



United States Department of Agriculture
Forest Service

Waucoma Project

Transportation Report

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for:
Hood River Ranger District
Mt. Hood National Forest

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1.0 Introduction Summary

This report for the Transportation Resource is to inform the effects analysis for Waucoma Restoration Project. 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 will 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 describes how the proposed action, with regard to the transportation resource, is consistent with direction from the Mt. Hood Forest Plan, as amended, as well as all applicable laws and regulations. Of the approximately 38 miles of system roads in the project area, approximately 36 miles would be maintained or reconstructed to facilitate safe haul and operations. Under the proposed action after operations approximately 10 miles of existing road systems within the project area would be closed¹ and ½ mile would be decommissioned. Approximately 6 miles of road status changes deviate from the recommendations from the Travel Analysis Report (TAR). See the Roads Table in 6.0 - Appendix.

The project design criteria (PDC) for this project for road reconstruction and maintenance include sediment and erosion control, protection of natural resources, and implement the guidance of the Northwest Forest Plan. The Best Management Practices (BMP) 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, and Forest Roads Manual", 2000. The proposed changes to Forest System Roads are appropriate and primarily consistent with the TAR moving the road system toward the desired future condition. This report does not assess erosion outside of the road prism or sedimentation to streams, but they are addressed in other reports such as hydrology an/of fisheries.

Given these measures, the Proposed Action would result in increased effectiveness of the Forest's transportation system while correcting or mitigating detrimental effects from road-related activities to other resources.

¹ As defined in the TAR.

2.0 – Analysis Framework

2.1 - Methodology

Road Classification System

System roads within the Forest range from Maintenance Level 5 (commonly paved or continuously dust controlled for travel at speeds of nominally 35 mph) to Maintenance Level 1 (storage roads closed to all vehicular traffic and not maintained for use), and include asphalt paved roads, aggregate (gravel) surfaced roads, improved (stabilized or pit-run aggregate) roads, and native surface roads. Maintenance Levels (ML) are defined as follows:

Road Maintenance Level 5 – Assigned to roads that provide a high degree of user comfort and convenience. Normally, roads are double-lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is "encourage", except that, unless otherwise specifically authorized, non-street-legal Off-Highway Vehicle (OHV) use is prohibited.

Road Maintenance Level 4 – Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced. However, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is "encourage" passenger cars. However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times; unless otherwise specifically authorized, non-street-legal OHV use is prohibited.

Road Maintenance Level 3 – Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept" passenger cars. "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users; unless otherwise specifically authorized, non-street-legal OHV use is prohibited.

Road Maintenance Level 2 – Assigned to roads used by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either (1) discourage or prohibit passenger cars or (2) accept or discourage high clearance vehicles.

Road Maintenance Level 1 – Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed 1 year. Basic custodial maintenance is performed to keep damage to adjacent resource to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate". Roads receiving level 1 maintenance may be of any type, class or construction standard, and may be managed at any

other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be available and suitable for non-motorized uses.

Determination of Road Maintenance and Reconstruction Needs

Reconstruction and maintenance for timber sales and stewardship contracts are limited to the proportionate share of the total traffic on a road per U.S. Forest Service policy known as the Commensurate Share Policy (referenced in Forest Service Handbook 7709.59). The Commensurate Share Policy is used to determine maintenance and reconstruction responsibilities for any project that has commercial haul. Under this policy all competing users would be assessed their commensurate share of responsibility for maintenance and reconstruction. The commensurate share of responsibility for any given commercial haul is determined by examining typical structural degradation of roads under heavy haul (AASHTO, 1993) (USDA, 2017).

Determination of road reconstruction needed to safely conduct operations associated with the proposed action was made utilizing the standards and guidelines set forth in the following documents with authority under 36 CFR Parts 212, 251, 261, and 295:

- Roads Analysis: Mt. Hood National Forest, 2003
- Forest Service Manual (FSM) 7700 – Travel Management
- FSM 7710 – Travel Planning
- FSM 7730 – Transportation System Road Operation and Maintenance
- Highway Safety Act of 1966 (P.L. 89-564) in compliance with applicable Highway
- Safety Program Guidelines, as specified in the Memorandum of Understanding found
- in FSM 1535.11
- Forest Service Handbook (FSH) 7709.55 – Travel Analysis Handbook
- FSH 7709.56 – Road Preconstruction Handbook
- FSH 7709.58 – Transportation System Maintenance Handbook
- FSH 7709.59 – Transportation System Operations Handbook

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.

Determination of Needed Changes to the National Forest Road System

In 2015, the Mt. Hood National Forest completed a transportation system analysis at the Forest scale, titled 2015 Travel Analysis Report (TAR) (USDA, 2015), which sought to outline recommendations for a sustainable Forest transportation system for the future. The TAR is the culmination of a series of travel management analyses dating back two decades, including the 1999 Access and Travel Management analysis (ATM), the Roads Analysis: (USDA, 2003) and The Legacy Roads Strategy of 2010. The TAR categorized all system roads on the Forest as either “Likely Needed” or “Likely Not Needed” as part of the desired future transportation system. While not a decision document, the TAR provided recommendations for project-level decisions

about whether to retain roads and maintain for public access use, close roads to public access but maintain for administrative use, place roads into storage for later use, or to decommission roads. This report reviews information from the TAR, and where the proposed action may differ from the TAR recommendations, based on more detailed and site-specific information. The [TAR document](#)² is incorporated by reference into this specialist report.

In addition to the TAR and past Forest transportation analyses, this project takes into consideration the 2010 OHV Decision and is further focused by project-specific information obtained by observations and measurements taken in the field during the 2018 spring and summer field season. This report documents the effects to the National Forest Transportation System within the project boundary, and helps ensure that the future road system can be one that is safe, environmentally sound, efficient, and cost effective.

Determinations for road status changes (close or decommission) associated with the project's proposed action were made in collaboration with the full interdisciplinary team, public involvement, and informed by the Northwest Forest Plan Standards and Guidelines, the Land and Resource Management Plan: Mt. Hood National Forest (USDA, 1990) also known as the Forest Plan, the 2015 Travel Analysis Report (USDA, 2015).

3.0 – Analysis

3.1 – Existing Conditions

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

² <http://www.fs.usda.gov/main/mthood/landmanagement/planning>

prevails, these roads exhibit severe erosion characterized by loss of surface materials and delivery of sediment to streams.

3.2 - Environmental Consequences of 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 it would result in less traffic generated wear and tear on the roads within the project boundary. 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.

3.3 - Direct and Indirect Effects of Proposed Action

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 discussed below and would also likely be sufficient to fund the road closure and decommissioning connected actions that are not directly related to haul.

Road Reconstruction Activities

Road Reconstruction activities occur on existing system roads and generally fall within three categories:

- 1) Heavy Maintenance. This involves work that is similar to road maintenance activities but exceeds the work defined in the standard road maintenance specifications. This work is more intensive and causes somewhat greater disturbance than road maintenance work, though still contained within the existing road prism. Examples include roadbed reconditioning, ditch reconditioning, roadside clearing & grubbing, culvert replacement, and road resurfacing (aggregate, bituminous material, or a combination).
- 2) Road Repairs. Consists of heavy equipment construction needed to repair or bypass existing roadway failures or failure of existing road features. This work may require detailed engineering design and oversight and can involve excavating, moving, or disposing of large quantities of earth. Examples include full-depth asphalt patches, asphalt pulverization, installing new drainage culverts, underdrain installations, sinkhole repairs, slide removal, deep patch repairs with geotextile, slope stabilization, and road realignments. This work seeks to remain within the existing road prism but construction limits may extend outside the existing road prism as-needed to complete the work.
- 3) Constructive Improvements. This work constructs improvements to an existing system road to meet design objectives for safety or resource protection. It would involve detailed engineering design and oversight and can involve excavating, moving, or disposing of large quantities of earth and construction materials. This work may redefine the existing road prism. Examples include road re-alignment, construction of Aquatic/Terrestrial Organism Passages (including bridges), hardened low-water fords, earth retaining structures, roadside guardrails, rock-fall arresters, road paving, and road daylighting.

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.

Road Maintenance Activities

Road maintenance would occur on all roads used for haul of commercial materials (log and rock haul). These road maintenance activities create limited disturbances contained within existing road prisms and is conducted prior to and during operations to ensure minimum safety standards and effective roadway drainage. Regular road maintenance activities would occur on roads designated for haul as needed:

1. Brushing – Cutting of vegetation which encroaches along roadsides to provide visibility to meet minimum sight distances for stopping and maneuvering by vehicle operators. This work includes cutting of vegetation in drainage ditches to a maximum height of 6 inches.
2. Blading – Grading of road surfaces to remove irregularities and provide road cross-slopes to ensure sheeting of water from the road travel way. This work, while conducted with the objective of improving or maintaining road drainage, also removes surface wash-boarding and minor potholes thereby maintaining a vehicle's contact with the road surface and improving an operator's ability to maintain positive control of a vehicle while driving.
3. Surfacing – Also known as 'Spot-Rocking', this involves placement of crushed aggregate or pit-run material over the surface of the road. Placement of processed rock on road surfaces serves to distribute applied loads over a wider area as the load is transferred to the road subgrade. This helps to prevent rutting of the roadway which channelizes water in the road and causes erosion or saturates the road subgrade and compromises the structural integrity of the road. Saturation of road subgrade is the primary cause of catastrophic road failure. Surfacing may also be used for safety on steep grade roads to provide an improved running surface whereby a heavy haul vehicle can better maintain contact with the road surface for improved braking and maneuvering.
4. Ditch Cleaning – Removal of soils that have collected in ditch lines over time due to deposit of sands & silts from the road surface or sloughing of cut-slope soils, rock, and organics. Cleaning of ditches is needed to facilitate proper flow of water away from roads to avoid subgrade saturation. Cleaning of ditches results in the removal of existing vegetation from ditch lines over the short term and should be used in conjunction with temporary erosion control and revegetation measures. Typically, material removed from ditches is not suitable for incorporation into road surfaces and must be hauled away and disposed of at approved disposal sites on the Forest or removed from the Forest entirely (end-haul).
5. Culvert Cleaning – In many cases, culverts that facilitate conveyance of water away from roadways become blocked by soils and vegetative debris and need to be cleaned out in order to ensure proper flow of water, both at ditch drainage crossings and at road-stream crossings. Cleaning of culverts may produce temporary minor disturbance of soils at culvert inlets and outlets. Erosion control measures may be used to prevent downstream sedimentation as-needed and the need for erosion control measures would be evaluated on a case-by-case basis using Clean Water Best Management Practices and the Project Design Criteria.

6. Roadway Drainage Maintenance – Also referred to as Storm proofing or Storm Damage Risk Reduction (SDRR), involves reshaping of existing or installation of new drainage dips and/or water-bars in the roadway. These drainage features, as opposed to culverts, are features that are constructed into the roadbed itself and are comprised of the existing road’s rock and earthen material reshaped to redirect water away from the road surface and into ditches or onto road fill slopes. This practice is commonly used on roads that are closed to public traffic, but may also be utilized on steep graded roads and roads that receive little road maintenance. These features, if existing, would be smoothed out prior to heavy haul during the dry season. Replacement of these features or construction of new features would be accomplished on roads prior to the wet season and at the completion of operations.
7. Treatment of Danger Trees – Where roads that are expected to receive higher than normal volumes of traffic during the life of the project are endangered by the potential imminent failure of standing trees, such ‘Danger Trees’ would be felled to provide for the safety of the public and workers engaged in operations under the proposed action.

The full text of the standard Timber Sale Road Maintenance Specifications along with their associated Intent and Use Guide (incorporated by reference) can be found online at: [Forest Service Pacific Northwest Region Transportation Systems Operations and Maintenance.](http://www.fs.fed.us/database/acad/om/tsmaintenance_specs.htm)³

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 use 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 reasonably 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 of the following treatments:

1. Road Closure with a Gate (remains a system road).
2. Road Closure with a Berm and storm proofing (remains a system road). Storm proofing usually involves water-bars or other structures to provide drainage & hydrologic stability

³ http://www.fs.fed.us/database/acad/om/tsmaintenance_specs.htm

and reduce erosion. Culverts would be retained unless specified. Where appropriate, the depth of fill material over culverts may be reduced.

3. Road Closure with Entrance Management (remains a system road) - installing one or more earth berms or trenches and decompacting approximately the first 1/8 mile of road. Culverts would be retained unless specified.
4. Active Decommissioning - removing culverts, reestablishing former drainage patterns or natural contours at stream channels, installing water bars, removing gravel surfacing, decompacting road surfaces, pulling back unstable fill slopes or road shoulders, scattering slash on the roadbed, applying erosion control mulch and seed on disturbed areas, and blocking and disguising the former road entrance to prevent motorized vehicle traffic.
5. Passive Decommissioning - removes a road from the transportation system but involves no physical treatments on the ground because the road is overgrown in a naturally recovering state.

These road status changes are informed by the recommendations from the 2015 TAR 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 based on an analysis of the site-specific conditions. Section 6.0 - Appendix 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 within the project area as a result of the proposed actions.

Table 1 - Proposed Action Road Status Changes

Road Status	Approximate miles
Close	10
Decommission	0.5
Remaining Open	28

3.2.2 - Cumulative Effects

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. Haul of commercial products over the analyzed transportation system would likely occur in the short-term and long-term originating from Federal Bureau of Land Management as well as privately owned lands adjacent to the planning area. Any entities desiring to haul would be required to obtain a road use permit prior to hauling over these roads, affording the Forest Service the opportunity to request completion of road maintenance or require payment of fees to cover maintenance costs. Also, required are implementation of resource protection measures similar or identical to the Project Design Criteria included with this project.

In addition to other haul, replacement of Aquatic Organism Passage culverts authorized under the 2018 Forest-Wide Aquatic Organism Passage Restoration [Decision Memo](#)⁴ would likely occur over the next several years.

The proposed action, along with these foreseeable actions, would result in increased effectiveness of the Forest's transportation system while minimizing impacts to other resources. There would be no substantive cumulative effects because all projects that use roads also provide maintenance and repair commensurate with their use.

3.3 - Consistency with Management Direction

The proposed action, with respect to the transportation resource, have been reviewed for consistency with the Mt. Hood Forest Plan. The proposed action includes design criteria that ensure proper road use and maintenance specifications balanced with recreation use and access with proper seasonal operational restrictions to ensure resource protections. Therefore, the proposed action is consistent with the Forest wide Transportation Standards and Guidelines; FW-407 through FW-437, FW-451, and FW-452, pages Four-95 through Four-97.

The Forest-wide Roads Analysis (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.

All temporary roads constructed for project use that are not part of the recreational trails system would be rehabilitated and blocked and treated to meet or exceed the standards of FW-433 and FW-436.

3.4 – Summary of Effects

The proposed action, along with these foreseeable actions, would result in increased effectiveness of the Forest's transportation system while minimizing impacts to other resources. There would be no substantive cumulative effects because all projects that use roads also provide maintenance and repair commensurate with their use.

5.0 - References Cited

AASHTO. (1993). *Guide for Design of Pavement Structures, American Association of State and Highway Transportation Officials*. Washington, D.C.: AASHTO.

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⁴ <https://www.fs.usda.gov/project/?project=53634>

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- USDA. (2017). *Earth and Aggregate Surfacing Design Guide for Low Volume Roads*. Washington, D.C.: U.S. Department of Agriculture.

6.0 - Appendix

Table 2. Proposed Action Deviations from the TAR

NFS Road Number	Approximate Miles	Guidance	Proposed Action
2810660	0.5	TAR: Likely Needed Objective Maintenance Level: 1	Decommission due to drainage on slope, road is overgrown.
2820630	2.3	TAR: Likely Needed Objective Maintenance Level: 1	Maintain as Maintenance Level 2: High Clearance. Critical infrastructure, Farmers Irrigation District access.
2820685	0.1	TAR: Likely Needed Objective Maintenance Level: 1	Maintain as Maintenance Level 2: High Clearance. Accesses rock quarry.
2821620	1.0	TAR: Likely Needed Objective Maintenance Level: 1	Maintain as Maintenance Level 2: High Clearance. Forest visitor access.
2821621	1.0	TAR: Likely Needed Objective Maintenance Level: 1	Maintain as Maintenance Level 2: High Clearance. Forest visitor access.
2821630	0.82	TAR: Likely Needed Objective Maintenance Level: 1	Maintain as Maintenance Level 2: High Clearance. Forest visitor access.

Table 3. Proposed Action Roads Table

NFS Road Number	Proposed Action and ML post-implementation	Approximate Miles	Current ML⁵	TAR	Objective ML
2810000	Use is proposed. Road maintenance with some sections of reconstruction. 2 – High Clearance	10.0	2 - High Clearance	Likely Needed	2 - High Clearance
2810620	Use is proposed. Road maintenance. 1 - Closed	1.5	1 - Closed	Likely Needed	1 - Closed
2810630	Use is proposed. Reconstruction. Storm proof prior to closing. 1 - Closed	1.4	2 - High Clearance	Likely Needed	1 - Closed
2810650	Not proposed for use. 1 – Closed Accesses Roded Recreation Land Use Allocation and plantations.	0.7	2 – High Clearance	Likely Needed	1 - Closed
2810660	Not proposed for use. Decommission	0.5	1 - Closed	Likely Needed	1 - Closed
2820000	Use is proposed. Road maintenance with some sections of reconstruction. 2 – High Clearance	5.25	2 – High Clearance	Likely Needed	2 – High Clearance
2820000	Not proposed for use. No changes	0.75	Decommissioned	Not Likely Needed	1 - Closed
2820011	Use is proposed. Maintenance 1 – Closed	1.0	2 – High Clearance	Likely Needed	1 - Closed
2820012	Use is proposed. Maintenance. Storm proof prior to closing. 1 - Closed	0.4	1 - Closed	Likely Needed	1 - Closed
2820013	Use is proposed. Maintenance. Storm proof prior to closing. 1 - Closed	0.4	2 – High Clearance	Likely Needed	1 - Closed
2820014	Use as possible temporary road location. Return to decommission after use.	0.3	Decommissioned	N/A	N/A
2820620	Use is proposed. Maintenance. 2 – High Clearance	0.5	2 – High Clearance	Likely Needed	2 – High Clearance
2820621	Not proposed for use. 1 – Closed	0.6	2 – High Clearance	Likely Needed	1 - Closed
2820622	Not proposed for use. 1 – Closed	0.2	2 – High Clearance	Likely Needed	1 - Closed
2820630	Use is proposed. Maintenance. 2 – High Clearance from the junction of 2820 to the trail (409B) diversion point just before Gate Creek. Critical infrastructure for Forest, private land owners, Farmers Irrigation District, and recreationists. Road accesses two irrigation diversions.	2.3	2 – High Clearance	Likely Needed	1 - Closed
2820631	Use is proposed. Maintenance. 1 – Closed	0.5	2 – High Clearance	Likely Needed	1 - Closed

⁵ Shown in the INFRA database as Operational Maintenance Level. ML is the abbreviation for maintenance level. Each level is defined in more detail in the Forest’s TAR, 2015.

NFS Road Number	Proposed Action and ML post-implementation	Approximate Miles	Current ML⁵	TAR	Objective ML
2820632	Use is proposed. Maintenance. 1 – Closed and decommission the portion of the road beyond the trail (409B).	0.6	2 – High Clearance	Likely Needed	1 - Closed
2820633	Use is proposed. Maintenance. 1 – Closed	0.4	2 – High Clearance	Likely Needed	1 - Closed
2820634	Use is proposed. Maintenance. 1 – Closed	0.3	2 – High Clearance	Likely Needed	1 - Closed
2820635	Use is proposed. Reconstruction. 1 - Closed	0.2	2 – High Clearance	Likely Needed	1 - Closed
2820636	Use is proposed. Maintenance. 1 - Closed	0.7	2 – High Clearance	Likely Needed	1 - Closed
2820640	Use as possible temporary road location. Return to decommission after use.	0.4	Decommissioned	N/A	N/A
2820650	Use is proposed. Maintenance. Storm proof prior to closing 1 - Closed	0.7	2 – High Clearance	Likely Needed	1 - Closed
2820651	Use is proposed. Maintenance. Storm proof prior to closing 1 - Closed	0.5	2 – High Clearance	Likely Needed	1 - Closed
2820660	Use is proposed. Maintenance 1 – Closed	1.5	2 – High Clearance	Likely Needed	1 - Closed
2820661	Use is proposed. Maintenance. 1 – Closed	0.1	2 – High Clearance	Likely Needed	1 - Closed
2820662	Use is proposed. Maintenance. 1 – Closed	0.3	2 – High Clearance	Likely Needed	1 - Closed
2820670	Use is proposed. Maintenance. 2 – High Clearance	0.1	2 – High Clearance	Likely Needed	2 – High Clearance
2820680	Use is proposed. Maintenance. 1 – Closed	0.2	2 – High Clearance	Likely Needed	1 - Closed
2820685	Use is proposed. Maintenance. 2 – High Clearance	0.2	2 – High Clearance	Likely Needed	1 - Closed
2820690	Use the first half-mile (approximately) as a possible temporary road location if access is not possible from the Rainy Lake Campground. Return to decommission after use.	0.7	Decommissioned	N/A	N/A
2820710	Use as possible temporary road location. Return to decommission after use.	0.7	Decommissioned	N/A	N/A
2821000	Use is proposed. Maintenance 2 – High Clearance	4.0	2 – High Clearance	Likely Needed	2 – High Clearance
2821620	Use is proposed. Maintenance. 2 – High Clearance	1.0	2 – High Clearance	Likely Needed	1 - Closed
2821621	Use is proposed. Maintenance. 2 – High Clearance	1.0	2 – High Clearance	Likely Needed	1 - Closed
2821630	Use is proposed. Maintenance. 2 – High Clearance	0.8	2 – High Clearance	Likely Needed	1 - Closed
2821640	Use is proposed. Maintenance. 1 - Closed	0.3	2 – High Clearance	Likely Needed	1 - Closed