forest System roads, National Forest System trails, and areas on National Forest System lands pursuant to this subpart.

The proposed action is based on recommendations provided in part by representatives on the Del Norte County Board of Supervisors in the collaborative process in 2010. Since then, the Forest identified a strategy to continue coordination efforts with Del Norte County through a

series of two-by-two meetings with the Del Norte County Board of Supervisors and Sheriff's Office, and the Forest Supervisor, District Ranger and staff. The purpose of the meetings is to create an open dialogue where the Travel Management process is understood and issues of concern are identified early. In addition to the two-by-two meetings, the Forest considered the direction identified in the Del Norte County General Plan (January 28, 2003) and found that the proposed action is consistent with the goals and policies in the Plan which are relevant to the Project.

TRIBAL CONSULTATION

The Forest Service, like other Federal agencies, has a duty to consult and coordinate with federally recognized Indian Tribes (Tribes) on a government-to-government basis. The importance of consultation with Indian Tribes was affirmed by Executive Order 13175 which requires the establishment of a consultation process that gives tribal governments the opportunity to provide information and recommendations on matters that may affect them.

The Forest initiated tribal consultation about the travel management process with the Yurok Tribe, the Resigihini Rancheria, the Smith River Rancheria, and the Elk Valley Rancheria in 2004. The Forest is continuing to consult with the Tribes initially contacted in 2004, in addition to the Karuk Tribe and Hoopa Valley Tribe, to identify and resolve concerns.

FUTURE PUBLIC INVOLVEMENT

The Public Involvement Strategy is designed to meet the legal requirements for public participation outlined in the National Environmental Policy Act of 1969 (NEPA) and the Travel Management Rule (36 CFR 212.52). The public involvement strategy identified here is aimed at creating awareness and understanding of the project and the decision making process, and the public's opportunities to affect the project's outcome.

The scoping period provides the public an opportunity to review and provide comments on the proposed action, and to provide recommendations on alternatives to consider in the Draft Environmental Impact Statement (EIS). A public meeting will be held during the scoping period to allow for dialogue concerning the proposed action. The purpose of this meeting is to increase awareness and understanding of the proposed action, solicit input on the proposed action and alternatives, and inform the public on how they can provide input during the scoping period.

Prior to the release of the Draft EIS, the Forest will host a public meeting to solicit input about the alternatives to the proposed action developed in response to public input gathered during the scoping period. The purpose of the meeting is to refine alternatives. The goal is to insure the alternatives adequately address public concerns and issues prior to analyzing their effects.

Upon release of the Draft EIS, the public is granted a minimum of 45 days to comment about the alternatives and the effects analyses. Comments gathered during the comment period are

considered in the refinement of the alternatives, effects analyses and/or addressed in the Response to Comments section of the Final EIS.

Prior to the release of the Final EIS, the Forest Supervisor will decide whether to release the document for a 30 day comment period prior to issuing the Record of Decision (ROD), or if to issue the Final EIS and ROD concurrently.

MANAGEMENT ACTION DEFINITIONS

This section provides more information on the types of actions encompassed in the proposed action.

Add to Road or Motorized Trail System Desirable unauthorized routes will be added to the NFTS either as a road with an identified OML, or as a motorized trail with a designated vehicle class. Consideration of whether to designate an unauthorized route as a road versus a trail is based on the identified primary purpose of the route. The vehicle class for motorized trails indicates the management intent to accommodate a specific use, which is based on an assessment of the resource use, recreation opportunities, and constraints of the area. The proposed vehicle class designation is Off-Highway Vehicles (OHV).

Upgrade to OML2 In some cases, a road is designated as OML 1 (closed to motorized use) but is currently drivable and identified as having a high recreation need. Upgrading these roads provides public access and allows the Forest to manage and control the current use to reduce resource risk. Upgrading may involve road surface improvements, such as installing, repairing or replacing culverts, rolling dips or waterbars.

Downgrading to OML1 Downgrading is primarily aimed at the reduction of maintenance costs on low-use roads. Downgrading to OML 1 will close the road for motorized use but would maintain the option of future administrative use. Downgrading and managing as OML 1 may involve removing culverts and other drainage features and leaving the road in a hydrologically maintenance-free condition.

Motorized Mixed-Use (Combined-Use) Designation This changes the allowed vehicle class of a road from highway legal only to include all vehicles, including non-highway legal vehicles, on passenger car roads (OML 3 and higher). Mixed-use designation is subject to the approval of the California Highway Patrol and the Forest Service's Region 5 Office.

Decommission Road / Restore Unauthorized Route Decommissioned roads and restored unauthorized routes are not part of the NFTS, and therefore are not open for motorized travel.

Decommission Road This action includes removing low use or high risk roads from the NFTS. Removing a road or trail from the NFTS may simply involve an amendment to the Transportation database for those routes that are currently non-drivable and present a low-risk; however in other cases, when a road is still drivable and/or there is a moderate or high resource risk, decommissioning and restoration actions described below may be required.

Restore Unauthorized Route This action will occur on unauthorized routes where there is a moderate or high resource risk, or the route is still drivable, and there is a low need.

The suite of actions within this category (decommission roads and restore unauthorized routes) are aimed at re-establishing vegetation and, if necessary, initiating restoration of ecological processes interrupted or adversely impacted by the unneeded road or route. These actions are designed to restore hydrologic function. Decommissioned roads and restored routes are left in a maintenance-free condition (i.e. remove drainage structures, re-establish natural drainage patterns), and are not drivable by motor vehicle, and are not part of the NFTS. Depending on slope location, type of stream crossings, and diversion potential of an unneeded road or route, decommissioning roads and restoring unauthorized routes may require as little as a simple barricade or as much as the use of heavy equipment to correct drainage problems. The specific actions needed are based on the site-specific conditions and may include the following treatments.

- **Outslope, Waterbar** – These activities are aimed at re-establishing former drainage patterns. These water dispersion strategies are all designed to minimize stream diversion potential (i.e., prevent water from flowing down the road or trail), which minimizes the potential for off-site sediment delivery.
- **Remove Culvert and Associated Fill** – This action aimed at re-establishing drainage patterns.
- **Barricade** – This includes the placement of a barrier at the entrance to a road or route. The objectives are to prevent motorized use and to allow for revegetation.

Resource Risk Mitigations Resource risk mitigations apply to NFTS roads and trails to reduce risk and impacts to botanical, wildlife, aquatic, or Port Orford-cedar on system roads and trails. Table 3 provides a summary of the resource risk mitigations.

- **Barricade** – This includes the placement of a barrier on NFTS roads and trails. The objectives are to prevent motorized use and to allow for revegetation.
- **Seasonal Gate Closure** – Reinforcing the seasonal closure through the installation of a gate is one of the management actions identified as a method to reduce the risk of spread of *phytophthora lateralis* root disease to Port Orford-cedar populations. Seasonal gate closure dates vary depending on location and existing ground conditions, but in general, the dates range from October to May.
- **Gravel** - Reinforce existing gravel on routes or add new gravel along sections of road near POC to reduce vehicle contact with mud and the spread of *phytophthora lateralis* root disease to Port Orford-cedar populations.
- **Route Delineation** – Placement of a physical barrier to travel, such as large boulders or other imported material, in close proximity to the motorized trail prism, designed to keep vehicular traffic on the designated route.
- **Posted Speed Limits** – Posting speed limits to reduce travel speed is aimed at reducing dust generation and the potential for inhaling dust that may contain asbestos.
- **Public Information** – This is aimed at increasing public awareness about the potential exposure to asbestos while traveling on newly added NFTS roads and motorized trails,

and the risk associated with exposure. Information may be made available in maps and literature available at the Ranger District office, or through signage posted on newly added NFTS roads and motorized trails.

- **Stormproofing** – This is a suite of management actions that will be applied to NFTS roads and trails to reduce water quality and sedimentation risks through culvert and road surface improvements, including redesigning of culverts for fish passage.
 - **Installation of Culvert, Rolling Dip** – These water dispersion, and/or containment strategies are all designed to minimize stream diversion potential (i.e., prevent water from flowing down the road or trail), protecting the travel route, as well as, minimizing the potential for off-site sediment delivery. The term culvert includes cross drains and stream crossings.
 - **Repair/Replace Culvert** – This action includes upsizing culverts to pass the 100-year flood flow and associated debris.
 - **Remove Culvert and Associated Fill** – When applied to NFTS roads remaining on the system, this action is limited to OML 1 roads.

Table 3: Resource Risk Mitigation Summary

Action	Number of Roads & Motorized Trails	Miles
Seasonal Gate Closure	7	13
Route Delineation	34	31
Sign for NOA & Post Speed Limit	49	48
Stormproof	79	142

EXISTING CONDITION

Transportation System

Access throughout the Smith River NRA is dependent on NFTS roads, as well as State and County roads. NFTS roads are constructed and maintained to specific Forest Service standards. Table 4 describes the existing NFTS and their current Operational Maintenance Level (OML) on the Smith River NRA. More information about OMLs is located in the glossary (Appendix F) of this document. The NFTS on the Smith River NRA is comprised of approximately 479 miles of roads and 21 miles of motorized trails. Of the 479 miles of NFTS roads on the NRA, there are: 58 miles of OML1; 270 miles of OML 2; 114 miles of OML 3; 18 miles of OML 4; and 19 miles of OML 5 roads. In addition to the NFTS, there are approximately 116 miles of State and County roads within the administrative boundary,

and approximately 167 miles of inventoried unauthorized routes. Unauthorized routes are not maintained by the Forest Service.

Table 4: Existing NFTS

NFTS	OML	Miles
Roads	1	58
	2	270
	3	114
	4	18
	5	19
Total Roads		479
Motorized Trails	Motorcycle	21
Total Motorized Trails		21

SCOPE OF PROJECT

The project encompasses Gasquet Ranger District and the Smith River NRA, exclusive of lands within congressionally designated Wilderness Areas, and is referred to collectively as the Smith River NRA. The scope of the analysis is limited to unauthorized routes and NFTS roads that were inventoried and analyzed in the Travel Analysis Process (TAP), described in the Background section of this document. Short segments of unauthorized routes leading to dispersed sites will also be considered in this analysis. This decision will be analyzed under an Environmental Impact Statement (EIS), and will result in an update to the MVUM.

State, County, and Smith River NRA OML 3, 4, and 5 roads are all main access roads on the NRA that accommodate passenger cars, and are not being considered in this analysis, with the exception of 17N49 which is an OML 3 road that is being proposed for mixed-use. Also not considered in this analysis are roads that were closed under previous NEPA decisions. No new construction would occur under this proposal, meaning lands previously undisturbed will not be considered for additions to the NFTS as roads or motorized trails.

ISSUES & AREAS OF CONCERN

This project benefits from a rich history of public input, including but not limited to, the Environmental Assessment process in 2007 and the Scoping effort conducted in February of 2011. The following section summarizes issues and areas of concern the Forest is aware of and how the proposed action and environmental analysis process will address these issues.

Motorized Travel & Dispersed Recreation The public has expressed concerns in how the proposed action will affect motorized recreation, dispersed recreation, and economic values associated with travel management. Specifically, the public requested the Forest Service consider the following in the Travel Management process:

- Opportunities to hunt, fish, camp, and collect firewood.
- Motorized access to culturally important locations.
- Motorized and dispersed recreation experiences provide opportunities to pass-on knowledge, skills and values across generations.
- The importance of the contribution of visitor dollars associated with motorized recreation to the local economy.

The proposed action puts forth limited changes to the NFTS. The net effect of the proposed action in regard to motorized access follows that 26 miles of road currently open for motorized travel would be removed from the NFTS, while 44 miles of motorized trail would be added to the NFTS. In summary, the proposed action would provide 18 additional miles of motorized recreation opportunity than is currently available on the NRA. Comments received from the public through the scoping process will drive the development of alternatives to be considered in the analysis process. Known dispersed recreation sites are shown on the proposed action maps to facilitate public comment regarding access to these sites. The social and economic impacts of the proposed action and alternatives will be analyzed through the environmental analysis process and weighed in the decision making process.

Inventoried Roadless Areas Inventoried Roadless Areas (IRAs) are historically linked to Wilderness areas. This is largely due to the characteristics IRAs share with Wilderness areas. Specifically, IRAs meet the minimum criteria for Wilderness consideration under the Wilderness Act. Moreover, these areas were discreetly identified and inventoried during the Forest Service’s Roadless Area Review and Evaluation (RARE II) process, in subsequent assessments, or during forest planning. Current regulation for IRAs on the Smith River NRA are governed by the Roadless Area Conservation Rule (01 Federal Register 17249, January 12, 2001), hereafter referred to as the Roadless Rule. The Roadless Rule (36 CFR 294.11) provides direction for management of IRAs by establishing nationwide prohibitions that limit road construction and reconstruction as well as timber harvesting within IRAs on National Forest System lands.

There are 199,000 acres of IRAs on the Forest, with approximately 101,000 acres on the Smith River NRA. There are five IRAs on the Smith River NRA. The proposed action includes designation of unauthorized routes as motorized trails, restoration of unauthorized routes, decommissioning of roads, downgrading (close to motorized use) of OML 2 to OML 1 roads, and resource mitigations where appropriate within IRAs on the Smith River NRA. Table 5 describes the management actions proposed within the boundaries of IRAs on the Smith River NRA. The proposed action does not designate new roads within IRAs and promotes the conservation of Wilderness characteristics by decreasing miles available for motorized recreation within IRAs, and is therefore consistent with direction defined in the Roadless Rule.

Table 5: Proposed Action within Inventoried Roadless Areas

Management Action	Miles
Add Motorized Trail	3.14
Downgrade to OML 1	0.39
Decommission Road	6.13
Restore UAR	14.84

Port Orford-Cedar Port Orford-cedar (*Chamaecyparis lawsoniana*; POC) is native to northwestern California and southwestern Oregon. In California it grows within a 50 mile stretch from the coast, west of the Klamath and Trinity Rivers, ranging from the Oregon border to a little southwest of Willow Creek. There are also small isolated populations in the Scott Mountains, west of the Sacramento River.

Phytophthora lateralis is a root disease that infects and kills Port Orford-cedar. The disease has spread throughout much of Port Orford-cedar's native range. The most common method of disease spread is through the transfer of infested mud carried on motor vehicles traveling from infested areas to non-infested areas. The disease is also spread through root-to-root contact. Once established, it is very difficult to eradicate.

The Smith River NRA contains the most POC on the Forest. Approximately 20,528 acres of POC were mapped on the District in 2010, and of this around 2,700 acres (13.1%) were infested. Limiting the spread of the POC root disease is a priority for the Forest. Because motor vehicle use is the primary vector for the root disease, all routes that have been identified as proposed to be added to the NFTS have been analyzed for the risk of spreading the disease, along with a list of proposed mitigations. A spatial POC risk model developed by Region 6 Forests (Oregon and Washington), utilizing a Geographic Information System (GIS), was used to identify potentially high and moderate risk route segments. Risk to POC was based on a route's distance to POC and water, along with whether the stand was infested or not.

The risk model identified 13 routes as high risk. In addition, specific field conditions not captured by the risk model warrant mitigation on four roads (305.109, 13N42, 13N26, 14N38). Table 6 (Routes with POC Mitigation) lists the route/road number, the length, and proposed mitigations. Mitigations include: seasonal closures enforced through the management of gates, barricades near environmentally sensitive route locations, and the placement of gravel on routes/roads. More information about the mitigations is located under the Management Action Definitions section of this document.

Table 6: Routes with Port Orford-Cedar Mitigation

Road/Route Number	Length (miles)	Mitigations
305.109	2.43	Gravel near mile past 1.00 and 1.15 where excessive pooling occurs.
305.118	1.04	Gate near beginning of road.
314.1	1.20	Barricade near mile post 1.2
314.107	0.27	Gravel areas near POC
316.1	0.26	Gravel areas near POC
13N26	2.31	Gate at beginning of road.
13N42	1.61	Gating 13N26 provides seasonal closure to this road.
14N15.1	3.80	Culverts and gravel at stream crossings with POC
14N38	0.60	Gate at beginning of road.
15N01.102	0.48	Gravel low spot near mile post 0.14
15N02.101	0.80	Barricade near mile post 0.8
16N19.1	0.05	Gravel entire route
17N01.1	0.21	Gravel areas near POC
17N49.4	2.04	Gravel two POC creek crossings west & south of 17N49.101 junction.
17N49.7	3.35	Gate near mile post 0.95, just north of 17N49.15 junction
17N49.11	4.49	Gate mid-slope near long. 124.0119 W and lat. 41.88593 N

Naturally Occurring Asbestos The Smith River NRA is located within an area that contains ultramafic rock formations. Naturally occurring asbestos (NOA) includes a suite of fibrous, silicate minerals that are commonly associated with ultramafic rock. Asbestos can pose a health hazard if it is released as dust into the air and inhaled by humans. The potential for exposure is greatest for riders of all-terrain vehicles which are open and provide no shielding from the dust, or for riders in multiple passenger vehicles traveling in close proximity with open windows.

The Forest has followed the Regional Forester direction outlined in a letter dated February 11, 2009, regarding the addition of roads and trails to the NFTS that may contain NOA. The letter states: “Any land management decisions regarding NOA must be based on sound data and analysis. According to EPA, the scientific assessment and identification of actual public health risks associated with NOA is a complex and time intensive process. Until such studies are performed, the Region will not have definitive information regarding actual employee and public health risks posed by NOA on national forest lands. Therefore, no decisions are being made or direction issued at this point in time to restrict or alter public access to and/or recreational use of the national forests.” The letter further directs Forests to make the public aware of the potential risk of exposure to natural asbestos and its potential presence on National Forest lands as well as guidance on how visitors can reduce their exposure to the substance. This has been accomplished with a fact sheet addressing natural asbestos hazards,

available on the web at <http://www.fs.fed.us/r5/noa/>, along with maps showing distribution of asbestos-bearing rock on the Forest. Both are available to the public in the Supervisor's Office as well as in District offices.

The Forest conducted laboratory testing of unauthorized route surfaces for presence of asbestos. In most cases more than one sample was taken per route. Twenty-seven unauthorized route segments proposed to be added to the NFTS on the Smith River NRA were tested for presence of NOA. The final results of the testing show that three had no detection, 18 had less than 0.25% (low) asbestos content, and six had greater than or equal to 0.25% (high) asbestos content. No tests have been conducted on 24 unauthorized routes proposed for addition to the NFTS. Appendix C (Naturally Occurring Asbestos Sample Test Results Map) characterizes the distribution of ultramafic rock and the asbestos test results.

The test results show that the presence or absence of asbestos, and its concentration, is variable in samples taken in relatively close proximity. In addition, there is no method to reliably predict the concentration of asbestos in the air, given the concentration of a known amount of asbestos in the soil (EPA 2008).

In light of these uncertainties, the proposed mitigation for adding routes to the NFTS that may contain NOA is to inform the public of the potential exposure to asbestos, identify the NFTS roads and trails that may present this risk, and to impose speed limits on such roads and motorized trails to reduce dust generation and the risk associated with inhaling dust. Additionally, such roads will be posted in the field for lower speeds to reduce dust generation, and identified as having the potential to contain asbestos. No new lab testing for asbestos is proposed.

Botany: Forest Service Sensitive and Federally Listed Plants The Smith River NRA is located in the Klamath-Siskiyou Ecoregion of northwest California and southwest Oregon which is recognized as an area of extraordinary biodiversity and as such has been designated as an "area of global botanical significance" by the World Conservation Union. This extraordinary biodiversity is primarily the result of an expanse of ultramafic substrate generically referred to as serpentine.

Serpentine soil chemistry along with other biological and physical factors, gave rise to distinctive plant communities that support a preponderance of rare plant species. Many of these rare plants only occur on serpentine soils, referred to as serpentine endemics, and are generally confined to serpentine soils because they require the reduced competition of harsh, open, rocky sites characteristic of serpentine soils.

Within the project area, either on or adjacent to routes proposed for addition to the NFTS, there are a number of serpentine endemics that have been designated as either Federally Endangered or Forest Service Sensitive (FSS) listed in Table 7. More information about FSS plant species is located in the glossary (Appendix F) of this document. Concern for their continued viability exists due to their rarity and vulnerability to management activities. For Federally listed Endangered plants, such as McDonald's rock cress, all known populations and their occupied habitat are to be protected from negative impacts associated with Forest

management activities. FSS plants are managed to minimize impacts. If impacts cannot be avoided, an analysis of the significance of potential adverse effects on the species is performed.

Table 7: Endangered and Forest Service Sensitive Plant Species Known to Occur in the Project Area

Status	Common Name	Scientific Name
Federally Endangered	McDonald’s rock cress	<i>Arabis macdonaldiana</i>
Forest Service Sensitive	Howell’s jewelflower	<i>Streptanthus howellii</i>
	Opposite-leaved lewisia	<i>Lewisia oppositifolia</i>
	Serpentine catchfly	<i>Silene serpentinicola</i>
	Waldo buckwheat	<i>Eriogonum pendulum</i>
	Waldo gentian	<i>Gentiana setigera</i>
	Western bog violet	<i>Viola primulifolia</i> ssp. <i>Occidentalis</i>
	Western ragwort	<i>Packera Hesperia</i>

A risk analysis was performed for routes proposed for addition to the NFTS. The results of the risk analysis, referred to as the Risk-Need Table, is located in the project file and is available upon request, or on the Six Rivers National Forest website. Route segments were given a high risk rating if they passed through or were adjacent to known sites occupied by endangered or FSS plant species, or if access off of the route to known sites was not prevented by natural barriers. It is likely that plants on the high risk routes have persisted in spite of historic use due to the low level of use, passive avoidance and the plant species growth habit which infers some level of tolerance. The historic use of some unauthorized routes resulted in part from their presence on past editions of the Forest visitor maps (1994) as was the case with Route 305.109. Other routes, such as those on Gasquet Mountain, were signed for OHV use at one time, however were not officially recognized as part of the NFTS.

Negative impacts to the federally listed Endangered McDonald’s rockcress will be avoided. An analysis will be performed to determine the effects of the proposed action on the FSS plant species noted. Impacts to some off route known plant sites will be mitigated by route delineation or the placement of barriers at the end of roads and trails or the beginning of routes that are not part of the NFTS. Unauthorized routes proposed to be added to the NFTS as roads and motorized trails that include the route delineation mitigation are identified in Table 8. Monitoring of a representative sample of unauthorized routes, and newly adopted roads and trails will occur after project implementation to determine if use is significantly impacting known FSS or Endangered plant sites.

Table 8: Proposed Route Delineation Mitigation

Proposed Route Type	Unauthorized Routes with Route Delineation Mitigation		
Motorized Trails	305.105	17N49.102B	17N49.13
	305.109	17N49.102C	17N49.14
	305.118	17N49.104	17N49.15
	305.121B	17N49.104A	17N49.15A
	305.125	17N49.104B	17N49.4
	315.108	17N49.107	17N49.7
	405.10	17N49.108	17N49.7A
	17N49.100	17N49.11	17N49.8
	17N49.101	17N49.11M	18N51.100
	17N49.102	17N49.11N	
	17N49.102A	17N49.11P	
Roads	314.107	13N27A.1	427.103

PROJECT DESIGN FEATURES

Project design features provide project specific implementation direction to reduce unintended adverse effects of the project.

Water Quality

To reduce the risk of sediment delivery to streams, all applicable Best Management Practices will be implemented.

Restoration, decommissioning and upgrading work will occur when stream flow is at a minimum, typically during the summer months. Streams will be dewatered where necessary prior to any activity involving heavy equipment. Specific dewatering methods (pipe, pump, etc.) will be determined on a site-by-site basis.

Native or straw mulch will be applied to all disturbed ground prior to seasonal rain or summer thunderstorms to minimize surface erosion.

Decommissioned or restored stream channel sideslopes and channel bottom gradients will be designed to blend with the natural channel above and below to minimize potential for unexpected channel adjustments.

Large rocks will be placed in the restored stream channels where needed to protect newly created sideslopes and reduce the potential for post-treatment channel adjustments. Replacement of stream crossings (upgrading) culverts will be designed to accommodate the 100-year flood event and have no diversion potential.

Wildlife

Northern Spotted Owl (NSO)

Based on consultation with the Fish and Wildlife Service, except for specific road segments with a high risk to aquatic resources scheduled for upgrades or decommissioning, noise generating activities (use of heavy equipment for maintenance and restoration activities) within 500 feet of unsurveyed or occupied suitable northern spotted owl nesting habitat will not occur between February 1 and July 9, unless surveys determine the site to be unoccupied.

To minimize impacts to NSO from noise-generating activities on high priority roads, no activities will occur between February 1 and July 9 within 500 feet of occupied NSO activity centers (nest site) unless surveys determine the birds are non-nesting.

Marbled Murrelet (MAMU)

Based on consultation with the Fish and Wildlife Service, except for activities on high priority roads, noise-generating activities (use of heavy equipment for maintenance and restoration activities) within 500 feet of unsurveyed low-quality_suitable marbled murrelet nesting habitat will not occur between March 24 and August 5. In addition, work between August 5 and September 15 will not begin until 2 hours after sunrise and stop 2 hours before sunset unless surveys determine the site to be unoccupied.

Except for activities on high priority roads, noise-generating activities within 500 feet of unsurveyed high quality suitable MAMU habitat would not occur between March 24 and September 15 unless surveys determine the site to be unoccupied.

No large snags would be felled unless they pose a hazard to public or staff safety. All hazard trees would be felled and left on site.

Noxious Weeds

Project design features to prevent the introduction and spread of noxious weeds include the cleaning of equipment moving prior to entering a work site and insuring that materials such as mulch and gravel imported into the project area are free of noxious weed seeds.

Port Orford-Cedar

All heavy equipment will be cleaned prior to entry to a work site to reduce the risk of spread of Port-Orford-cedar root disease.

MANAGEMENT DIRECTION

This section describes key management direction for the Smith River NRA related to this project, and how the proposed action is consistent with this direction.

Smith River National Recreation Area (NRA) Act Section four of the Smith River NRA Act of 1990 (Public Law 101-612) describes the purpose of the establishment of the Smith River NRA:

For the purposes of ensuring the preservation, protection, enhancement, and interpretation for present and future generations of the Smith River watershed's outstanding wild and scenic rivers, ecological diversity, and recreation opportunities while providing for the wise use and sustained productivity of its natural resources, there is hereby established the Smith River National Recreation Area.

The Smith River NRA Act mandates a need to provide for recreation opportunities that are of the type and levels consistent with preservation, protection, and enhancement.

The first four provisions of Section 5 of the Smith River NRA Act serve as a basis for the purpose and need of this project. They are:

- Provide for a broad range of recreation uses and provide recreational and interpretive services and facilities (including trails and campgrounds) for the public.
- Provide and maintain adequate public access, including vehicular roads for general recreational activities such as camping, hiking, hunting, and fishing.
- Improve the anadromous fishery and water quality, including (but not limited to) stabilizing landslides, improving fish spawning and rearing habitat, and placing appropriate restrictions or limitations on soil disturbing activities.
- Permit the use of off-road vehicles only on designated routes.

These four provisions in total include recreation opportunities and access, fish and watershed protection and restoration, and management of off-road vehicles. The proposed action is designed to meet these four provisions by managing motorized recreation opportunities at a level and manner that are appropriate and consistent with fish and watershed resource protection.

Six Rivers National Forest Land and Resource Management Plan The Six Rivers National Forest Land and Resource Management Plan (LRMP) outlines management direction related to roads and motorized trails, as well as resource protection and watershed restoration related to road and motorized trail use and management. This proposal is consistent with the LRMP management direction as described below. The Resource Goals, Desired Conditions, and Standards and Guidelines, as well as, the Management Area direction outlined below are found in Chapter 4 of the LRMP³.

Resource Goals, Desired Conditions, and Standards and Guidelines

This section presents the goals, direction and Forest-wide standards and guidelines (S&Gs) relevant to the project. Forest-wide S&Gs are applied across all management areas to set the minimum or maximum level for implementation within which management practices will be carried out to achieve the goals and direction.

Aquatic and Riparian Ecosystems The LRMP includes direction for managing and protecting aquatic and riparian ecosystems, with specific S&Gs for managing roads and

³ LRMP page numbers cited reference the hardcopy (e.g. non-electronic) version of the LRMP.

vehicle access to protect fisheries and other aquatic biota, water quality, and riparian vegetation (pages IV-106 to IV-111). Also included in this section of the LRMP is the direction for Key Watersheds. The Smith River basin is designated as a Key Watershed. Watershed Analyses are required in Key Watersheds, and must be completed before initiating actions within a Key Watershed.

Watershed Analyses (WA) are complete for the South, Middle, and North Forks of the Smith River (1995) and for the Blue Creek Watershed (1996) a tributary to the Klamath River which encompasses the remaining area of the Gasquet Ranger District outside of the Smith River NRA. The WA(s) found that riparian corridors, stream channels, and fish habitat have been altered and impacted by mining, timber harvest, and roads.

As part of the Northwest Forest Plan Aquatic Conservation Strategy, Key Watersheds are intended to provide a system of large refugia that are crucial to at-risk fish stocks and provide high water quality. Guidelines for managing Key Watersheds are found in this section, including the specific requirement of “no net gain” in road miles. Forest S&G 9-17 (page IV-111) states that watershed restoration should focus on removing and upgrading roads. The Proposed Action reduces the number of road miles within Key Watersheds and upgrades existing roads through stormproofing and is therefore consistent with Aquatic Conservation Strategy direction.

Forest Service Sensitive Plant Species Projects will be assessed through a biological evaluation to determine if management activities are likely to adversely affect sensitive plant resources. After completion of the evaluation, proposed actions will be prohibited if they are found likely to jeopardize the continued existence of the species or the maintenance of viable population throughout their existing range. Appropriate mitigation measures will be required if activities are not prohibited (page IV-83 S&G 6-2). More information on FSS Plant species is located in the glossary (Appendix F) of this document.

Federally Listed Species – MacDonald’s rockcress is federally listed as Endangered and is managed under the Endangered Species Act. All known populations and their occupied habitat will be protected from negative impacts associated with forest management activities (page IV-83 S&G 6-1).

Transportation and Facilities The LRMP states the Forest goals to provide a safe, efficient and cost-effective transportation system as well as provide public access for the use and enjoyment of its natural resources. Forest S&Gs 13-1 through 13-15 guide management for roads, trails and facilities. This proposed action implements the applicable S&Gs (pages IV-115 and 116).

Recreation Forest S&Gs for recreation (pages IV-122 and 124) include the goal to develop designated motorized recreation routes on existing roads and trails, and expand opportunities by creating partnerships with user groups and other agencies. Upon implementation of the project, the system of designated motorized recreation trails and roads open for public enjoyment will be published in a MVUM, which is consistent with

the recreation goal. The proposed action is also consistent with the LRMP S&Gs 18-21 to 18-27, specifically designed for motorized recreation. The first five S&Gs on page IV-124 are particularly relevant to the proposed action:

18-21 OHV use is restricted to designated routes.

18-22 Level 2 roads are open to motorized recreation vehicles (including OHVs) unless otherwise designated closed.

18-23 Roads and trails emphasized for motorized recreation will be signed.

18-24 Road, trail, or area use may be further restricted or prohibited by order of the Forest Supervisor if necessary to provide for public safety, prevent resource damage, or otherwise serve the public interest.

18-25 Closed roads will be evaluated for obliteration, restoration, and rehabilitation.

Recreation Opportunity Spectrum

The Recreation Opportunity Spectrum (ROS) is a system for classifying and managing recreation based on a combination of the physical setting, the social setting, and the managerial setting (LRMP Appendix I ROS Maps). Unauthorized routes that are proposed to be added to the system either as a system road or motorized trail would occur in areas designated as Roaded Natural or Semi-Primitive Motorized. No system roads or motorized trails will be added in areas with a Semi-Primitive Non-Motorized or Primitive ROS classification.

The proposed action includes a restoration of approximately one mile of unauthorized routes, and the downgrading (closing to motorized use) 0.42 miles of OML 2 to OML 1 roads in the Semi-Primitive Non-Motorized ROS class. The proposed action is consistent with the ROS class designation.

Pest Management & Port Orford-Cedar The goal of the management of Port Orford-cedar root disease (pages IV-129-130) is to minimize resource damage from insects, disease, plants, and animals to help achieve resource objects, and to minimize resource damage through integrated pest control. The LRMP directs the Forest conduct a formal analysis and prescription for controlling the spread of fungus for any activity that has a potential for spreading Port Orford-cedar root disease. S&Gs for the management of POC root disease are included in S&G 20-6 to 20-10. Of particular importance to this project is an element of S&G 20-7 which states that transportation plans will evaluate the risk of spread of disease through road upgrades, seasonal closures, permanent closures, maintenance and decommissioning. The proposed action includes mitigations to control the spread of POC root disease. Risk to POC populations was analyzed using the best available data and inter-regional direction for analysis and the management of the spread of POC. The proposed action is therefore consistent with LRMP.

Lands Of particular relevance to this project is S&G 15-5 (page IV-118), which states that rights-of-way needed for public access must be acquired in advance of scheduled programs. The proposed action does not include designating roads or motorized trails the Forest Service does not currently hold title to or possess right-of-way authority on, and is therefore consistent with LRMP direction.

Cultural Resources The Forest goals related to cultural resources include identifying, evaluating, and providing for public appreciation of cultural resources on National Forest lands. The Forest also maintains a well-balanced heritage resource program in the areas of prehistory, history, ethnography, and contemporary values. It also includes the recognition of the contemporary values of the American Indians who use the Forest and provide positive resolution where other resource uses conflict with those values. S&Gs within the LRMP for cultural resources are identified in 12-1 to 12-4 (page IV-114).

The proposed action follows management direction as stated in the LRMP in that historic resources will be surveyed, recorded and protected through strict adherence to National Historic Preservation Act Section 106, Native American Graves Protection and Repatriation Act and Archaeological Resource Protection Act procedures including, but not limited to, government-to-government tribal consultation, State Historic Preservation Officer consultation, intensive survey, site evaluation and recordation, and mitigation measures for sites with potential effects or impacts.

Management Areas

A management area represents lands that will be managed in a uniform manner, through a set of management area prescriptions unique to that area.

Management Area 5 – Research Natural Areas Research Natural Areas (RNAs) are part of a national network of field ecological areas designated for non-manipulative research, observation, and to study and maintain biological diversity on National Forest System lands. The objectives of establishing RNAs are: (1) to preserve a wide spectrum of pristine, representative areas that typify target vegetation types and/or types considered of scientific interest; (2) to serve as control areas for comparing landscapes manipulated by humans; (3) to serve as baseline areas for measuring long-term ecological change; and (4) to preserve and maintain genetic diversity and to provide a laboratory for the study of ecological succession. The proposed action includes restoration 1.15 miles of unauthorized routes through barricading. Restoration is consistent with management direction for RNA(s). Management actions proposed in a RNA will be coordinated with the Pacific Southwest Research Station.

Management Area 8 - Special Habitat (Late Successional Reserve) Late Successional Reserves are to be managed to protect and enhance conditions of late-successional and old-growth forest ecosystems, which serve as habitat for late-successional and old-growth related species including the northern spotted owl. These reserves are designed to maintain functional, interacting, late-successional and old growth ecosystems. S&Gs for recreational uses state to use adjustment measures such as education, use limitations, traffic control devices, or increased maintenance when dispersed and developed

recreation practices retard or prevent attainment of Late Successional Reserve objectives. In addition, motor vehicle use would be restricted to designated routes. Road and trail density would be at low to moderate levels. High standard roads would generally not occur, and OML 1 or 2 roads would occur (LRMP IV-42 to IV-43).

The proposed action would decommission 16.88 miles of road, restore 11.29 miles of UAR, downgrade (close for motorized use) 6.14 miles of OML 2 to OML 1 road, upgrade (open for motorized use) 0.5 miles of OML 1 to OML 2 road, and add 2.37 miles of motorized trail and road to the NFTS in Late Successional Reserves on the Smith River NRA. The proposed action will reduce disturbance and fragmentation in the long term, and is consistent with Late Successional Reserves objectives.

Management Area 9 - Riparian Reserves: Under the Aquatic Conservation Strategy, RRs are used to maintain and restore riparian structures and functions to streams, confer benefits to riparian-dependent and associated species other than fish, enhance habitat conservation for organisms that are dependent on the transition zone between upslope and riparian areas, improve travel and dispersal corridors for many terrestrial animals and plants, and provide for greater connectivity of the watershed. The RRs would also serve as connectivity corridors between Late Successional Reserves.

The RR management direction stated above includes restoration of riparian structures and functions, as well as habitat conservation, improved dispersal habitat, and maintenance of habitat connectivity. The proposed action would improve riparian conditions and aquatic habitat impacted due to erosion and sediment delivery to streams caused by unauthorized motorized recreation, and NFTS roads not currently meeting LRMP standards, by decommissioning unneeded roads, restoring unauthorized routes, and upgrading and stormproofing roads. Specific S&Gs are outlined on pages IV-48 under Recreation Management 9-1 through 9-3, and on pages IV-49 to IV-50 under Transportation Facilities 9-1 through 9-7, and on page IV-50 under Watershed and Habitat Restoration 9-1 through 9-3.

Management Area 10 – Special Interest Areas, Botanical Area (BA): Botanical areas are classified under 36 CFR 294.1 and managed for the full complement of the species and plant communities as well as the natural processes that support these elements. These areas include some of the best examples of indigenous and sensitive plant concentrations, sensitive plant habitat, conifer diversity and unique plant communities on the Forest.

Myrtle Creek Botanical Area

The Smith River NRA is proposing to decommission 0.04 miles of OML 1 road within the Myrtle Creek BA. This botanical area was established to represent an ecotone between the redwood forest type and the mixed evergreen forest, and to display the cultural history of the area. Decommissioning supports the maintenance of ecological processes and unique features for which the area was established.

North Fork Smith River Botanical Area

The Smith River NRA is proposing to restore 3.56 miles of UARs within the North Fork Botanical Area. This botanical area was established because of the large number of rare and endemic plant species, distinctive plant habitats, and plant communities. Restoring will support the maintenance of ecological processes and unique features for which the area was set aside.

Bear Basin Botanical Area

The Smith River NRA proposes to restore 0.14 miles of UAR, decommission 0.17 miles of OML 2 road, stormproof 0.51 miles of OML 1 road, and add 0.10 miles of UAR to the NFTS as OML 2 road within the Bear Basin Botanical Area. This botanical area harbors forest communities of exceptional conifer diversity. Decommissioning, restoration and stormproofing support the maintenance of ecological processes and unique features for which the areas were set aside. Overall road miles will be decreased. Adding the existing unauthorized route of approximately 0.10 miles in length to the NFTS will not compromise the objectives for which this botanical area was established.

Broken Rib Ecological Area

The Smith River NRA proposes to restore 0.97 miles of UAR and decommission 0.03 miles of existing OML 1 road. The Ecological Area was established because of its high botanical and ecological diversity. Decommissioning and restoration support the maintenance of ecological processes and unique features for which the area was set aside.

Management Area 2

Wild River: This management area includes segments of the Smith River and adjacent corridors of land classified as Wild under the National Wild and Scenic Rivers Act of 1968. Goals include preserving the Wild River qualities. The Wild designation was reserved for rivers that are free-flowing and generally inaccessible except by trail. The desired condition is for the river to appear essentially primitive, with little or no evidence of human activity. S&Gs related to this project for this management area include:

Recreation

- Manage primarily for ROS class semi-primitive non-motorized. Simple comfort and convenience facilities, such as fireplaces, may be provided as necessary within the river area.
- Motorized travel on land will occur only on existing routes; no new routes will be constructed.

Transportation and Facilities Management

- No new roads or facilities for motorized travel will be constructed. Minor existing structures may be allowed if compatible with the essentially primitive and natural values of the viewshed.

The proposed action includes restoring 1.84 miles of unauthorized routes and decommissioning 0.82 miles of OML 1 roads. The proposed action is consistent with the management direction for this Wild Rivers in that will contribute to preservation

of the Wild River qualities by reducing impacts to water quality through restoration and decommissioning.

Scenic River: This management area includes segments of the Smith River and adjacent corridors of land classified as Scenic under the National Wild and Scenic Rivers Act of 1968. The basic distinctions between a Wild and a Scenic River area are degree of development, type of land use and road accessibility. The goals are to maintain and enhance the outstandingly remarkable values for which the rivers are designated and provide recreational opportunities that do not adversely impact or degrade those values. The desired condition for Scenic River segments is that it appears to be in a natural forest condition as seen from the river. The river area will appear largely primitive, and shorelines will be largely undeveloped. S&Gs related to this project for this management area include:

Recreation

- Maintain existing ROS class of semi-primitive non-motorized and semi-primitive motorized. Larger scale public use facilities, such as moderate size campgrounds, public information centers, and administrative headquarters are allowed if such structures will be visually screened from the river.

Transportation and Facilities Management

- Roads may occasionally bridge the river area. Short stretches of conspicuous roads and longer stretches of inconspicuous roads are allowed within the river corridor.

The proposed action includes restoring 1.33 miles of unauthorized routes, decommissioning 1.09 miles of OML 1 roads, downgrading 0.21 miles of OML2 to OML 1 roads. The proposed action is consistent with the management direction for Scenic Rivers in that it promotes the goals of maintaining and enhancing the values for which the river was designated through restoration, decommissioning, downgrading and stormproofing, while maintaining limited motorized access in this management area as outlined in the S&Gs.

Recreational River: This management area includes segments of the Smith River and adjacent corridors of land classified as Recreational under the National Wild and Scenic Rivers Act of 1968. The Recreational classification applies to those river segments which are readily accessible by public roads and have experienced substantial human modification to the scenery. The desired condition is that it should remain generally natural and riverine in appearance. S&Gs related to this project for this management area include:

Recreation

- Manage for ROS classes of roaded natural, semi-primitive motorized, and semi-primitive non-motorized. Campgrounds and picnic areas may be established in close proximity to the river.

Transportation and Facilities Management

- Roads and trails may be constructed. Bridge crossings and numerous river access points may occur.

The proposed action includes the restoration of 12.13 miles of unauthorized routes, decommissioning 3.73 miles of roads, stormproofing 4.41 miles of roads, and adding

5.12 miles of roads and motorized trails to the NFTS. The proposed action is consistent with the management direction for Recreational Rivers in that it promotes the conservation of the values for which the river was designated, while allowing for motorized access and providing recreational opportunities.

Management Area 7 - Smith River National Recreation Area (Smith River NRA)

The Smith River NRA was established in November of 1990, by SB 2566/HB 4309. The primary goals are to emphasize, protect, and enhance the unique biological diversity; anadromous fisheries; and the wild, scenic, and recreational potential of the Smith River while providing sustained yields of forest products. The Smith River NRA Act legislated specific statutes. The Smith River NRA Management Plan (Appendix A of the LRMP) provides direction to guide compliance with those statutes.

Smith River NRA Management Plan

The following describes which sections of the Smith River NRA Management Plan are relevant to this proposed action. Much of the Plan underscores the basis of the purpose and need of the proposed action.

Management Areas

While specific management direction is identified for each of the eight management areas (pages 20-39), management direction that is common to all management areas and related to the proposed action follows.

- Provide for a broad-range of recreation uses and provide recreational and interpretive services and facilities (including trails and campgrounds) for the public.
- Provide and maintain adequate public access, including vehicular roads for general recreational activities such as camping, hiking, hunting and fishing.
- Improve the anadromous fishery and water quality, including (but not limited to), stabilizing landslides, improving fish spawning and rearing habitat, and placing appropriate restrictions or limitations on soil-disturbing activities.
- Permit the use of off-highway vehicles only on designated routes.
- Provide for the long-term viability and presence of Port Orford-cedar and ensure its continued present economic and noneconomic uses through implementation of management strategies developed by the Forest Service.
- Provide for the restoration of landscapes damaged by past human activity consistent with the Smith River NRA Act.
- Access to motorized trails is limited to the dry season only (normally May through October).

The Proposed Action is consistent with the overall management direction in that it provides opportunities for motorized and dispersed recreation by providing access to motorized trails, dispersed campsites and developed campgrounds, permits OHV use on OML 2 roads and motorized trails, decreases risk to aquatic resources through upgrades to existing roads by stormproofing and restores hydrologic function in areas damaged by past human activity, and includes mitigations to reduce the risk of spreading POC root disease.

The North Fork Management Area contains directions for OHV use stating that this area also contains most of the historic mines and mining roads found in the Smith River NRA. The abundant access of these roads provide, along with the unusually erosion resistant soils, provide an excellent opportunity for managed OHV use. Specific direction states that the Smith River NRA shall provide and maintain facilities for information services and recreation activities which are compatible with the Wild, Scenic, or Recreational River designations, including: hiking, camping, white water boating, off-highway vehicle use on designated trails, and hunting.

Ten Year Plan

The Recreation Plan (page 40) directs the Forest to designate routes for OHV use and facilities.

The Fisheries and Riparian Plan states that all fisheries and riparian work will be coordinated to:

- Maintain the function of corridors and manage for watershed-stream integrity by correcting road and culvert failures, controlling landslides and fine sediment sources, and maintaining sources of large woody debris for channel stability and stream habitat complexity.

Under the Soil and Watershed Improvements and Activities plan (page 44), the following is prescribed.

Conduct road inventory, evaluation, and reclamation:

- Conduct a comprehensive inventory of all roads within the NRA.
- Evaluate each road with regard to use or potential use for recreation, timber management, access to private land, and for the road system's effects on watershed, wildlife, and recreational values.
- Determine long-term management of each road. Develop a schedule for closure and reclamation of unneeded or inappropriate roads.

Monitor soil and water resources. Such monitoring efforts will include the following activities:

- Monitor impact of OHV use on water quality in areas with designated OHV routes.

Evaluate flood risk:

- Conduct a flood risk rating of all road drainage structures.
- Develop a plan for "flood proofing" all roads.

The proposed action is, in part, a result of an inventory of all roads and unauthorized routes within the Smith River NRA, which were analyzed to determine resource risk, and administrative and public need. The proposed action was designed to address administrative and public needs and reduce risks to resources through focused strategic investment. The proposed action also includes

protocols for monitoring water quality on the NFTS. The proposed action is therefore compliant with the Fisheries and Riparian Plan, and Soil and Watershed Improvement Plan.

DECISION FRAMEWORK

The Forest Supervisor of the Six Rivers National Forest is the Responsible Official. The Responsible Official will decide whether to adopt and implement the proposed action, an alternative to the proposed action, or take no action.

REFERENCE CITED

2008. United States Environmental Protection Agency (US EPA). Framework for Investigating Asbestos-Contaminated Superfund Sites. Prepared by the Asbestos Committee of the Technical Review Workgroup of the Office of Solid Waste and Emergency Response. OSWER Directive #9200.0-68, September.

1995. USDA, Forest Service, Six Rivers National Forest. "Land and Resource Management Plan" On file at Six Rivers National Forest Supervisor's Office, Eureka, CA. Online at: <http://www.fs.fed.us/r5/sixrivers/>

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
199.102	0.13	0.00	0.13	UAR	Add to road system. OML2. Administrative access only to water system for campground.	2							T17NR3E
199.103	0.10	0.00	0.10	UAR	Add to road system. OML 3, Madrona Campground	3					x		T17NR3E
199.104	0.11	0.00	0.11	UAR	Add to road system. OML 3, Madrona Campground	3					x		T17NR3E
199.105	0.03	0.00	0.03	UAR	Add to road system. OML 3, Darlingtonia Trail head access	3					x		T17NR2E
199.106	0.18	0.00	0.18	UAR	Add to road system. OML 3, Eighteen-mile river access site	3					x		T17NR2E
199.109	0.10	0.00	0.10	UAR	Barricade to allow parking at turnout and hiking access to river.	Restore							T17NR1E
199.111	0.09	0.00	0.09	UAR	Add to road system. Add road to creek as OML 2. Barricade at creek to provide non-motorized access.	2					x		T17NR1E
305.100	0.57	0.00	0.57	UAR	Barricade through boulder placement.	Restore							T18NR1E
305.101	1.08	0.00	1.08	UAR	Barricade.	Restore							T18NR1E
305.101A	0.04	0.00	0.04	UAR	Barricade.	Restore							T18NR1E
305.101B	0.50	0.00	0.50	UAR	Barricade.	Restore							T18NR1E
305.102	0.15	0.00	0.15	UAR	Barricade.	Restore							T18NR1E
305.103	0.14	0.00	0.14	UAR	Barricade.	Restore							T17NR1E
305.104	0.14	0.00	0.14	UAR	Barricade.	Restore							T17NR1E
305.105	0.22	0.00	0.22	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x						T18NR1E
305.106	0.21	0.00	0.21	UAR	Barricade.	Restore							T19NR1E
305.108	0.06	0.00	0.06	UAR	Barricade.	Restore							T18NR2E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range	
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA		
305.109*	2.43	0.00	2.43	UAR	Add to trail system. Motorized Trail; Install drains and gravel at wet areas to keep vehicles on the roadway (near mp 1.00 & 1.5). Improve surface drainage, place boulders strategically, increase enforcement.	M. Trail	x		x		x	x		T18NR2E
305.109A	1.02	0.00	1.02	UAR	Barricade.	Restore				x				T18NR2E
305.111	0.13	0.00	0.13	UAR	Barricade.	Restore								T18NR2E
305.113	0.12	0.00	0.12	UAR	Barricade.	Restore								T18NR2E
305.114	0.63	0.00	0.63	UAR	Outslope or rolling dips as needed and barricade.	Restore								T18NR2E
305.115	1.74	0.00	1.74	UAR	Outslope or rolling dips as needed and barricade.	Restore								T18NR2E
305.115A	0.18	0.00	0.18	UAR	Outslope or rolling dips as needed and barricade.	Restore								T18NR2E
305.118*	0.80	0.00	0.80	UAR	Add to trail system. Motorized trail. Delineate Route, POC mitigation - seasonal closure at beginning of route. Gate mid-October through early June; need culvert at POC site, barricade end of route.	M. Trail	x	x		x		x		T18NR1E
305.118*	0.76	0.80	1.56	UAR	Outslope or rolling dips as needed.	Restore								T18NR1E
305.121	0.63	0.00	0.63	UAR	Barricade.	Restore								T18NR1E
305.121A	0.28	0.00	0.28	UAR	Barricade.	Restore								T18NR1E
305.121B	1.03	0.00	1.03	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x		T18NR1E
305.123	0.63	0.00	0.63	UAR	Barricade.	Restore								T18NR1E
305.124	1.20	0.00	1.20	UAR	Outslope or rolling dips as needed and barricade.	Restore								T17NR1E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barri-cade	Storm-proof	Speed Limit & Sign for NOA	
305.125*	1.44	0.00	1.44	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T18NR1E
305.126	1.56	0.00	1.56	UAR	Barricade.	Restore							T17NR1E
305.128	0.69	0.00	0.69	UAR	Barricade through boulder placement.	Restore							T18NR1E
305.129	0.27	0.00	0.27	UAR	Barricade through boulder placement.	Restore							T18NR1E
305.131	0.09	0.00	0.09	UAR	Barricade through boulder placement.	Restore							T18NR1E
314.1*	1.21	0.00	1.21	UAR	Add to trail system. Motorized trail. POC mitigation - Barricade at mp 1.21	M. Trail				x			T17NR2E
314.107	0.26	0.00	0.26	UAR	Add to road system. OML 2; Delineate route. Three Ponds camping area. POC mitigation - Gravel near POC.	2	x		x			x	T18NR3E
315.100	1.68	0.00	1.68	UAR	Barricade.	Restore							T18NR3E
315.102	0.48	0.00	0.48	UAR	Barricade.	Restore							T18NR3E
315.106	0.25	0.00	0.25	UAR	Barricade.	Restore							T18NR3E
315.107	0.30	0.00	0.30	UAR	Barricade.	Restore							T18NR3E
315.108	0.46	0.00	0.46	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x						T18NR3E
315.2	0.51	0.00	0.51	UAR	Outslope or rolling dips as needed. Remove culverts at mp 0.07 0.13 and 0.18 to improve drainage.	Restore							T18NR3E
315.3	0.98	0.00	0.98	UAR	Remove all culverts. Outslope as needed.	Restore							T18NR3E
315.3A	0.24	0.00	0.24	UAR	Remove all culverts. Outslope as needed.	Restore							T18NR3E
315.9A	1.22	0.00	1.22	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR3E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
316.1	0.26	0.00	0.26	UAR	Add to road system. OML 2 administrative use only; add rolling dips. POC mitigation - Gravel near POC.	2			x		x		T17NR3E
324.100	0.13	0.00	0.13	UAR	Barricade.	Restore							T18NR4E
405.10*	0.74	0.00	0.74	UAR	Add driveable portion to trail system. Motorized trail. Delineate route. Route delineation at .36mp.	M. Trail	x					x	T16NR2E
405.100	0.11	0.00	0.11	UAR	Barricade.	Restore							T16NR3E
405.101	0.17	0.00	0.17	UAR	Barricade.	Restore							T16NR3E
405.103*	3.47	0.00	3.47	UAR	Add to trail system. Motorized trail. Improve surface drainage near creek; repair culvert.	M. Trail					x	x	T16NR2E
405.9	0.05	0.00	0.05	UAR	Barricade.	Restore							T16NR3E
411.101	0.30	0.00	0.30	UAR	Barricade.	Restore							T17NR2E
411.102	0.17	0.00	0.17	UAR	Barricade.	Restore							T17NR2E
427.101	0.15	0.00	0.15	UAR	Add to road system. OML 1.	1							T15NR2E
427.103	0.32	0.00	0.32	UAR	Add to road system. OML 2. Delineate Route.	2	x					x	T16NR1E
427.105	0.29	0.00	0.29	UAR	Add to road system. OML 2, County disposal site; may be gated periodically for administrative purposes.	2							T16NR1E
427.106	0.13	0.00	0.13	UAR	Add to trail system. Motorized Trail; install rolling dips to improve drainage.	M. Trail					x		T15NR2E
13N13	0.60	0.00	0.60	2	Remove from System; Remove culvert and associated fill. Outslope as needed and barricade.	Deco							T13NR3E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range	
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA		
13N26	2.31	0.00	2.31	2	Maintain, repair, or replace each culvert; improve surface drainage. POC Mitigation - Seasonal Closure - Gate at beginning of road.	2		x				x		T13NR3E
13N26D.100	0.25	0.00	0.25	UAR	Barricade.	Restore								T13NR3E
13N27A.1	0.25	0.00	0.25	UAR	Add to road system. OML 2; Delineate route.	2	x							T13NR3E
13N34	2.49	0.00	2.49	2	Maintain, repair, or replace each culvert; improve surface drainage.	2						x		T13NR3E
13N34A	0.72	0.00	0.72	1	Maintain, repair, or replace each culvert and improve surface drainage. Upgrade to OML 2.	2						x		T13NR3E
13N34B	0.08	0.00	0.08	1	Remove from System; Remove culvert and associated fill. Barricade.	Deco								T13NR3E
13N35.1	0.25	0.00	0.25	UAR	Barricade.	Restore								T13NR3E
13N35.5	0.14	0.00	0.14	UAR	Barricade.	Restore								T13NR3E
13N35K	0.10	0.18	0.28	2	Remove from System.	Deco								T14NR3E
13N37	2.00	0.00	2.00	2	Remove all culverts and associated fill. Outslope or waterbars/rolling dips as needed and barricade. Downgrade to OML 1.	1						x	x	T13NR3E
13N37.1	0.11	0.00	0.11	UAR	Barricade.	Restore								T14NR3E
13N37A	0.77	0.00	0.77	2	Remove from System; Remove culverts and associated fill as needed. Outslope as needed and barricade.	Deco								T13NR3E
13N37B	0.27	0.00	0.27	2	Remove from System; Remove culverts and associated fill as needed. Outslope as needed and barricade.	Deco								T13NR3E
13N41	4.30	0.00	4.30	2	Maintain, repair, or replace each culvert; improve surface drainage.	2						x		T13NR2E
13N41.100	0.10	0.00	0.10	UAR	Barricade.	Restore								T13NR2E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
13N41.101	0.08	0.00	0.08	UAR	Barricade.	Restore							T13NR2E
13N42	1.61	0.00	1.61	2	Maintain, repair, or replace each culvert; improve surface drainage.	2					x		T13NR3E
13N42.100	0.08	0.00	0.08	UAR	Barricade.	Restore							T13NR3E
13N42A	0.70	0.00	0.70	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T13NR3E
13N44	5.90	0.00	5.90	2	Maintain, repair, or replace each culvert; improve surface drainage.	2					x		T13NR3E
13N44.100	0.26	0.00	0.26	UAR	Add to road system. OML 2	2						x	T13NR3E
13N44.101	0.39	0.00	0.39	UAR	Barricade.	Restore							T13NR3E
13N44D	1.13	0.00	1.13	2	Maintain, repair, or replace each culvert; improve surface drainage.	2					x		T13NR3E
14N01.1	0.17	0.00	0.17	UAR	Barricade.	Restore							T14NR3E
14N01B	0.50	0.00	0.50	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T14NR3E
14N01D	1.80	0.00	1.80	2	Maintain, repair, or replace each culvert; improve surface drainage.	2					x		T13NR2E
14N01G	1.60	0.00	1.60	1	Remove all culverts and associated fill. Outslope or waterbars as needed and barricade.	1					x		T14NR3E
14N08T	0.11	0.00	0.11	1	Remove from System; Remove all culverts and associated fill. Outslope or waterbars as needed and barricade.	Deco							T14NR3E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barri-cade	Storm-proof	Speed Limit & Sign for NOA	
14N10	0.50	0.00	0.50	1	Remove from System; Remove all culverts and associated fill. Barricade.	Deco							T13NR3E
14N15	0.50	0.00	0.50	2	Maintain, repair, or replace each culvert; improve surface drainage.	2				x			T13NR2E
14N15.1	3.80	0.00	3.80	UAR	Add to road system. OML 2. Replace culverts and repair road surface. POC mitigation - gravel near POC.	2			x	x	x		T13NR2E
14N29A	0.80	0.00	0.80	2	Remove from System; Remove all culverts and associated fill. Outslope or waterbars as needed and barricade.	Deco							T13NR3E
14N32.1	0.26	0.00	0.26	UAR	Barricade.	Restore							T14NR3E
14N33	1.60	0.18	1.78	2	Remove from system. Remove culverts and associated fill from stream channels. Outslope and barricade.	Deco							T14NR3E
14N33.1	0.09	0.00	0.07	UAR	Barricade.	Restore							T14NR3E
14N33.2	0.07	0.00	0.52	UAR	Barricade.	Restore							T14NR3E
14N33.3	0.52	0.00	0.52	UAR	Remove culverts and associated fill from stream channels as on 14N33. Outslope as needed.	Restore							T14NR3E
14N33A	0.22	0.00	0.22	1	Remove from System; Remove all culverts and associated fill. Outslope or waterbars as needed and barricade.	Deco							T14NR3E
14N38	0.60	0.00	0.60	2	Improve surface drainage and maintain as OML 2. Seasonal closure to protect POC. Gate mid-October through early June.	2		x		x			T14NR3E
14N46	2.70	0.00	2.70	1	Remove 2 culverts and associated fill. Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T14NR3E
14N46.1	0.08	0.00	0.08	UAR	Barricade.	Restore							T14NR3E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
14N46.2	0.13	0.00	0.13	UAR	Outslope and barricade.	Restore							T14NR3E
14N46B	0.37	0.00	0.37	1	Remove from System; Outslope as needed and barricade.	Deco							T14NR3E
15N01.102	0.48	0.00	0.48	UAR	Add to road system. OML 2. POC mitigation - Gravel at low point near mp 0.14	2			x				T15NR3E
15N01.2	0.14	0.00	0.14	UAR	Barricade.	Restore							T14NR3E
15N01.3	0.15	0.00	0.15	UAR	Add to road system. OML 2	2							T14NR3E
15N01.4	0.35	0.00	0.35	UAR	Remove all culverts and associated fill. Outslope or waterbars as needed and barricade.	Restore							T14NR3E
15N01A.1	0.10	0.00	0.10	UAR	Barricade.	Restore							T15NR2E
15N01A.2	0.05	0.00	0.05	UAR	Barricade.	Restore							T15NR2E
15N01A.4	3.84	0.00	3.84	UAR	Replace culverts and repair road surface. Manage as OML1.	1					x		T15NR2E
15N01P	0.12	0.79	0.88	1	Remove from System; Remove all culverts and associated fill. Outslope or waterbars as needed and barricade.	Deco							T14NR3E
15N01R	0.10	0.00	0.10	1	Outslope or waterbars as needed and barricade.	1				x	x		T14NR3E
15N01S	0.10	0.00	0.10	1	Outslope or waterbars as needed and barricade.	1				x	x		T14NR3E
15N01U	0.70	0.00	0.70	1	Remove from System; Remove all culverts and associated fill. Outslope or waterbars as needed and barricade.	Deco							T14NR3E
15N01U.1	0.58	0.00	0.58	UAR	Barricade.	Restore							T14NR3E
15N01-x.100	0.13	0.00	0.13	UAR	Add to road system. OML 2	2							T14NR3E
15N02	11.10	0.00	11.10	2	Replace 3 priority culverts.	2					x		T15NR2E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
15N02.101	0.80	0.00	0.80	UAR	Add to trail system. Motorized trail. POC mitigation - Barricade at mp 0.8	M. Trail					x	x	T15NR2E
15N02.103	0.58	0.00	0.58	UAR	Add to trail system. Motorized trail	M. Trail						x	T15NR2E
15N02.104	1.14	0.00	1.14	UAR	Add to trail system. Motorized trail	M. Trail						x	T15NR2E
15N02.106	0.48	0.00	0.48	UAR	Add to trail system. Motorized Trail.	M. Trail						x	T15NR2E
15N02.107	0.42	0.00	0.42	UAR	Add to trail system. Motorized trail	M. Trail						x	T15NR2E
15N02.2	0.24	0.00	0.24	UAR	Barricade	Restore							T15NR2E
15N02.4	0.49	0.00	0.49	UAR	Add to trail system. Motorized trail	M. Trail							T15NR2E
15N02.5	0.90	0.00	0.90	UAR	Outslope or rolling dips as needed and barricade.	Restore							T15NR2E
15N11.2	0.32	0.00	0.32	UAR	Barricade.	Restore							T15NR2E
15N11A	1.70	0.00	1.70	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR2E
15N11A.1	0.25	0.00	0.25	UAR	Remove all culverts and associated fill from stream channels. Outslope as needed.	Restore							T15NR2E
15N11B	1.39	0.00	1.39	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope and barricade.	Deco							T15NR2E
15N13	3.80	0.00	3.80	2	Improve maintenance or repair/replace all culverts and drainage structures as needed. Manage as OML 2.	2					x		T14NR2E
15N33	0.90	0.00	0.90	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barri-cade	Storm-proof	Speed Limit & Sign for NOA	
15N35A	0.24	0.00	0.24	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
15N35B	0.57	0.00	0.57	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
15N35C	0.57	0.00	0.57	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
15N36.1	0.62	0.00	0.62	UAR	Remove 3 culverts and associated fill from stream channels. Outslope as needed and barricade.	Restore							T15NR3E
15N36C	0.55	0.00	0.55	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
15N36N	1.30	0.00	1.30	2	Keep first 1.3 miles; Maintain, repair, or replace each culvert. Improve surface drainage with outsloping and rolling dips as needed.	2				x			T15NR3E
15N36N	1.30	1.30	2.60	2	Decommission from 1.3 to 2.6	Deco							T15NR3E
15N36N.1	0.90	0.00	0.90	UAR	Add to road system as OML 2. Access to Blackhawk Bar. Keep; Maintain, repair, or replace each culvert. Improve surface drainage with outsloping and rolling dips as needed. Rock/gravel.	2			x		x		T15NR3E
15N38	2.90	0.00	2.90	2	Improve surface drainage and install culvert at stream ford on road near private land.	2					x		T15NR3E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
15N39A	1.20	0.00	1.20	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
15N39A.1	0.18	0.00	0.18	UAR	Barricade	Restore							T15NR3E
15N39B	0.50	0.00	0.50	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
15N42	1.06	0.00	1.06	2	Remove all 3 culverts and associated fill. Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T15NR3E
15N42A	0.44	0.00	0.44	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
15N45	1.13	0.00	1.13	1	Excavate culverts and associated fill. Outslope roadbed and barricade.	1				x	x		T15NR3E
15N45.100	0.22	0.00	0.22	UAR	Barricade.	Restore							T15NR3E
15N45.101	0.12	0.00	0.12	UAR	Barricade.	Restore							T15NR3E
15N63	0.30	0.00	0.30	1	Upgrade to OML 2.	2							T15NR3E
16N02.1	0.10	0.00	0.10	UAR	Add to road system. OML 2; Bear Basin water source	2							T16NR4E
16N02.2	0.87	0.00	0.87	UAR	Barricade.	Restore							T16NR4E
16N02.5	0.21	0.00	0.21	UAR	Outslope or rolling dips as needed and barricade.	Restore							T16NR4E
16N02D	0.61	0.00	0.61	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR4E
16N02H	0.40	0.00	0.40	1	Outslope or rolling dips as needed.	1				x			T15NR3E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
16N02L	1.70	0.00	1.70	2	Upsize culverts, install waterbars or rolling dips.	2					x		T16NR4E
16N02S	1.20	0.00	1.20	1	Remove from System; Remove culverts and associated fill as needed. Outslope as needed and barricade.	Deco							T15NR3E
16N02S.1	0.21	0.00	0.21	UAR	Barricade.	Restore							T15NR3E
16N02T	0.50	0.00	0.50	1	Remove from System; Remove culverts and associated fill as needed. Outslope as needed and barricade.	Deco							T15NR3E
16N02T.1	0.12	0.00	0.12	UAR	Barricade.	Restore							T15NR3E
16N03.100	0.10	0.00	0.10	UAR	Barricade.	Restore							T15NR3E
16N03.2	0.87	0.00	0.87	UAR	Remove 3 culverts and associated fill from stream channels. Outslope as needed and barricade.	Restore							T15NR3E
16N03D	0.63	0.00	0.63	1	Outslope or waterbars as needed and barricade.	1				x	x		T16NR3E
16N03F	0.70	0.00	0.70	2	Remove all 4 culverts and associated fill. Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T16NR3E
16N03G	0.08	0.00	0.08	1	Remove from System; Outslope landing as needed and barricade.	Deco							T15NR3E
16N03H	0.30	0.00	0.30	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR3E
16N03K	1.50	0.00	1.50	2	Repair culverts at mp 1.08 and 1.14.	2					x		T16NR3E
16N03L	0.20	0.00	0.20	1	Remove from System; Remove culverts and associated fill as needed. Outslope as needed and barricade.	Deco							T16NR3E

**Denotes key route recommended by collaborative group.*

Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
16N10.1	0.14	0.00	0.14	UAR	Barricade.	Restore							T16NR4E
16N15A	0.17	0.00	0.17	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
16N16	1.50	0.00	1.50	2	Repair or replace plugged culverts.	2				x			T16NR4E
16N16	0.60	1.50	2.10	2	Remove all 4 culverts and associated fill and outslope and barricade. Downgrade to OML 1.	1			x	x			T16NR4E
16N18.1	1.04	0.00	1.04	UAR	Barricade.	Restore							T15NR3E
16N18.3	0.49	0.00	0.49	UAR	Barricade.	Restore							T15NR3E
16N18.4	0.67	0.00	0.67	UAR	Barricade.	Restore							T15NR3E
16N18A	1.35	0.00	1.35	2	Repair or replace 8 culverts on section up to MP 1.35 at bridge.	2				x			T15NR4E
16N18A	0.95	1.35	2.30	2	Remove 5 culverts; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR4E
16N18B.1	0.66	0.00	0.66	UAR	Barricade.	Restore							T15NR4E
16N18C	0.39	0.00	0.39	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR4E
16N18E	0.96	0.00	0.96	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR4E
16N18K	1.10	0.00	1.10	1	Outslope or rolling dips as needed.	1				x			T15NR3E
16N19	8.28	0.00	8.28	2	Improve maintenance on, repair, or replace each of the 17 culverts.	2				x			T16NR2E
16N19.1	0.05	0.00	0.05	UAR	Add to road system. OML 2; water source; POC mitigation - Gravel length	2			x				T16NR2E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
					of road.								
16N19.2	0.08	0.00	0.08	UAR	Outslope or rolling dips as needed and barricade.	Restore							T16NR2E
16N19.3	0.30	0.00	0.30	UAR	Barricade.	Restore							T16NR2E
16N19.4	0.87	0.00	0.87	UAR	Barricade.	Restore							T16NR2E
16N19.5	0.19	0.00	0.19	UAR	Remove fill from culvert. Outslope as needed and barricade.	Restore							T16NR2E
16N19A	0.23	0.00	0.23	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
16N19B	1.40	0.00	1.40	2	Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T16NR2E
16N19E	0.95	0.00	0.95	2	Remove all 7 culverts and associated fill. Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T16NR2E
16N19E.1	0.41	0.00	0.41	UAR	Barricade.	Restore							T16NR2E
16N19F	0.76	0.00	0.76	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
16N19G	0.23	0.00	0.23	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
16N21.1	0.15	0.00	0.15	UAR	Outslope or rolling dips as needed and barricade.	Restore							T16NR2E
16N21.2	0.10	0.00	0.10	UAR	Barricade.	Restore							T15NR2E
16N21F.1	0.09	0.00	0.09	UAR	Barricade.	Restore							T16NR2E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
16N23	7.40	0.00	7.40	2	Improve road drainage at all culverts.	2					x		T15NR2E
16N23.100	0.64	0.00	0.64	UAR	Add to trail system. Motorized trail	M. Trail						x	T15NR2E
16N23.2	0.22	0.00	0.22	UAR	Add to trail system. Motorized trail	M. Trail						x	T15NR2E
16N23.4	0.69	0.00	0.69	UAR	Add to trail system. Motorized trail	M. Trail						x	T15NR2E
16N23A.1	1.90	0.00	1.90	UAR	Add to trail system. Motorized trail	M. Trail						x	T15NR2E
16N24A	0.65	0.00	0.65	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T15NR3E
16N27	0.50	0.00	0.50	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR4E
16N30	0.24	0.00	0.24	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR3E
16N31A.1	0.22	0.00	0.22	UAR	Barricade.	Restore							T16NR3E
16N31B.2	0.13	0.00	0.13	UAR	Barricade.	Restore							T16NR3E
16N32	3.94	0.00	3.94	2	Improve maintenance, repair, or replace each of the 16 culverts.	2					x		T16NR3E
16N32A	0.08	0.00	0.08	1	Remove from System; Remove culverts and associated fill from stream channels . Outslope as needed and barricade.	Deco							T16NR4E
16N32C	0.47	0.00	0.47	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR3E
16N33	0.70	3.70	4.40	2	Downgrade to OML 1.	1							T16NR3E
16N34	0.90	0.00	0.90	2	Add culvert at mp .34. Remove last culvert at mp .9 switchback.	2					x		T16NR2E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
16N34A	0.50	0.00	0.50	2	Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T16NR2E
16N35A	0.14	0.00	0.14	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR3E
16N35C	0.12	0.00	0.12	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR3E
16N36	1.20	0.00	1.20	2	Improve maintenance, repair, or replace each of the culverts.	2					x		T16NR2E
16N36.1	0.11	0.00	0.11	UAR	Barricade.	Restore							T16NR1E
16N36B	0.80	0.00	0.82	2	Clean blocked culverts and install 2 additional culverts.	2					x		T16NR2E
16N37	1.20	0.00	1.20	2	Improve maintenance, repair, or replace each of the 6 culverts.	2					x		T16NR2E
16N37B	0.17	0.00	0.17	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
16N39A	0.22	0.00	0.22	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR4E
16N41	1.43	0.00	1.43	2	Replace culvert at mp .56.	2					x		T16NR2E
16N41A	0.17	0.00	0.17	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
16N41B	0.09	0.00	0.09	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
16N55	0.50	0.00	0.50	1	Upgrade to OML 2	2							T16NR3E
16N55.1	0.16	0.00	0.16	UAR	Barricade.	Restore							T16NR3E
17N01.1	0.21	0.00	0.21	UAR	Add to road system. OML 2. POC mitigation - Gravel near POC.	2			x				T17NR3E
17N01.100	2.49	0.00	2.49	UAR	Remove all culverts and associated fill from stream channels. Outslope and barricade.	Restore							T17NR4E
17N01.2	0.30	0.00	0.30	UAR	Barricade.	Restore							T17NR3E
17N03	1.20	0.00	1.20	1	Outslope or waterbars as needed and barricade.	1				x	x		T16NR4E
17N04.1	0.12	0.00	0.12	UAR	Barricade.	Restore							T17NR3E
17N04.3	0.97	0.00	0.97	UAR	Remove culvert and associated fill. Outslope or rolling dips as needed and barricade.	Restore							T16NR3E
17N04S	1.80	0.00	1.80	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
17N05.100	0.88	0.00	0.88	UAR	Barricade.	Restore							T17NR4E
17N05.101	0.06	0.00	0.06	UAR	Barricade.	Restore							T17NR4E
17N05.4	0.32	0.00	0.32	UAR	Barricade.	Restore							T17NR3E
17N05.4A	1.36	0.00	1.36	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR4E
17N05.5	0.14	0.00	0.14	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR4E
17N05C	0.97	0.00	0.97	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
17N05G	0.67	0.00	0.67	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
17N05U	0.28	0.00	0.28	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR4E
17N07.1	0.25	0.00	0.25	UAR	Outslope or rolling dips as needed and barricade.	Restore							T16NR2E
17N07.102	3.07	0.00	3.07	UAR	Road not stable; failing. Remove all culverts and associated fill from stream channels. Outslope as needed and barricade.	Restore							T16NR2E
17N07.2	0.51	0.00	0.51	UAR	Outslope or rolling dips as needed and barricade.	Restore							T16NR2E
17N07.4	0.21	0.00	0.21	UAR	Outslope as needed.	Restore							T16NR2E
17N07.5	0.32	0.00	0.32	UAR	Barricade.	Restore							T16NR2E
17N07.5A	0.15	0.00	0.15	UAR	Barricade.	Restore							T16NR2E
17N07.6	0.75	0.00	0.75	UAR	Barricade.	Restore							T16NR2E
17N07.7	0.30	0.00	0.30	UAR	Barricade.	Restore							T16NR2E
17N07J	1.64	0.00	1.64	2	Repair culvert at mp 1.25	2					x		T16NR2E
17N07K	0.80	0.00	0.80	2	Remove all 3 culverts and associated fill. Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1					x	x	T16NR2E
17N07Q	0.22	0.00	0.22	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
17N07R	0.44	0.00	0.44	2	Remove from System; Remove culvert and associated fill. Barricade.	Deco							T16NR2E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
17N07R.1	0.16	0.00	0.16	UAR	Barricade.	Restore							T16NR2E
17N07R.1A	0.25	0.00	0.25	UAR	Barricade.	Restore							T16NR2E
17N08.3	0.30	0.00	0.30	UAR	Barricade.	Restore							T17NR3E
17N08A	0.50	0.00	0.50	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
17N13A	0.38	0.00	0.38	2	Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T17NR2E
17N15	0.90	0.00	0.90	2	Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T18NR3E
17N15A	0.13	0.00	0.13	1	Remove from System; Outslope as needed and barricade.	Deco							T18NR3E
17N16	0.65	0.00	0.65	2	Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T17NR2E
17N16.1	0.17	0.00	0.17	UAR	Barricade.	Restore							T17NR2E
17N16.100	0.07	0.00	0.07	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR2E
17N17	0.60	0.00	0.60	1	Remove from System; Remove culvert and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR1E
17N17.1*	1.98	0.00	1.98	UAR	Add to trail system. Motorized trail	M. Trail						x	T17NR1E
17N18.2	0.39	0.00	0.39	UAR	Remove 2 culverts and associated fill from stream channels. Outslope as needed and barricade.	Restore							T17NR3E
17N18.3	0.74	0.00	0.74	UAR	Barricade.	Restore							T17NR3E
17N18.4	0.15	0.00	0.15	UAR	Barricade.	Restore							T18NR3E
17N18A	0.94	0.00	0.94	1	Upgrade to OML 2.	2							T17NR3E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
17N18C	0.67	0.00	0.67	2	Improve maintenance, repair, or replace each of the 3 culverts.	2					x		T17NR3E
17N18E	0.42	0.00	0.42	1	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T18NR3E
17N18F	0.07	0.00	0.07	1	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T18NR3E
17N20	0.19	0.00	0.19	2	Improve maintenance, repair, or replace each of the 3 culverts.	2					x		T17NR1E
17N21.1	0.41	0.00	0.41	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR1E
17N22A	0.79	0.00	0.79	2	Improve maintenance on, repair, or replace culvert at mp 0.7.	2					x		T17NR1E
17N22A.1	0.21	0.00	0.21	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR1E
17N22A.2	0.25	0.00	0.25	UAR	Barricade.	Restore							T17NR1E
17N22D	0.08	0.00	0.08	2	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR1E
17N22J	0.12	0.00	0.12	2	Outslope or rolling dips as needed.	2					x		T17NR1E
17N22W	0.15	0.00	0.15	2	Outslope or rolling dips as needed.	2					x		T17NR1E
17N22W.1	0.46	0.00	0.46	UAR	Add to system as OML 1. Outslope or rolling dips as needed.	1					x		T17NR1E
17N23	1.15	0.35	1.50	1	Remove from System.	Deco							T17NR1E
17N23	1.30	1.50	2.80	1	Remove from System; Outslope as needed, remove culverts, barricade. Remove from MP .42 to end.	Deco							T17NR1E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
17N23C.1	2.23	0.00	2.23	UAR	Add to road system. OML 1.	1							T17NR1E
17N23C.2	0.59	0.00	0.59	UAR	Add to road system. OML 1.	1							#N/A
17N25A	0.49	0.00	0.49	1	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							0
17N27B	0.40	0.00	0.40	1	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR3E
17N27C	0.40	0.00	0.40	1	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR3E
17N27D.1	0.36	0.00	0.36	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR4E
17N28	0.20	0.00	0.20	1	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR1E
17N29	1.00	0.00	1.00	2	Pull fill back from landing.	2							T17NR4E
17N29B	0.20	0.00	0.20	2	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR4E
17N30	0.80	0.00	0.80	2	Remove all culverts and associated fill. Outslope or waterbars as needed. Downgrade to OML 1.	1					x		T17NR4E
17N30	0.50	0.80	1.30	2	Remove all culverts and associated fill. Remove from system. Outslope or waterbars as needed and barricade.	Deco							T17NR4E

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Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
17N30A	0.40	0.00	0.40	2	Downgrade to OML1	1							T17NR4E
17N31	1.60	0.00	1.60	2	Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T17NR4E
17N31.3	0.17	0.00	0.17	UAR	Barricade.	Restore							T17NR4E
17N31A.1	0.36	0.00	0.36	UAR	Barricade.	Restore							T17NR4E
17N32.1	0.31	0.00	0.31	UAR	Barricade.	Restore							T17NR4E
17N32B	0.80	0.00	0.80	2	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR4E
17N32F	1.00	0.00	1.00	2	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR4E
17N32G	1.20	0.00	1.20	2	Improve maintenance, repair, or replace culverts.	2				x			T17NR4E
17N35	0.50	0.00	0.50	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR4E
17N35.100	0.35	0.00	0.35	UAR	Barricade.	Restore							T17NR4E
17N36	2.50	0.00	2.50	2	Improve maintenance, repair, or replace each of the 14 culverts.	2				x			T17NR3E
17N36B.1	0.26	0.00	0.26	UAR	Barricade.	Restore							T17NR3E
17N36C	0.43	0.00	0.43	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
17N36F	1.20	0.00	1.20	1	Upgrade to OML 2.	2							T17NR3E
17N39	2.19	0.00	2.19	2	Improve maintenance, repair, or replace each of the 25 culverts.	2				x			T17NR2E

**Denotes key route recommended by collaborative group.*

Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
17N39A	0.95	0.00	0.95	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR2E
17N39B	0.51	0.00	0.51	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR2E
17N39C	0.12	0.00	0.12	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T16NR2E
17N40	0.35	0.65	1.00	2	Outslope or waterbars as needed, barricade, and downgrade to OML 1.	1				x			T16NR2E
17N40B	0.53	0.00	0.53	2	Outslope or waterbars as needed and barricade. Downgrade to OML 1.	1				x	x		T17NR2E
17N40B.1	0.19	0.00	0.19	UAR	Barricade.	Restore							T17NR2E
17N40C.1	0.20	0.00	0.20	UAR	Barricade.	Restore							T17NR2E
17N40D	0.18	0.00	0.18	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR2E
17N41	1.60	0.00	1.60	2	Improve maintenance on, repair, or replace/upgrade each of the 13 culverts and Outslope or waterbars as needed.	2					x		T17NR2E
17N41G.1	0.17	0.00	0.17	UAR	Outslope or rolling dips as needed and barricade.	Restore							T16NR2E
17N46A	0.16	0.00	0.16	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR2E

**Denotes key route recommended by collaborative group*

Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barri-cade	Storm-proof	Speed Limit & Sign for NOA	
17N48.1	0.33	0.00	0.33	UAR	Barricade.	Restore							T17NR2E
17N48.3	0.16	0.00	0.16	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR2E
17N48.4	0.46	0.00	0.46	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR2E
17N48C	0.47	0.00	0.47	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR2E
17N49	3.91	2.57	6.48	3	Designate as mixed use.	Mixed-Use							T17NR2E
17N49.100	0.12	0.00	0.12	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR1E
17N49.100	3.88	0.00	3.88	UAR	Barricade.	Restore							T17NR1E
17N49.100A	0.21	0.00	0.21	UAR	Barricade.	Restore							T17NR1E
17N49.101	1.17	0.00	1.17	UAR	Add to trail system. Motorized Trail; Delineate route. POC mitigation - Seasonal Closure - Gate near mp 0.88	M. Trail	x	x				x	T17NR2E
17N49.102	0.87	0.00	0.87	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.102A	0.71	0.00	0.71	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.102B	0.17	0.00	0.17	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.102C	0.20	0.00	0.20	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.103	0.26	0.00	0.26	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR2E
17N49.104 *	3.82	0.00	3.82	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR1E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barrier	Storm-proof	Speed Limit & Sign for NOA	
17N49.104 *	1.05	3.82	4.87	UAR	Barricade.	Restore							T17NR2E
17N49.104A	0.05	0.00	0.05	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.104B	0.08	0.00	0.08	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.105*	1.43	0.00	1.43	UAR	Barricade.	Restore							T17NR2E
17N49.105A	0.12	0.00	0.12	UAR	Barricade.	Restore							T17NR2E
17N49.106	0.32	0.00	0.32	UAR	Barricade.	Restore				x			T17NR1E
17N49.107	0.64	0.00	0.64	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.108	0.31	0.00	0.31	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.4	2.04	0.00	2.04	UAR	Add to trail system. Motorized Trail; Delineate route. POC mitigation - Gravel two POC creek crossings west & south of 17N49.101 junction.	M. Trail	x		x			x	T17NR2E
17N49.4A	1.06	0.00	1.06	UAR	Barricade.	Restore							T17NR2E
17N49.7	3.06	0.00	3.06	UAR	Add to trail system. Motorized trail; repair road drainage at spring area and 2 culverts; Delineate Route. POC mitigation - Seasonal Closure - Gate near mp 0.95, just north of 17N49.15 junction	M. Trail	x	x			x	x	T17NR1E
17N49.7	0.29	3.06	3.35	UAR	Barricade.	Restore							T17NR1E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barri-cade	Storm-proof	Speed Limit & Sign for NOA	
17N49.7A	0.82	0.00	0.82	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR1E
17N49.8	0.39	0.00	0.39	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.11	4.49	0.00	4.49	UAR	Add to trail system. Motorized Trail; Delineate route. POC mitigation - Seasonal Closure - Gate mid-slope near longitude 124.0119W and latitude 41.88593.	M. Trail	x	x				x	T17NR1E
17N49.11M	0.17	0.00	0.17	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR1E
17N49.11N	0.23	0.00	0.23	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR1E
17N49.11P	0.21	0.00	0.21	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR1E
17N49.12	2.10	0.00	2.10	UAR	Barricade.	Restore							T17NR1E
17N49.13	0.30	0.00	0.30	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T18NR1E
17N49.14	0.54	0.00	0.54	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E
17N49.15	0.62	0.00	0.62	UAR	Add to trail system. Motorized Trail; Delineate route. POC mitigation - Seasonal closure - gate before junction with 17N49.15A (mp 0.51)	M. Trail	x	x				x	T17NR2E
17N49.15A	0.24	0.00	0.24	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T17NR2E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
17N69.100	0.18	0.00	0.18	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T17NR2E
17N69.2	0.16	0.00	0.16	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR2E
17N69.4	0.26	0.00	0.26	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T17NR2E
18N01	0.10	0.00	0.10	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
18N03	1.91	0.00	1.91	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N04E	0.21	0.65	0.86	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope or rolling dips as needed and barricade.	Deco							T18NR4E
18N05.1	0.20	0.00	0.20	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR4E
18N05.100	2.16		2.16	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR4E
18N05.2	0.53	0.00	0.53	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR4E
18N06A	0.18	0.00	0.18	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
18N07.1	0.16	0.00	0.16	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR4E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
18N07.2	0.13	0.00	0.13	UAR	Add to road system. Manage as OML 2	2							T18NR4E
18N07.3	0.08	0.00	0.08	UAR	Add to road system. Manage as OML 2.	2							T18NR4E
18N07.6	0.25	0.00	0.25	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR4E
18N07.8	0.38	0.00	0.38	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR4E
18N08.2	0.03	0.00	0.03	UAR	Add to road system. OML 2	2							T17NR4E
18N08G	1.12	0.00	1.12	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR4E
18N09.100	0.27	0.00	0.27	UAR	Outslope or rolling dips as needed and barricade.	Restore							T19NR2E
18N09.100A	0.16	0.00	0.16	UAR	Outslope or rolling dips as needed and barricade.	Restore							T19NR2E
18N09.101	0.16	0.00	0.16	UAR	Outslope or rolling dips as needed and barricade.	Restore							T18NR2E
18N09.102	1.84	0.00	1.84	UAR	Outslope or rolling dips as needed and barricade.	Restore							T18NR2E
18N09.103	0.04	0.00	0.04	UAR	Outslope or rolling dips as needed and barricade.	Restore							T18NR2E
18N09.104	0.05	0.00	0.05	UAR	Outslope or rolling dips as needed and barricade.	Restore							T18NR2E
18N09.105	0.12	0.00	0.12	UAR	Outslope or rolling dips as needed and barricade.	Restore							T18NR2E
18N11	1.92	4.15	6.07	2	Replace culvert at mp 5.78.	2					x		T18NR5E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
18N11A	0.80	0.00	0.80	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N11B	0.19	0.00	0.19	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N11C	0.20		0.20	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N11D	0.46	0.00	0.46	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR5E
18N11D.2	0.25	0.00	0.25	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR5E
18N11D.3	0.29	0.00	0.29	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR5E
18N11D.4A	0.73	0.00	0.73	UAR	Barricade.	Restore							T18NR5E
18N11D.5	2.11	0.00	2.11	UAR	Remove culverts and fill from stream channels. Outslope as needed.	Restore							T18NR5E
18N12A	0.43	0.00	0.43	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR4E
18N15	1.20	0.00	1.20	2	Upsize culverts, install waterbars or rolling dips.	2					x		T18NR3E
18N15D	0.23	0.00	0.23	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR3E
18N16.100	2.60	0.00	2.60	UAR	Barricade.	Restore							T18NR3E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
18N16E	0.38	0.00	0.38	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
18N16F.1	0.16	0.00	0.16	UAR	Barricade.	Restore							T17NR3E
18N16W	0.17	0.00	0.17	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR3E
18N17	8.10	0.00	8.10	2	Improve maintenance on, repair, or replace/upgrade each of the 19 culverts and Outslope or waterbars as needed.	2				x			T18NR3E
18N17.100	1.01	0.00	1.01	UAR	Barricade.	Restore							T18NR3E
18N17.100A	0.08	0.00	0.08	UAR	Barricade.	Restore							T18NR3E
18N17.103	0.21	0.00	0.21	UAR	Barricade.	Restore							T18NR3E
18N17.104	0.20	0.00	0.20	UAR	Barricade.	Restore							T18NR3E
18N17B	0.87	0.00	0.87	2	Install culvert at mp 0.5	2				x			T18NR3E
18N17C	1.18	0.00	1.18	2	Replace culverts at mp 0.35 and 0.77; and maintain, repair or upgrade remaining 4 culverts and improve surface drainage.	2				x			T18NR3E
18N17G	0.12	0.00	0.12	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR3E
18N17H	0.15	0.00	0.15	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR3E
18N18A	0.20	0.00	0.20	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E

**Denotes key route recommended by collaborative group.*

Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
18N18B	0.15	0.00	0.15	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N18C	0.08	0.00	0.08	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N18D	0.13	0.00	0.13	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N19A	0.22	0.00	0.22	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N19B	0.20	0.00	0.20	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N19C	0.17	0.00	0.17	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N20	1.00	0.00	1.00	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR1E
18N20.100	0.28	0.00	0.28	UAR	Barricade.	Restore							T18NR1E
18N20.100A	0.08	0.00	0.08	UAR	Remove culverts and associated fill from stream channels. Outslope as needed.	Restore							T18NR1E
18N20.101	0.12	0.00	0.12	UAR	Barricade.	Restore							T18NR1E
18N20.102	0.47	0.00	0.47	UAR	Remove culverts and associated fill. Outslope as needed.	Restore							T18NR1E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
18N20A	0.40	0.00	0.40	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR1E
18N22	2.00	0.00	2.00	2	Remove all culverts. Outslope or waterbars/rolling dips as needed and barricade. Downgrade to OML 1.	1				x	x		T18NR1E
18N22D	0.62	0.00	0.62	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR1E
18N22E	0.14	0.00	0.14	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR1E
18N23	0.10	0.00	0.10	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR1E
18N24	1.10	0.00	1.10	1	Remove all culverts. Outslope or waterbars/rolling dips as needed and barricade.	1				x	x		T18NR1E
18N26	1.75	0.00	1.75	1	Remove all culverts. Outslope or waterbars/rolling dips as needed and barricade.	1				x	x		T18NR3E
18N26A	0.15	0.00	0.15	1	Remove all culverts. Outslope or waterbars/rolling dips as needed.	1					x		T18NR3E
18N26B	0.08	0.00	0.08	1	Remove all culverts. Outslope or waterbars/rolling dips as needed and barricade.	1				x	x		T18NR3E
18N30A	0.28	0.00	0.28	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E

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Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barricade	Storm-proof	Speed Limit & Sign for NOA	
18N30B	0.46	0.00	0.46	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR4E
18N31	0.60	0.00	0.60	1	Remove from System; Remove culverts and associated fill from stream channel. Outslope as needed and barricade.	Deco							T17NR5E
18N31.2	0.23	0.00	0.23	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR5E
18N31.3C	0.18	0.00	0.18	UAR	Outslope or rolling dips as needed and barricade.	Restore							T18NR5E
18N31.4	1.25	0.00	1.25	UAR	Outslope or rolling dips as needed and barricade.	Restore							T17NR5E
18N46	0.39	0.00	0.39	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR1E
18N47	0.44	0.00	0.44	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T19NR1E
18N48	0.31	0.00	0.31	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T19NR1E
18N51	0.27	0.00	0.27	1	Upgrade to OML 2	2							T18NR1E
18N51.100	1.45	0.00	1.45	UAR	Add to trail system. Motorized Trail; Delineate route.	M. Trail	x					x	T18NR1E
18N51.100A	0.46	0.00	0.46	UAR	Barricade.	Restore							T18NR1E
18N56	0.88	0.00	0.88	2	Replace culverts; install rolling dips as needed.	2					x		T18NR3E

*Denotes key route recommended by collaborative group

Appendix A: Proposed Action Table

Route / Road Number	Total Miles	BMP	EMP	Existing OML / Route Type	Proposed Action	Proposed OML / Route Type	Mitigations on National Forest Transportation System (NFTS)						Location: Township & Range
							Route Delineation	Seasonal Closure - Gate	Gravel	Barri-cade	Storm-proof	Speed Limit & Sign for NOA	
18N57	0.56	0.00	0.56	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR3E
18N58.1	0.13	0.00	0.13	UAR	Barricade.	Restore							T18NR3E
18N58B	0.25	0.00	0.25	1	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T17NR3E
19N34	1.95	0.00	1.95	2	Remove from System; Remove culvert and associated fill as needed. Outslope as needed and barricade.	Deco							T19NR1E
19N34A	0.28	0.00	0.28	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T19NR1E
19N34B	0.29	0.00	0.29	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T19NR1E
19N34C	0.08	0.00	0.08	2	Remove from System; Remove culverts and associated fill from stream channels. Outslope as needed and barricade.	Deco							T18NR1E

*Denotes key route recommended by collaborative group.

Appendix B: Monitoring Plan

Monitoring is critical for evaluating the effectiveness of management decisions and the accuracy of analysis assumptions and conclusions. Standards and guidelines regarding implementation and monitoring are located in Chapter 5 of the LRMP⁴.

RECREATION MONITORING PLAN

Objective: Monitoring of motorized trail use is conducted by the Forest to meet standards and guidelines set by the LRMP. Note that the LRMP references OHV routes. These routes are analogous to NFTS motorized trails as referenced in this document.

Timing: Monitoring of road and trail conditions is required annually.

Implementation: If monitoring, or road and trail condition surveys, lead the Responsible Official to determine motor vehicle use is directly causing or will directly cause considerable adverse effects on public safety or soil, vegetation, wildlife, wildlife habitat, or cultural resources, corrective actions will be taken immediately. Corrective actions may include, but are not limited to, signing, barriers, closure to causative vehicle type(s), partial closure, or total closure.

Protocol: The annual monitoring of NFTS motorized trails (20% of routes) is focused on routes with specific resource concerns. Road and trail condition surveys are conducted using a random sample and must meet national standards. The dispersed recreation monitoring element as provided in the LRMP (page V-20) includes annual assessment of project effects on:

- 1) Recreation setting and recreation opportunity spectrum (ROS) categories in primitive and semi-primitive areas;
- 2) OHV routes - A sampling of 20 % of routes when the threshold of concern is triggered where there is:
 - 1) More than 10% variance from planned use levels; and
 - 2) Visible damage of Forest resources along or adjacent to NFTS motorized trails.

⁴ LRMP page numbers cited reference the hardcopy (e.g. non-electronic) version of the LRMP.

WATER QUALITY MONITORING PLAN

Objective: To meet state water quality objectives as identified by the State of California Water Quality Control Board (NCRWQCB, 2007), which is intended to protect and maintain water flowing from National Forest System (NFS) land.

Timing: Over the next 10 year period, monitor and evaluate at least 20% of routes longer than 0.5 miles added to the NFTS annually. Monitoring is predicated on available funding.

Implementation: If considerable adverse effects to water quality are occurring, or are likely to occur, immediate corrective action will be taken. Corrective actions may include, but are not limited to, reduction in the amount of OHV use, signing, or barriers to redistribute use, structural solutions such as culverts, rolling dips or waterbars, rotation of use on areas, partial closure, closure to causative vehicle type(s), or total closure. Closure is accomplished through authority of the Forest supervisor.

Protocol: The recommended protocol for implementation monitoring of newly added routes is the Region 5 OHV Trail-Monitoring Protocol, commonly referred to as the “Green-Yellow-Red”. This protocol, outlined in Table B-1 (Green-Yellow-Red Monitoring Protocols for Water Quality) was developed in Region 5 specifically to evaluate OHV route impacts to water quality.

Table B-1 : Green-Yellow-Red Monitoring Protocol for Water Quality

	Green Condition		Yellow Condition		Red Condition
G1	Water control is provided by enough functional waterbreaks to divert runoff from the trail before it has the volume and velocity to cause erosion. Where present, rills occur on less than 1/3 of the distance between waterbreaks.	Y1	Waterbreaks do not divert all runoff from the trail because they are nearly filled to capacity and/or are partially breached, or spaced too widely. Where present, rills occur on more than 1/3 of the distance between waterbreaks	R1	Waterbreaks no longer divert runoff from the trail because they are full and/or have been breached, or are absent or spaced too widely. Gully or rill erosion may be present.
G2	No accelerated erosion off-trail. Runoff at waterbreak outlets and on slopes adjacent to the trail is dispersed effectively. All sediment is filtered by vegetation or litter.	Y2	Rill erosion and/or sediment deposition occurs at waterbreak outlets and/or on slopes adjacent to the trail. All sediment is filtered or deposited before it reaches a watercourse with a scoured channel.	R2	Gully erosion occurs at waterbreak outlets or on slopes adjacent to the trail and/or sediment is transported to an intermittent or perennial watercourse.
G3	Sediment traps, where present, are all functional and have adequate capacity for at least one season of use. Trapped sediment can be retrieved during normal maintenance.	Y3	Where present, most sediment traps are full or nearly full, but still functional. Most trapped sediment can be retrieved during normal maintenance.	R3	Where present, sediment traps have been breached and have a plume of sediment and/or a gully below the breach. Most sediment cannot be retrieved.
G4	Tread wear is minimal. Tread is generally incised less than 6 inches. Tread wear is generally evident on less than 1/3 of the distance between waterbreaks or on less than 1/3 of the tread width.	Y4	Tread wear is evident. Tread is generally incised 6 to 12 inches and tread wear is generally evident on more than 1/3 the distance between waterbreaks and on more than 1/3 of the tread width. If present, “whoops” or “stutterbumps” and high berms are well-developed.	R4	Tread wear is severe. Tread incision is generally greater than 12 inches deep and tread wear is generally evident on the entire distance between waterbreaks. If present, deep “whoops” and “stutterbumps” force traffic off the trail.

	Green Condition		Yellow Condition		Red Condition
G5	Tread width is generally no greater than 1.5 times the design width for the designated use.	Y5	Tread width is generally greater than 2 times the design width for the designated use and appears to be increasing.	R5	Tread width is generally greater than 3 times the design width for the designated use and has caused or is causing severe resource damage.
G6	Unauthorized user-created trails are limited to single tracks or single passes generally less than 300 feet long. Tracks are not eroded and have little effect on water control.	Y6	Unauthorized user-created trails are common, well-defined, and generally greater than 300 feet long. Water control is inadequate. Areas with resource damage can be revegetated/restored with ordinary effort.	R6	Unauthorized user-created trails have caused severe resource damage such as gully erosion, eroded hill climbs, or extensive damage to vegetation and/or sensitive habitat. Restoration will usually require a major effort (e.g., large equipment, topsoil replacement, etc.)
G7	Approach to watercourse crossing is short and has a gentle gradient. Tread is stable, shows little evidence of erosion, and is at design width. No damage to riparian vegetation outside the tread.	Y7	Approach to watercourse crossing is short and steep or long and gentle. Tread may show some evidence of erosion and may show evidence of widening. Minimal damage to riparian vegetation.	R7	Approach to watercourse crossing is both steep and long and/or tread is unstable and shows evidence of accelerated erosion. Approach may be widening and damaging riparian vegetation.

BOTANICAL RESOURCES MONITORING PLAN

The Botanical Resources Monitoring Plan was developed to meet objectives of protecting the unique habitat values of the Smith River National Recreation Area.

Objective: To provide a systematic process to evaluate if motorized recreation either on or within 100 feet of unauthorized routes added to the NFTS is impacting FSS plant species or creating new routes that could impact FSS plant species; evaluation to be based on the conditions described in Table B-2 (Green-Yellow-Red Monitoring Protocols for Botanical Resources).

Timing: Monitoring will commence within one year of the addition of the routes to the NFTS in order to obtain baseline information on current conditions on or adjacent to routes. Monitoring shall occur every other year thereafter and end on the ninth year.

Methodology: If disturbance on or off the routes is noted it will be quantified as to severity and extent. Severity will be described in terms of impacts to FSS plant species. The extent of impacts to FSS plant species will be determined by comparing pre-designation baseline census data to post designation census data. The extent of the disturbance will be recorded via a Global Positioning System (GPS) device and the square footage of area disturbed will be recorded. The disturbed area will be photo documented.

Implementation: If adverse effects are noted, or are likely to occur, corrective action will be taken. Corrective actions may include, but are not limited to, signing, barriers, closure to causative vehicle type(s), or removal of the route from the MVUM. Botanical resource data found during monitoring will be entered into Natural Resource Information System, a national database.

Protocol: Monitoring of FSS plant species growing on travel surfaces of designated routes shall be performed to an intensity to determine if a 20% loss of individuals occurs over a 5 year period within the Project area (LRMP V-18).

Table B-2. Green-Yellow-Red Monitoring Protocols for Botanical Resources

	Green Condition		Yellow Condition		Red Condition
G1	Impacts to Sensitive plants on travel surfaces shows a decline of less than 10% and there is not evidence of disturbance off of the tread surface of the route.	Y1	Impacts to Sensitive plants on travel surfaces shows a decline of greater than 15% and there is some evidence of disturbance in the immediate vicinity of the tread surface where vehicles have pulled over to let others pass.	R1	Impacts to Sensitive plants on travel surfaces shows a decline of greater than 20% within the project area and there is evidence of disturbance beyond the immediate vicinity of the tread surface and vehicle disturbance obvious to where it invites others off the route

NOXIOUS WEED MONITORING PLAN

The Noxious Weed Monitoring Plan was developed to meet the objective of preventing the introduction and spread of priority noxious weeds from existing weed infestations located on unauthorized routes proposed for addition to the NFTS. Priority weeds are listed in Table B-3 (Noxious Weed Mitigations and Treatments).

Timing: Monitoring will commence at the end of one full growing season following treatment in order to determine if weed removal treatments have been effective. Monitoring shall occur in late fall, following the first rains. Monitoring shall occur every year thereafter for up to four years.

Methodology: Priority will be given to sites treated. Rangeland General Forms (weed inventory forms) shall be completed for each site visited to quantify weed species present.

Table B-3. Noxious Weed Mitigations and Treatments

Noxious Weed Species	Mitigation/Treatment
French broom	Remove all plants in their entirety from travel way and turnouts at all sites associated with each infested route year one before placing route on the Motor Vehicle Use Map in year two. Treatment shall occur twice during the year, once early before seed set and a second time to capture any seedlings emerging later in the season.
Scotch broom	Remove all plants in their entirety from travel way and turnouts at all sites associated with each infested route year one before placing on the Motor Vehicle Use Map in year two. Treatment shall occur twice during the year, once early before seed set and a second time to capture any seedlings emerging later in the season.
diffuse knapweed	Remove all plants in their entirety from travel way and turnouts at all sites associated with each infested route in year one. Treatment shall occur twice during the year, once early before seed set and a second time to capture any seedlings emerging later in the season. Travel way and turnouts must be field verified as weed free at the end of the growing season in year two with effective treatment (no diffuse knapweed the year after last treatment) before placing associated routes on the Motor Vehicle Use Map.

Noxious Weed Species	Mitigation/Treatment
yellow star-thistle	Remove all plants in their entirety from travel way and turnouts at all sites associated with each infested route. Treatment shall occur twice during the year, once early before seed set and a second time to capture any seedlings emerging later in the season. Travel way and turnouts must be field verified as weed free at the end of the growing season year two with effective treatment (no yellow star-thistle the year after last treatment) before placing associated routes on the Motor Vehicle Use Map.

Implementation: If weeds are found to be present at sites noted above, corrective action will be taken. Corrective actions are described in Table B-4 (Green-Yellow-Red Monitoring Protocols for Noxious Weeds). Weed infestation data found during monitoring will be entered into the Natural Resource Information System, a national database and weed treatment data will be entered into the Forest Activity Tracking database.

Table B-4. Green-Yellow-Red Monitoring Protocols for Noxious Weeds

	Green Condition		Yellow Condition		Red Condition
G1	There is no evidence of priority noxious weeds on designated routes.	Y1	Due to proximity there is potential for priority noxious weeds to spread from system roads to designated routes.	R1	There is evidence of priority noxious weeds on routes.

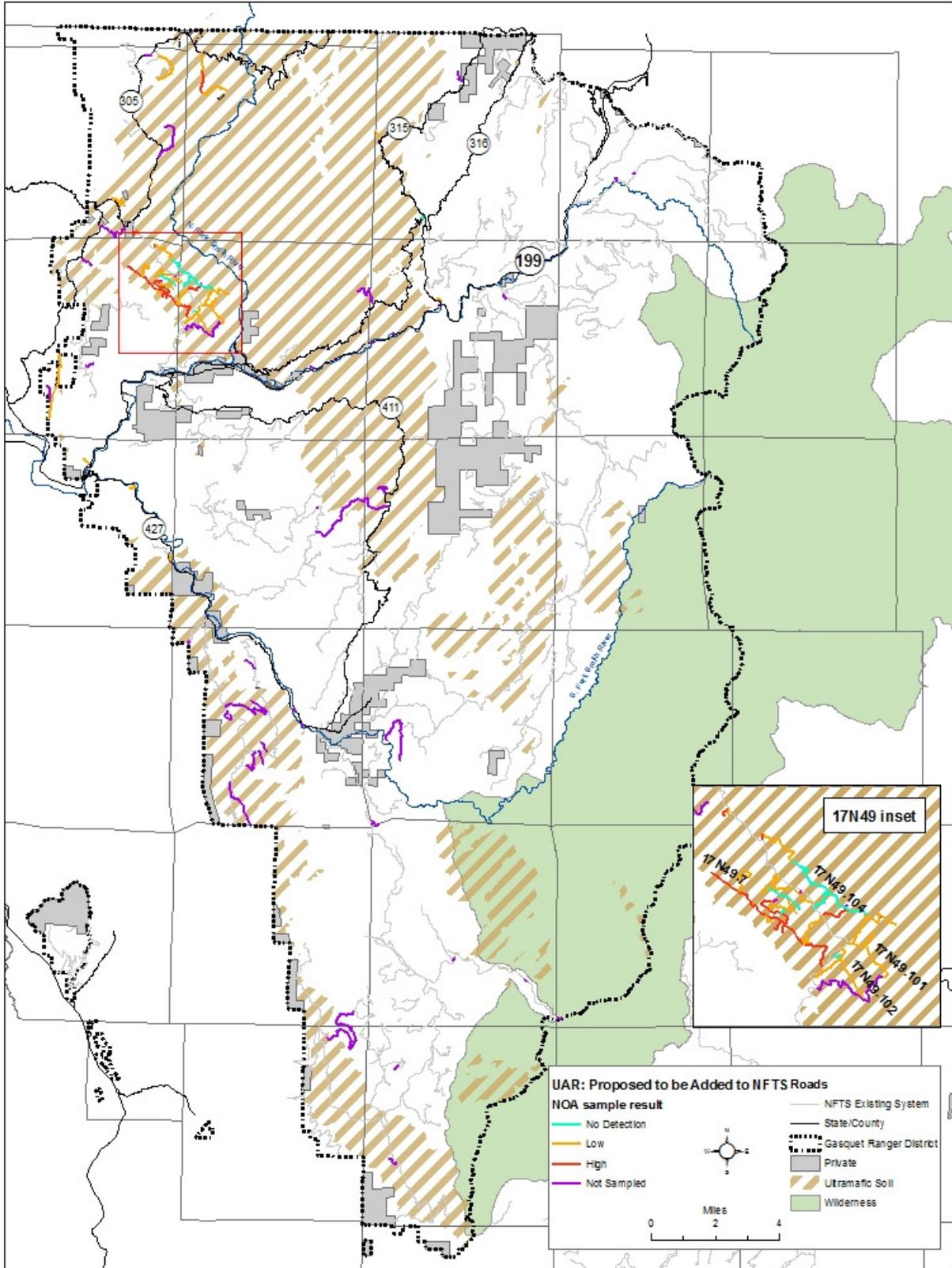
Protocol: If priority weed sites are found on routes currently subject to mitigation(s), and hence not on the MVUM, those routes will remain off of the MVUM until introduction or spread is mitigated from moderate (yellow) or high (red) to low (green). If priority weed sites are found on routes that are on the MVUM, they will be taken off of the MVUM until introduction or spread is mitigated from moderate or high to low.

PORT-ORFORD-CEDAR MONITORING PLAN

Port-Orford-cedar monitoring will consist of the following:

- 1) Annual monitoring for the illegal use (i.e. use outside allowed season of use) of roads and motorized trails on the NFTS rated as high risk of introducing *Phytophthora lateralis* into POC stands; and
- 2) Monitoring POC stands within 300 feet of routes for signs of *Phytophthora lateralis* if illegal use is identified.
- 3) Periodic monitoring of seasonal closure gates to determine efficacy in stopping illegal use.

Appendix C: Naturally Occurring Asbestos Test Results Map



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Appendix D: Updates to the Proposed Action

The proposed action is comprised of the management actions identified in the April 2007 Decision Notice, as amended by, the collaborative group recommendations on nine key routes. The proposed action is carried forward as recommended by the collaborative group in November 2010; however, in some cases updates to the proposed action were necessary so that it would: 1) be within the legal and regulatory framework of the Forest to implement; 2) be based on the most up-to-date corporate data; and 3) comply with the up-to-date Forest Service policy and direction. These updates did not affect any of the nine key routes recommended by the collaborative group. The updates are as follows:

- **Maps**
 - Proposed Action Maps: The Proposed Action is illustrated in two maps.
 - Map A-1 shows what the NFTS *would be* if the proposed action was adopted as described in the scoping document.
 - Map A-2 shows the following:
 - roads proposed for decommissioning, UARs that would be restored, and mitigations on system roads and trails.
 - Other Maps – Two maps have been added to the scoping packet in order to provide the public with information that may be used to identify alternatives to the proposed action, or to illustrate information described in the proposed action summary.
 - Map B - All unauthorized routes. This map illustrates all unauthorized routes inventoried and analyzed in the Travel Analysis Process (TAP) on the NRA.
 - Appendix C - NOA Test Result Map – This map illustrates the Test Results for NOA on unauthorized routes proposed to be added to the NFTS overlying ultramafic soils.
- **Legal Authority**
 - **Right-of-way**
 - The Forest Service may only authorize use of roads and trails for which the Forest Service currently has legal right-of-way. There were some unauthorized routes and roads in the proposed action for which the Forest does not have legal right-of-way. The proposed action is amended in order to be within the legal authority of the Forest Service to implement.
 - Reduced of length of route: 305.101b, 315.9a, 305.101, 411.102, 305.101a, 17N01.2, 17N07.4, 18N56, 17N69, 16N19, 15N45, 16N03D
 - Removed route entirely: 17N45.1, 17N01.2a, 17N85, 17N01.2A

- 16N35C.1 was originally identified as an unauthorized route, however it is part of NFTS road 16N35C. The proposal to not add this to the system is removed as it is already a system road.
 - 17N05.2B was found to be an old NFTS road that had previously been decommissioned. The proposed action to not adopt it as an NFTS and to restore hydrologic function, this proposal was removed from the proposed action.
- **New Information on Issues**
 - **Naturally Occurring Asbestos** – Test results from sampling conducted on some of the routes overlying ultramafic soils is included in Appendix C of this document. Discussion about how the Forest will address this issue is identified in the and the Issues and Areas of Concern section of this document.
 - The proposed action now includes a mitigation to address Naturally Occurring Asbestos (NOA), which is to add a speed limit and post signs notifying the public of potential exposure to NOA on all routes added to the NFTS that overlay ultramafic soils.
 - **New Risk Analysis Methods for Port Orford-cedar** – The risk analysis methods for Port Orford-cedar (POC) changed due to new information acquired since the original risk analysis was performed for the Smith River Travel Analysis Process (TAP). In some cases, this resulted in a change of the identified risk rating, which is recorded in the Risk-Need table, located in the project record and available upon request or on the Six Rivers National Forest website. Some of the risk-rating changes resulted in the proposal of new mitigations, which are as follows:

Table D-1: New Port Orford-Cedar Mitigations

Route / Road Number	Mitigation
305.109	Adds gravel near POC.
314.1	Change length from 1.4 to 1.2 & add barricade at end.
314.107	Add gravel near POC.
316.1	Add gravel near POC.
14N15.1	Add culvert and gravel at stream crossing with POC
15N01.102	Add gravel.
15N02.101	Change route length from 1.20 to 0.8 & barricade at end.
16N19.1	Add gravel entire length of road.
17N01.1	Add gravel near POC.
17N49.7	Add seasonal gate closure.
17N49.11	Add seasonal gate closure.
17N49.4	Adds gravel at two POC creek crossings west & south of 17N49.101 junction.

- **Exceeds project scope** – This project focuses on making limited changes to the NFTS regarding motorized travel and reduces resource risk associated with unauthorized routes.
 - Routes to be added as hiking or equestrian (non-motorized) trails will be considered under a separate NEPA analysis. Unauthorized routes that were identified to be added to the NFTS as non-motorized routes were removed from the proposed action.
 - 199.109, ‘side roads off of’ 427.103
 - Non-Forest System roads that are authorized for use by individuals or organizations for their own purposes are considered Special Use Permit roads and are handled under different regulatory authorities and through a separate environmental analysis process. The following roads were removed from the proposed action as Special Use Permit roads; however, interested parties may be eligible to apply for a Special Use Permit through a separate environmental analysis process.
 - 199.107, 18N07.11
 - Unauthorized routes that are outside the geographic boundary of the District are not under the management authority of the Forest, and have therefore been removed from the proposed action.
 - 4402-x2.101
- **Clarifying Language** - Added clarifying language.
 - The term “Route Delineation” is used when the proposed action was previously described as barricading a route that is being added to the NFTS. This mitigation focused on protecting sensitive habitat; however, the description of the proposed action description was confusing, as barricading means preventing travel on a route or road by limiting access to the travel way. In cases such as these, where routes were identified to be added and barricaded, the barricade mitigation was changed to the Route Delineation mitigation which is further defined in the Management Action Definitions section of this document. The intent of Route Delineation is to prevent motorized-use off of the designated route.
 - “Decommissioning” is defined as “outsloping, waterbars, removing culvert and fill, and barricading”. These actions are also defined in the Management Definitions section, and in Appendix F of this document.
 - The term culverts includes “Cross drains”, “Stream crossings”, “Crossings”, “Ford Crossings”.
 - “Improving surface drainage,” “Stormproofing,” and “resource risk mitigations” are further defined in the Management Action Definitions section of this document.

- **Road/Route Name Change** – In some cases unauthorized routes were inadvertently identified as NFTS roads, and vice-versa. In such cases, these have been renamed to reflect their current status and so as to not be confused with existing system roads and trails.

Table D-2: Route/Road Name Changes

Current Name	Past Name
14N15.1	14N15
15N01.4	15N01P
15N01P	15N01Q
15N02	15N02.103
15N02.104	15N02
18N11D.4A	18N11D.4A & 18N11D.4B

- **Miscellaneous**
 - **15N02 & 16N23** – The proposed action originally identified converting these roads to motorized trails; however, given the level of maintenance require to maintain them, the better management option was determined to be to keep these features as a roads rather than converting them to motorized trails.
 - **305.118** – To protect botanical resources, barricades were added barricade to end of select routes and route delineation mitigations were added.
 - **305.109a** – The proposed action on this unauthorized route is included to address resource concerns discussed in the collaborative environment.
 - **18N51** – A 0.27 mile segment of NFTS road, 18N51, was identified to upgrade from OML 1 to OML 2 (i.e. open for motorized use) for the purpose of providing access to 18N51.100, which is proposed as an addition to the NFTS as a motorized trail in the proposed action.
 - **17N45** - Retainment of right-of-way: The original proposed action called for removing this existing system road from the NFTS. If the Forest were to remove this road from the NFTS, the Forest would lose the sole access to a portion of the forest. This route was identified as a low risk route in regards to all resources, and is being proposed to be kept on the NFTS (e.g., no change in existing status).

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APPENDIX E: Unauthorized Routes Inventory

Following is the list of inventoried unauthorized routes for which there is no management action identified in the proposed action. The location of these unauthorized routes is shown on Map B.

Route Number	Miles
199.107	0.10
199.108	0.24
199.112	0.83
305.107	1.25
305.119	0.22
305.120	0.04
305.125A	0.21
315.103	0.26
315.105A	0.33
315.105B	0.34
315.105C	0.11
315.105D	0.02
315.105E	0.02
315.109	0.50
427.1	0.63
14N06A.1	0.18
15N01-x.101	0.13
15N02.108	1.51
15N02.108A	0.98
15N13.100	3.96
16N10.2	0.21
17N01.2A	0.06
17N04.2	0.35
17N07.100	0.24
17N07.101	0.36
17N27A.1	0.21
17N29.100	0.04

Route Number	Miles
17N32.2	0.17
17N32B.1	0.07
17N41.1	0.74
17N41H.100	0.06
17N42.100	0.31
17N42A.100	0.48
17N45.1	0.47
17N49.1	0.04
18N04.2	0.11
18N07.11	0.06
18N11D.1	0.15
18N13.100	0.21
18N13.101	0.08
18N15D	0.23
18N17.101	0.05
18N17.102	0.06
18N17.104A	0.02
18N17C.1	0.05
18N26A.2	0.06
18N30.100	0.04
18N31.1	0.16
18N56.100	0.04
4402-x1.100	0.69
4402-x2.100	0.87
4402-x2.101	0.24

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APPENDIX F: ACRONYMS & GLOSSARY

ACRONYMS

BMP – Beginning Mile Post
CEQ – Council on Environmental Quality
CFR – Code of Federal Regulation
EIS – Environmental Impact Statement
EMP – End Mile Post
EPA – Environmental Protection Agency
FS – Forest Service
FSS – Forest Service Sensitive
IRA – Inventoried Roadless Area
LRMP – Land and Resource Management Plan, also referred to as the Forest Plan
MVUM – Motor Vehicle Use Map
NEPA – National Environmental Policy Act
NFS – National Forest System
NFTS – National Forest Transportation System
NOA – Naturally Occurring Asbestos
NRA – National Recreation Area
OHV – Off-Highway Vehicles
OML – Operational Maintenance Level
POC – Port Orford-cedar
RAP – Roads Analysis Process
ROS – Recreation Opportunity Spectrum
S&G – Standard and Guideline
TAP – Travel Analysis Process
UAR – Unauthorized Routes

GLOSSARY

Cultural Resource – A term synonymous with “Historic property” or “historic resource”, which are defined by the National Historic Preservation Act as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion on the National Register, including artifacts, records, and material remains related to such a property or resource.

Culvert – A structure that diverts water, which includes cross drains and stream crossings.

Decommissioning –Decommissioning a road removes it from the NFTS. Decommissioned roads are not managed for future use as part of the NFTS. Decommissioning a road is accomplished by re-establishing vegetation and, if necessary, initiating restoration of ecological processes interrupted or adversely impacted by the unneeded road. Forest Service Manual direction 7734.1 defines decommission to include one or more of the following treatments:

1. Re-establishing former drainage patterns, stabilizing slopes, and restoring vegetation;
2. Blocking the entrance to a road or installing water bars;
3. Removing culverts, re-establishing drainages, removing unstable fills, pulling back road shoulders, and scattering slash on the roadbed;
4. Completely eliminating the roadbed by restoring natural contours and slopes; and
5. Other methods designed to meet the specific conditions associated with the unneeded road.

Endemic – Belonging exclusively to or confined to a particular place.

Federally Listed Endangered – Federal status as designated by the U.S. Fish and Wildlife Service. Federally listed Endangered and Threatened species are protected under the provisions of the Endangered Species Act of 1973, as amended through the 100th Congress.

Forest Service Sensitive Plant Species – Forest Service policy for the designation and management of Forest Service Sensitive (FSS) plants can be found in Forest Service Manual 2600 – Wildlife, Fish, and Sensitive Plant Habitat Management, and; Chapter 2670 – Threatened, Endangered and Sensitive Plants and Animals.

The Pacific Southwest Regional Forester has the responsibility to identify FSS species within the Pacific Southwest Region, which require special management attention. The FSS plant species list is developed from lists of plant species under review for Federal and State listing by the U.S. Fish and Wildlife Service and the State of California, species identified using the Nature Conservancy's Natural Heritage global ranking system, and from recommendations by the California Native Plant Society. The list also reflects the professional knowledge of Forest Service personnel, professional botanists, directly responsible for FSS Plant and Fungi Management on the National Forests. Forest Botanists evaluate a species status by reviewing the most recent literature and data concerning their range, distribution, abundance, protection of occurrences, trend, threats, and habitat fragility and specificity.

The FSS species program is designed to meet the mandate of the National Forest Management Act which requires the Forest Service to provide for a diversity of plant and animal communities [16 U.S.C. 1604(g)(3)(B)] as part of the agencies multiple use mandate. The FSS species program is a proactive approach to conserving species to prevent a trend toward listing under the Endangered Species Act of 1973 and to ensure the continued existence of viable, well-distributed populations. Forest Service policy (Forest Service Manual 2670.3) states that Biological Evaluations (BEs) must be completed for Sensitive species prior to any NEPA decision. A BE is used to document the Forest Service review of Forest Service programs or activities in sufficient detail to determine how an action or proposed action may affect any threatened, endangered, proposed, or sensitive species.

Infra – A Forest Service database to manage and report information and associated financial data on the inventory of constructed features.

National Forest Transportation System – (NFTS) The system of roads, trails, and airfields that are managed to meet public and administrative needs on NFS lands (36 CFR 212.1).

National Environmental Policy Act of 1969 (NEPA)

Alternatives – Under the Council on Environmental Quality guidance, the Agency is required to: Study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources as provided by section 102(2)(E) of the NEPA (1969).

Environmental Assessment – An Environmental Assessment (EA) is a concise public document that provides sufficient evidence and analysis for determining whether to prepare an EIS or a Finding of No Significant Impact (FONSI), aids an agency’s compliance with NEPA when no EIS is necessary, and facilitates preparation of a statement when one is necessary (40 CFR 1508.9; Forest Service Handbook 1909.15, Chapter 40).

Environmental Impact Statement – An Environmental Impact Statement (EIS) is a detailed written statement required when a project may have a significant effect. The requirements of an EIS are outlined in section 102(2)(C) of the National Environmental Policy Act (1969), which include, but are not limited to the following:

- I. The environmental impact of the proposed action
- II. Any adverse environmental effects which cannot be avoided should the proposal be implemented
- III. Alternatives to the proposed action
- IV. The relationship between local short-term uses of man’s environment the maintenance and enhancement of long-term productivity, and
- V. Any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

Issue –An effect or unintended consequence that is a result of the proposed action or alternatives.

Proposed Action –A proposal made by the Forest Service to authorize or implement an action to meet a specific purpose and need.

Scope –The range of actions, alternatives, and impacts to considered in an EIS.

Scoping – An early and open process for determining the scope of issues to be addressed and for identifying the issues related to a proposed action.

Scoping Comments – Comments on the proposed action received during the scoping period that are used to 1) identify significant issues with the proposed action, and 2) craft alternatives to the proposed action that address these significant issues.

Scoping period – The time period to conduct scoping. Publication in the Federal Register of the Notice of Intent (NOI) to prepare an EIS marks the beginning of the scoping period for an EIS. The length of scoping period is identified in the NOI. The scoping period provides the public an opportunity to: provide comments on the proposed action that the Forest will consider in determining the scope and significant issues to be analyzed; identify any public environmental assessments and other EIS's which are related but are not part of the scope of the impact statement; and identify other alternatives that should be analyzed.

Significant –Having to do with the context and intensity of a project. Context means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interest, and the locality. Intensity refers to severity of an impact.

Operational Maintenance Level

NFTS roads are constructed to specific standards depending on the identified purpose of the road. The Operational Maintenance Level (OML) is the maintenance level currently assigned to a road considering administrative and public needs, road condition, budget constraints, and resource concerns; in other words, it defines the level to which the road is currently being maintained (Forest Service Handbook 7709.59 Chapter 60 Section 62.31). Appropriate vehicle class is determined by the road surface and maintenance standard for each system road. Vehicle class will be associated with OML, which has been used throughout the planning process for the project.

Maintenance Level 1 This level is assigned to roads that are closed to vehicular traffic but still exist on the forest transportation system for potential future use. These are roads that have been placed in storage between intermittent uses. Basic custodial maintenance is performed to prevent damage to adjacent resources and to perpetuate the road for future resource management needs. This OML generally emphasizes keeping drainage structures operational and maintaining runoff patterns. Planned road deterioration may occur at this level. *Vehicle Class: Vehicles are prohibited*

Maintenance Level 2 This level is assigned to roads that will be open for use by high clearance vehicles (i.e. 4-wheel drives). Maintenance is focused on keeping drainage structures open, brushing, and keeping roadways clear for safe passage by prudent drivers. *Vehicle Class: All Vehicles, including Off-Highway Vehicles & Motorcycles*

Maintenance Levels 3, 4, and 5 The roads at these maintenance levels are maintained for use by passenger cars, with greater maintenance required at each higher level. These are the main access roads throughout the NRA. The majority of maintenance activities on the NRA occur on these road levels. *Vehicle Class: Highway Legal Vehicles*

Travel Analysis Process– A component of the Travel Management rule that requires a review of the transportation system required for administrative and public access as part of the route designation process. The Travel Analysis Process (TAP) for the NRA is comprised of two analyses: 1) The Smith River NRA Roads Analysis Process (RAP)/Off-Highway

Vehicle Strategy, which addresses OML 1 & 2 roads and unauthorized routes, and; 2) the Six Rivers National Forest RAP (USDA 2003), also referred to as the Forest-scale RAP, which addresses OML 3-5 roads.

Unauthorized Routes– In some cases, repeated cross-country motor vehicle use of NFS lands has resulted in unplanned, unauthorized routes (UARs) (Forest Service Manual 7715.78). Many of the UARs on the NRA reflect the legacy of historic transportation networks developed to support mining operations. UARs developed without agency authorization, environmental analysis, or public involvement, do not have the same status as NFTS roads and trails and are not maintained.

World Conservation Union- The World Conservation Union supports and develops cutting-edge conservation science; implements this research in field projects around the world; and then links both research and results to local, national, regional and global policy by convening dialogues between governments, civil society and the private sector on species and biodiversity conservation and the management of habitats and natural resources.