



United States Department of Agriculture
Forest Service

Grasshopper Restoration Project

Transportation Report

Prepared by:
Josh Marxen
Forest Transportation Planner

for:
Barlow Ranger District
Mt. Hood National Forest

12/08/2021 Draft

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotope, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, [found online](#) and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: program.intake@usda.gov .

USDA is an equal opportunity provider, employer and lender.

1.0 Introduction

Lack of road maintenance throughout this project area has had measurable detrimental effects on the Forest's transportation resource. As deferred maintenance continues to increase while annual road maintenance budgets decrease, the condition of system roads within the project area would continue to deteriorate over time. Road maintenance needs are likely to become road reconstruction needs, resulting in hazardous conditions and increased cost to taxpayers as well as fire suppression activities hindered. Forest access for travel, tourism, and recreation as well as safety for forest visitors are already negatively impacted and would continue in the absence of the road maintenance opportunity provided by forest management.

This report concludes how the proposed treatments described in both action alternatives (Alternative 1 and Alternative 2), with regard to the transportation resource, are consistent with direction from the Mt. Hood Land and Resource Management Plan (Forest Plan), as amended, as well as all applicable laws and regulations. Of the approximately 33 miles of system roads in the project area, approximately 33 miles would be maintained or reconstructed to facilitate safe haul. The Project Design Criteria (PDC) for this project for road reconstruction and maintenance include sediment and erosion control as well as protection of natural resources and implement the guidance of the Northwest Forest Plan. The Best Management Practices (BMPs) associated with this project together with the applicable road maintenance specifications (USDA, 2008) meet or exceed all requirements set forth by the State of Oregon for mitigating and minimizing environmental impacts of road maintenance and road reconstruction under OAR 629-625-0000 and per "Oregon Department of Forestry, State Forests Program, Forest Roads Manual", 2000. The proposed changes to Forest System Roads are appropriate and are mostly consistent with the Travel Analysis Report (TAR) moving the road system toward the desired future condition. Exceptions are explained later in this report.

Given these measures, the proposed treatments would result in increased effectiveness and overall value of the Forest's transportation system while correcting or mitigating detrimental effects on other resources.

Temporary roads are not part of the Forest's permanent transportation system and are therefore not addressed in this report.

2.0 – Analysis Framework

2.2 - Methodology

Measurements and quantities shown in this report were compiled using data from the Region 6, Mt. Hood National Forest, INFRA database, the Transportation GIS Geodatabase, the District Roads and Topography Map, and measurements and observations taken in the field.

For a detailed discussion of the road classification system, the determination of road maintenance and reconstruction needs as well as how we determine needed changes to the

forest transportation system can be found in National Forest System Roads, Maintenance and Reconstruction with Vegetation Management Projects on the Mt. Hood National Forest which is incorporated by reference and included on the project website. The analysis for this report began by focusing on those roads which were identified as 'Likely Not Needed' in the 2015 TAR (USDA, 2015) and also those roads that had a differing operational and objective maintenance level as identified in previous planning efforts. Then, the interdisciplinary team, as a group, took a hard look at that subset of roads to attempt to move the road system toward the desired future condition and considered all current information and available science.

3.0 – Analysis of the Alternatives

3.1 – Existing Condition

The Forest's transportation system provides multi-use access for trans-forest travelers, the recreating public, commercial users, and administrative users. The majority of roads within the analysis area have been in existence for more than 40 years. A detailed account of road miles in the analysis area is found in Table 3.

The majority of roads within the analysis area are Operational Maintenance Level 2 and generally have a pattern of use common to other Operational Maintenance Level 2 roads on the Mt. Hood National Forest. Peak use occurs in the summer and early fall with the influx of administrative, commercial, and recreational traffic.

Overall, the condition of roads within this planning area are in fair, moderate, or poor shape. Some system roads have begun to deteriorate to a point where use by passenger vehicles and commercial heavy haul vehicles is hazardous. For some roads, vegetative growth along roadsides has begun to encroach upon the road prism limiting sight distances around horizontal curves. Many of the stream crossing and drainage culverts on the road system in the project area, while originally sized for hydrologic capacity, are undersized for passage of runoff associated debris and become plugged on a frequent basis. Compounding this problem, many ditch lines and drainage structures along the roadways are filled with slough and slide material or are blocked by trees which have grown in excess of four inches in diameter, causing these drainage features to be inadequate and fail. Standing water in ditches either flow over the roadway, causing surface erosion, or begin to percolate through the road base and subgrade causing potholes, sinkholes, and road slumps.

The paved and similarly surfaced treated roads that are part of the Forest's transportation system (i.e. not including State Highways) in this area suffer from severe cracking, potholing, or surfaces which are beginning to break apart entirely. Generally, the aggregate surfaced and improved (pit-run) roads in this area hold together very well in areas where the terrain is relatively flat and erosion is less of an issue, whereas in a few locations where steeper terrain prevails, these roads exhibit severe erosion characterized by loss of surface materials and delivery of sediment to streams.

This planning area adjoins a previous planning area ([Rocky Restoration Project](#)). The Rocky Restoration decision was signed in 2019 which will result in road rehabilitation in the surrounding area as well as some within this project planning area. Additionally, the Rocky Restoration decision closed approximately 5 miles of road to public use within the Grasshopper Planning Area. The roads closed included mileage which extended from the Rocky Restoration planning area boundary into what is now the Grasshopper Restoration planning area. Therefore, these 5 miles are not included in reported mileage for proposed road closures for the Grasshopper project. These roads were left available for administrative use for wildfire prevention and forest management. Those changes to the road system haven't yet been implemented as of the writing of this report.

3.2 - Environmental Consequences for Taking No Action

No Commercial Haul of Materials

Heavy haul of commercial wood fiber is the most impactful action on the transportation resource. Without commercial haul, less traffic-generated wear and tear on the roads within the project boundary would occur. Wear and tear that would come from recreation and administrative use would continue to occur; normally from passenger vehicles. Since use would continue to occur on existing poor condition roads, there would be a longer term detrimental impact to the transportation resource because current maintenance and reconstruction needs would not be addressed.

No Road Maintenance & Reconstruction Activities

No action would mean that no road maintenance would occur in the short-term. Current road failures, drainage failures, and erosion control problems that have been identified within this road system would continue to persist.

Lack of road maintenance and reconstruction would result in a negative effect with respect to both safety and the environment. Road surface, road subgrade, and road base failures present physical hazards to drivers, reduce a driver's ability to maintain positive control of a vehicle, and increase the potential for the development of erosion hazards on road slopes including soil slumps and slides due to pooling of water and increased soil saturation in the road bed (USDA, 1994). Failed or poorly functioning drainage systems increase sedimentation in streams and waterways due to their failure to properly mitigate erosion. They also increase the likelihood of waterway contamination from vehicular fluids due to water being forced onto roadways prior to draining into natural stream courses. Un-brushed roadways also present an additional safety hazard to road users due to decreased sight/stopping distance (AASHTO, 2004).

No Changes to the National Forest Road System

Road system status changes such as road closures would not occur and there would be no displacement with respect to the transportation system users. The current use pattern of roads within the planning area would not change. Commercial road use on this system would

continue through the issuance of road use permits to facilitate ingress and egress for adjoining or in-held private lands. Volume of public use on this system would not change in the short-term, but could decrease slightly over time due to decreased navigability of the roads. Administrative use on this system would not change, although access would become increasingly difficult due to lack of road maintenance and lack of funding sources with the capability of appropriately addressing road reconstruction issues.

Road densities and road use designations would both remain unchanged with no action.

3.2.1 - Direct and Indirect Effects of Action Alternatives

The proposed action would involve haul of commercial timber. While heavy haul of materials is the most impactful action regularly applied to the transportation resource, this action is expected to be limited in its duration and would be accompanied by increased frequency of road maintenance. The project would be implemented in an economically viable way. The value of the timber removed in this project is likely to be sufficient to cover the costs of the repair and maintenance items.

All roads used for haul would receive some type of road maintenance. The majority of roads used for haul would receive some type of reconstruction work that is considered beyond the definition of maintenance. Collector and primary haul routes would likely receive more road repairs and constructive improvement work than some others to accommodate heavy use. For a detailed discussion of maintenance and reconstruction see National Forest System Roads, Maintenance and Reconstruction with Vegetation Management Projects on the Mt. Hood National Forest which is incorporated by reference.

No new road construction would occur in Inventoried Roadless Areas (IRAs). Road maintenance or reconstruction may occur, if necessary and as approved by the Regional Office, on the section of Forest System Road 4860000 which exists in an IRA.

Material Sources and Material Disposal Locations

Government sources of rock products in the local area would be the preferred method of supply for crushed surface or base aggregates used in road maintenance and reconstruction work. When government source material is used, existing quarry operation and development plans would be utilized. A multidisciplinary approach would be utilized and would be conducted in compliance with all National and State Clean Water Best Management Practices as well as all PDC associated with this analysis.

In the event that government source material cannot be used, commercial rock sources would be utilized. In order for this commercial product to be utilized on the Forest, local commercial sources would need to coordinate with the Forest Service to have their quarries or pits inspected by qualified Forest Service personnel and accepted as being free of organic material or seeds from noxious weeds or invasive botanical species of concern.

Changes to the National Forest Road System

Site-specific treatments would be tailored to site-specific conditions using one or more closure methods or treatments. For detail information on closure methods review National Forest System Roads, Maintenance and Reconstruction with Vegetation Management Projects on the Mt. Hood National Forest which is incorporated by reference.

These road status changes are informed by the recommendations from the 2015 TAR (USDA, 2015) and serve to move the Forest transportation system toward its desired future condition. There are certain instances, however, where the proposed action deviates from past management decisions or the TAR based on an analysis of the site-specific conditions.

The 4810225 road was determined to be Likely Needed in the TAR. Upon further analysis during this project, the team hydrologist documented drainage and stability issues as well as the road was overgrown due to limited to no use by the public and administrative. Upon further review with the team, it was determined that this road was no longer needed in the future for administrative purposes. The team recommended to decommission this road.

Section 6.0 - Appendix, Table 2, presents the full list of road status changes that would occur with the proposed action and summarizes the treatment that each road would receive. Table 1 is a summary of the miles of road with status changes within the project area that would result from either Alternative 1 or Alternative 2 rounded to the nearest half mile.

Table 1 - Action Alternatives Road Status Changes

Road Status	Approximate miles
Close	1
Decommission	0.5
Change to ML2 Admin Use Only	0.5
Change from ML1 to ML2	1

3.2.2 - Cumulative Effects

Past, Present, and Reasonably Foreseeable Activities Relevant to Cumulative Effects Analysis

The analysis area for cumulative effects includes the Forest Service system roads within the project area and the Forest Service system haul roads outside the planning area. This spatial boundary was chosen because haul uses the connected network of roads, not just within the planning area. The analysis period for the cumulative effects is over the next 3 years. For the purpose of the cumulative effects I used a qualitative approach with my own knowledge of road management, other specialists and managers as well as analyzing the Mt. Hood program of work. I did take into account any projects in the cumulative effects area in the period defined.

The Rocky Restoration Project is a recently completed environmental analysis located to the North of the project area which has a decision to close and gate approximately 37 miles of roads in the nearby surrounding forest area, 5 miles of which are roads located in the Grasshopper

planning area. Please see the Rocky [Final Decision Notice](#) for more specific information. As of the writing of this report these changes have not been implemented on the ground but are expected to be in the foreseeable future.

In addition to other haul, replacement of Aquatic Organism Passage culverts authorized under the 2018 Forest-Wide Aquatic Organism Passage Restoration [Decision Memo](#)¹ would likely occur over the next several years. This project also takes into consideration actions that will be taken with the Rocky Restoration Project.

Both Alternative 1 and Alternative 2, along with these foreseeable actions would result in increased effectiveness of the Forest's transportation system while minimizing impacts to other resources. Cumulatively, the transportation system would recognize an improvement over time such that the road system continues to be maintained at the maintenance levels set by the proposed action. Additionally, as cumulative road maintenance and reconstruction is implemented to accommodate vegetation management and culvert replacements for Aquatic Organism Passage occur, continued improvement will be demonstrated.

3.3 - Consistency with Management Direction

Proposed activities have been reviewed for consistency with the Mt. Hood Forest Plan. Proposed activities include PDC that ensure consistency with Forest wide Transportation Standards and Guidelines; FW-407 through FW-437, FW-451, and FW-452, pages Four–95 through Four–97. This project is also consistent with the LUA standards for transportation under A5, A6, and C1. Lidar data have confirmed there are no existing roads currently in the A5 land use allocation. Only roads in land allocations which allow road use will be used. No new roads are proposed in any land use allocation including A5, A6, and the Mt Hood National Recreation Area and Inventoried Roadless Areas. Within the A5 (unroaded recreation) land use allocation, no roads would be used and no temporary roads would be built because the A5 LUA overlaps with the National Recreation Area. Material treated within the A5 LUA would be yarded or skidded out to roads in other LUAs where road use for this project is appropriate (i.e. A6 or C1).

The Forest-wide Roads Analysis (USDA, 2003) and the project specific transportation analysis documented in this report implements guideline FW-416.

All system road decommissioning decisions would be made following the guidance provided under FW-432.

3.4 – Summary of Effects

¹ <https://www.fs.usda.gov/project/?project=53634>

Effects of the proposed action would benefit the transportation resource while minimizing impacts to other resources. Cumulatively, the transportation system would recognize an improvement over time as with maintenance levels set by the proposed action, road maintenance, reconstruction and culvert replacements occur.

5.0 - References Cited

- AASHTO. (2004). *Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials* (2004 ed.). Washington, D.C.: AASHTO.
- USDA. (1990). *Land and Resource Management Plan: Mt. Hood National Forest*. Sandy, OR: USDA Forest Service.
- USDA. (1994). *Slope Stability Reference Guide for National Forests in the United States* (Vol. 2). Washington, D.C.: U.S. Department of Agriculture.
- USDA. (2002). *Cost Estimating Guide for Road Construction: Cost Guide Zone 5, Davis-Bacon Area 5* (2011 ed.). Corvallis, OR: USDA Forest Service, Region 6.
- USDA. (2003). *Roads Analysis, Mt. Hood National Forest*.
- USDA. (2008). *Forest Service Specifications for Maintenance of Roads in Timber Sales, Forest Service, Pacific Northwest Region*. Portland, OR: U.S.D.A. Forest Service.
- USDA. (2015). *Travel Analysis Report, Mt. Hood National Forest*. Sandy, OR: USDA Forest Service.

6.0 - Appendix

Table 2. Action Alternatives Deviations from the TAR or Previous Analysis

NFS Road Number	Approximate Miles	Guidance or past Decision	Proposed Action
4810225	0.4	TAR: Likely Needed Objective Maintenance Level: 1 Rocky Restoration: ML2 Admin use only	Decommission due to drainage on slope, road is overgrown.

Table 3. Proposed Action Roads Table

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
2710000	Yes	unchanged, ML2	Yes	8.48	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
							VEHICLES
2710022	Yes	Propose move to ML1 (Closed) - hydrologically stable. Water bar and berm.	Yes	0.51	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
2710170	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.56	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810011	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.41	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810012	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.20	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810013	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.20	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810170	No	unchanged, ML2	Yes	0.72	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4810180	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.86	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
4810181	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.84	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810190	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.81	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810191	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	0.65	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810220	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	2.40	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810221	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only	Yes	1.20	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810222	Yes	Was not listed in Rocky, but it's parent road was. Consistency with Rocky decision. Remain ML2 Admin use only. A gate is recommended for future fire access.	Yes	0.80	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
4810223	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only. A gate is recommended for future fire access.	Yes	0.50	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810224	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only. A gate is recommended for future fire access.	Yes	0.50	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810225	Yes	Decommission	Yes	0.40	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810230	Yes	Consistency with Rocky decision. No additional changes to road status, remain ML2 Admin use only.	Yes	0.74	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4810230	Yes	Consistency with Rocky decision	Yes	0.47	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4811000	Yes	unchanged, ML2	Yes	4.45	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4811000	Yes	unchanged, ML2	Yes	0.80	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4811000	Yes	unchanged, ML2	Yes	2.61	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4811000	Yes	unchanged, ML2	Yes	6.83	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
4811012	Potential Temp Spur placement	No road status or maintenance level change	No	0.40	DE - DECOMMISSIONED	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
4811013	Potential Temp Spur placement	No road status or maintenance level change	No	0.20	DE - DECOMMISSIONED	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
4811014	Potential Temp Spur placement	No road status or maintenance level change	No	1.00	DE - DECOMMISSIONED	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
4811015	Yes	unchanged, ML2	Yes	0.33	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4811016	Yes	Keep ML2. Change Objective to ML2	Yes	1.30	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4811017	Yes	Keep ML2. Change Objective to ML2	Yes	1.60	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4811018	Yes	No road status or maintenance level change	Yes	1.00	EX - EXISTING	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
4811019	Potential Temp Spur placement	No road status or maintenance level change	No	1.10	DE - DECOMMISSIONED		
4811020	Yes	No road status or maintenance level change	Yes	1.00	EX - EXISTING	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
4811021	Yes	Keep ML2. Move Objective to ML2	Yes	0.52	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4811022	Yes	Keep ML2. Move Objective to ML2	Yes	0.59	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
4811022	Yes	Keep ML2. Move Objective to ML2	Yes	0.39	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4811023	Yes	No road status or maintenance level change	Yes	0.66	EX - EXISTING	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)
4811130	Potential Temp Spur placement	No road status or maintenance level change	No	0.40	DE - DECOMMISSIONED		
4811140	Maybe	Keep ML2. Move Objective to ML2	Yes	0.60	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4811150	Yes	Keep ML2. Move Objective to ML2	Yes	0.80	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	1 - BASIC CUSTODIAL CARE (CLOSED)
4811160	Yes	No road status or maintenance level change	Yes	1.30	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4812141	Potential Temp Spur placement	No road status or maintenance level change	No	1.17	DE - DECOMMISSIONED	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
4812142	Potential Temp Spur placement	No road status or maintenance level change	No	0.22	DE - DECOMMISSIONED	2 - HIGH CLEARANCE VEHICLES	D - DECOMMISSION
4860000	Yes	No road status or maintenance level change	Yes	2.69	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4860000	Yes	No road status or maintenance level change	Yes	3.40	EX - EXISTING	2 - HIGH CLEARANCE VEHICLES	2 - HIGH CLEARANCE VEHICLES
4860150	Yes	Decommission, previous decision to decommission with 2010 OHV decision was not	No	0.44	EX - EXISTING	1 - BASIC CUSTODIAL CARE (CLOSED)	D - DECOMMISSION

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
		implemented but status is considered decommission. Potential temp spur, fully decommission after sale use					
4860150	Potential Temp Spur placement	No road status or maintenance level change	No	0.26	CV - CONVE RTED	1 - BASIC CUSTODIAL CARE (CLOSED)	C - CONVERT USE
4860170	Yes	Propose move to ML1 (Closed) - hydrologically stable. Water bar and berm.	Yes	0.51	EX - EXISTI NG	2 - HIGH CLEARAN CE VEHICLES	1 - BASIC CUSTODI AL CARE (CLOSED)
4870000	Yes	No road status or maintenance level change	Yes	0.40	EX - EXISTI NG	2 - HIGH CLEARAN CE VEHICLES	2 - HIGH CLEARAN CE VEHICLE S
4870000	Yes	No road status or maintenance level change	Yes	4.19	EX - EXISTI NG	2 - HIGH CLEARAN CE VEHICLES	2 - HIGH CLEARAN CE VEHICLE S
4870011	Not likely	No road status or maintenance level change	No	0.80	DE - DECOM MISSIO NED	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODI AL CARE (CLOSED)
4880000	Yes	No road status or maintenance level change	Yes	4.46	EX - EXISTI NG	2 - HIGH CLEARAN CE VEHICLES	2 - HIGH CLEARAN CE VEHICLE S
4880014	Yes	Propose move to ML1 (berm with passive closure)	Yes	0.41	EX - EXISTI NG	2 - HIGH CLEARAN CE VEHICLES	1 - BASIC CUSTODI AL CARE (CLOSED)
4880015	Yes	Propose move to ML1 (Closed) - hydrologically stable. Water bar and berm.	Yes	0.28	EX - EXISTI NG	2 - HIGH CLEARAN CE VEHICLES	1 - BASIC CUSTODI AL CARE (CLOSED)

NFS Road Number	Used For Project	Proposed Change to road status	TAR Likely Needed	Approx. Road Length (in Project)	ROUTE Status	Operational ML	Objective ML
4881123	Maybe	Propose change to Operational ML2 and Objective ML2	Yes	1.20	EX - EXISTING	1 - BASIC CUSTODIAL CARE (CLOSED)	2 - HIGH CLEARANCE VEHICLES
4881124	Maybe	No road status or maintenance level change	Yes	0.62	EX - EXISTING	1 - BASIC CUSTODIAL CARE (CLOSED)	1 - BASIC CUSTODIAL CARE (CLOSED)