

Roads Analysis Addendum

Columbia Gorge National Scenic Area

September, 2015

Background

This addendum serves as an update to the 2003 Roads Analysis Report. It was prepared in accordance with 36 CFR 212.5 (2005 Travel Management Rule) subpart A, and with the Travel Analysis Process (TAP) described in Chapter 20 of Forest Service Handbook (FSH) 7709.55.

In 2003 the Columbia River Gorge National Scenic Area (CRGNSA) completed a Road Analysis Report, which fulfilled the requirements of the 2001 National Forest System Road Management Rule. In 2005 the Road Management Rule was updated to include requirements for the designation of motor vehicle use on roads, trails and areas, and authorized the regulation of over-snow vehicle use. This 2005 Travel Management Rule kept the original requirements for the identification of National Forest Road Systems.

Subpart A of the 2005 Travel Management Rule requires each unit to:

- Identify the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of NFS lands; (36 CFR 212.5(b)(1)) and
- Identify the roads on lands under Forest Service jurisdiction that are no longer needed to meet forest resource management objectives; (36 CFR 212.5(b)(2))

In 2012 the Deputy Chief of the Forest Service issued a letter of direction requiring all units in the Forest Service to complete a science-based travel analysis process by the end of fiscal year 2015. The Travel Analysis is a key first step towards identifying the minimum roads system requirement of Subpart A of the rule. Results of the travel analysis report will be used to inform future NEPA decisions that will identify the minimum road system and complete the requirements of Subpart A.

The 2003 Roads Analysis Report addressed roads of all maintenance levels under Forest Service jurisdiction. Current direction recognizes that completion of a Roads Analysis satisfies the requirements for the Travel Analysis Report (Forest Service Manual 7712.4(1)- Travel Analysis).

An interdisciplinary team reviewed the 2003 report and identified updates needed based on changed conditions. Roads listed in Appendix D were evaluated for access needs and resource values based on criteria utilized in 2003. This 2015 addendum includes an updated financial analysis that incorporates the recommended changes for the subset of roads considered in this addendum, and the current management recommendation for the roads evaluated in 2003.

This roads analysis addendum is NOT a decision-making process. It identifies problem areas and opportunities in the road system so that Forest Service land managers can make informed management decisions regarding the transportation system on National Forest System lands.

Process

Through an interdisciplinary process, changed conditions which potentially warranted evaluation or reevaluation of specific roads were identified. The categories of potentially changed conditions include land acquisitions or exchanges and associated new roads or road jurisdiction changes; implementation of NEPA decisions since the 2003 Roads Analysis Report; CRGNSA Management Plan revisions; changes in land designations; and recommendations contained in Watershed Restoration Action Plans. The team identified 20 roads or road segments with

changed conditions, which resulted in evaluation of approximately 16 miles for this addendum. Roads not addressed in the addendum retain the recommendations from the 2003 Roads Analysis Report.

These 20 roads were individually evaluated by an interdisciplinary team. Based on professional judgement, existing inventories and knowledge of the area risks to resources were evaluated. The team was comprised of specialists in the fields of wildlife, botany, heritage, hydrology, scenery, recreation, fire/ fuels, engineering and land rights. The benefit of maintaining roads for administrative and public access needs were also addressed by the interdisciplinary team, which addressed recreation, land rights, fire suppression, fuels management and engineering. The 2003 Roads Analysis Report describes the benefits, problems and risks associated with the road system in Step 3. The team determined that these issues were still relevant with the exception of the specific changed conditions described in this Addendum.

Appendix D summarizes the Risks/ Values for the recommendations from this Addendum. Appendix B summarizes the objective road maintenance levels for all roads evaluated in the 2003 report in addition to the 20 Forest Service system roads evaluated for this addendum and roads which need further evaluation.

Land Acquisitions/ Exchanges

The Forest Service has continued to acquire land within the CRGNSA boundaries since 2003. Acquisition files were reviewed to identify potential new Forest System Roads under Forest Service jurisdiction. Many roads were identified that had third party rights or for which rights were unclear. Only newly identified roads which were clearly under Forest Service jurisdiction were evaluated in this addendum.

Several roads were identified since 2003 on National Forest System lands and the rights to them are unclear. The following table (Table 1) is a list of these roads which have been inventoried as having interest to the Forest Service, but for which ownership or third party rights are unclear.

Table 1. Inventoried roads with unclear jurisdiction

| Road Number | Length (Miles) |
|--------------------|-----------------------|
| 1230010 | 0.9 |
| 1230022 | 0.05 |
| 1230023 | 0.1 |
| 1230024 | 0.2 |
| 1400031 | 0.05 |
| 1400033 | 0.05 |
| 1400037 | 0.05 |
| 1811110 | 0.05 |
| 1850240 | 0.05 |
| 1850241 | 0.05 |
| 1850291 | 0.1 |
| 1850295 | 0.05 |
| 1850296 | 0.05 |
| 1850325 | 0.1 |
| 1852062 | 1.3 |
| 1853150 | 0.05 |
| 1853151 | 0.05 |

| | |
|---------|------|
| 1853152 | 0.05 |
| 1853153 | 0.05 |
| 1853154 | 0.05 |
| 1853157 | 0.1 |
| 1858106 | 0.05 |
| 1858198 | 0.05 |
| 1858229 | 0.05 |
| 1858234 | 0.05 |
| 2000220 | 0.91 |
| 2026196 | 0.5 |
| 2702280 | 0.7 |
| 2702290 | 0.6 |
| 3000812 | 0.05 |
| 3000813 | 0.05 |
| 3000814 | 0.05 |
| 3000815 | 0.1 |
| 3015001 | 0.16 |

NEPA Decisions

Some of the road management recommendations from 2003 Roads Analysis Report have been implemented through decisions associated with National Environmental Policy Act analyses, which included public involvement. Through the NEPA process, it was decided that some roads would be decommissioned or converted to trails. Over the years relevant databases have been updated to reflect the changed road mileage resulting from implementation of these decisions. These changes to road maintenance mileage are addressed in the financial analysis.

Columbia River Gorge National Scenic Area Management Plan Revision 2004

The CRGNSA Management Plan provides guidance and management direction for new roads. The Management Plan was updated in 2004 but did not result in changes to Land Use Designations which would have influenced how the Forest Service would manage roads. This change resulted in no additional analysis.

Land Use Changes

Since 2003 the Mark O. Hatfield Wilderness was extended into the CRGNSA. No roads were identified as affected by the wilderness designation.

Watershed Restoration Action Plans

Watershed Restoration Action Plans have been developed for Tanner Creek- Columbia River, Hamilton Creek- Columbia River, Viento Creek- Columbia River and Latourell Creek- Columbia River watersheds within the CRGNSA. These plans identified future actions to improve the condition of the watershed including recommendations for road decommissioning.

The following roads (Table 2) were identified to have potential risks for aquatic resources. These roads have been identified as NFS roads however; they are also utilized by Bonneville Power Administration. Recommendations have been developed as follows. Coordination with BPA would need to occur prior to implementation of any management actions.

Table 2. Watershed Restoration Action Plan Recommendations

| Road Number | 2003 Objective Maintenance Level | Comments |
|--------------------|---|--|
| 8400070 | 2 | Consider decommissioning after the transmission lines; this road narrows into a trail and has surface erosion |
| 8400034 | 2 | Consider decommissioning after the transmission lines; this road has fill slope failures and surface erosion |
| 8400036 | N/A | This road goes up the transmission lines and has a large fill slope failure |
| 8400017 | N/A | This road goes up the transmission lines and has cut slope failure and a trail crossing at 1284ft |
| 8400043 | N/A | This road goes up to the transmission lines and is steep with switchbacks. It is mostly native surface material with little erosion. |
| 3000297 | 1 | Consider decommissioning. This road has two stream crossings and flooding is occurring on the lower section of the road. |
| 8424098 | 2 | Consider making Level 1. This road is 275ft long and ends in permitted pasture area. |

Financial Analysis

As part of the process of preparing this addendum, the Forest system roads inventory was updated and reviewed for outstanding third party rights. Some roads have multiple third party interests or unclear ownership rights. Roads for which the Forest Service has full jurisdiction and there are no outstanding third party rights were identified. The current road system database (INFRA) has been cross referenced with 2003 roads analysis data. Appendix B contains the updated road list.

In order to capture the financial situation of road maintenance for the CRGNSA, two financial scenarios were developed; one analysis for all roads that the Forest Service has an interest in, and a second analysis which addresses only those road with full Forest Service jurisdiction. Budgets for road maintenance have changed since 2003. The updated financial analysis addresses the current budget situation.

Road Maintenance Budget

Forest Service road budgets have been steadily declining for the past 20 plus years. Region-wide, the amount of funding for road work including both appropriated funding and work contributed by commercial users is less than 20 percent of what it was 20 years ago.

Appropriated road funds to the Pacific Northwest Region (Region 6) have been reduced 40% in the past 5 years alone. Current levels of funding for road work on the CRGNSA are shown below.

Table 3. Average Annual Maintenance Budget

| FS Funding Codes | CRGNSA Operational Budget (in thousands of dollars) | | | | | 5 Year Average | % to Rd Mtc | Average Mtc Budget |
|---|--|------|------|------|------|----------------|-------------|--------------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | | | |
| CMRD | 131 | 123 | 121 | 89 | 94 | 112 | 35% | \$39 |
| CMLG | 5 | 5 | 5 | 5 | 5 | 5 | 100% | \$5 |
| Other non-FS | 10 | 10 | 10 | 10 | 10 | 10 | 100% | \$10 |
| Total Average Annual Maintenance Budget (thousands): | | | | | | | | \$56 |

Table 4. Average Annual Maintenance Budget Range

| 5 Year Average Maintenance Budget (in thousands of dollars) | Range | |
|--|-------------|-------------|
| | -20% | +20% |
| \$56 | \$45 | \$67 |

In addition to the road-by-road analysis of access needs and environmental risks, road analysis also includes a broad-scale Forest evaluation of the general affordability of the road system. The purpose of this analysis is to ensure that the National Forest road system reflects long-term funding expectations or average annual cost of routine road maintenance.

Maintenance costs vary according to factors such as maintenance level, surface type, road gradient, and topography.

Road Maintenance Levels

The Forest Service differentiates forest roads into five maintenance levels, which define the level of service, and maintenance required.

Road Maintenance Level 5 (ML5) – roads are managed and maintained for a high degree of user comfort. These roads are generally paved and are suitable for passenger vehicles.

Road Maintenance Level (ML 4) – roads are managed and maintained for a moderate degree of user comfort. These roads are generally paved, but sometimes may be surfaced with stabilized aggregate surfacing and are suitable for passenger vehicles.

Road Maintenance Level (ML3) – roads are managed and maintained for a moderate degree of user comfort. These roads are generally gravel surfaced and are suitable for passenger vehicles.

Road Maintenance Level 2 (ML2) – roads are managed and maintained for use by high-clearance vehicles; passenger car traffic is not a consideration.

Road Maintenance Level 1 (ML1) – roads are kept on the transportation system for intermittent project uses and are closed to vehicular traffic between projects. The closure period must exceed 1 year for the road to be ML 1 status.

Projected Road Maintenance Costs

Two scenarios have been developed to illustrate the cost of maintaining the existing level of roads open for passenger car use. The purpose of doing this is to provide similar road conditions for forest visitors who travel in low-clearance passenger cars to visit developed recreation sites as currently exists. To achieve this, the operational maintenance level 3-5 roads would continue to be maintained similarly to current conditions, but fewer roads would be able to be maintained for high clearance vehicle use in order to reduce costs. Thus some high clearance roads would be left un-maintained and eventually closed. Site specific planning decisions that were made in the past would be implemented to reduce the overall mile of system road. The results of this scenario are summarized in the tables and figures beginning on the following page.

Financial Scenario 1: All Roads

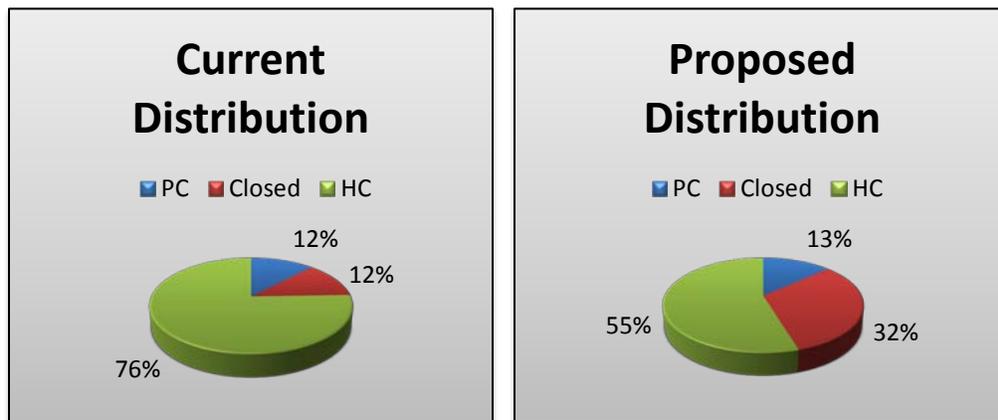
There are approximately 169 miles of road that the Forest Service has partial or full jurisdiction of. Roads with partial jurisdiction have partial or unclear financial costs for maintenance. The proposed road system is based on objective maintenance levels shown on the roads list from the 2003 analysis and updated with the changes evaluated in this addendum.

Table 5. Scenario 1 Change in Annual Maintenance Costs

| Operational Maintenance Level | Current Annual Maintenance Level Costs | | | Proposed Annual Maintenance Level Costs | | |
|-------------------------------|--|-----------------------|------------------|---|-----------------------|-----------------|
| | Road Miles | Percent of Road Miles | Annual Cost | Road Miles | Percent of Road Miles | Annual Cost |
| 5 | 0 | 0% | \$0 | 0 | 0% | \$0 |
| 4 | 4 | 2% | \$17,760 | 4 | 3% | \$12,867 |
| 3 | 17 | 10% | \$48,968 | 17 | 11% | \$26,991 |
| 2 | 128 | 76% | \$75,725 | 85 | 55% | \$46,619 |
| 1 | 21 | 12% | \$118 | 50 | 32% | \$171 |
| | 169 | 100% | \$142,571 | 155 | 100% | \$86,648 |

Figure 1. Scenario 1 Recommended Maintenance Level Changes

PC: Passenger Vehicle, HC: High Clearance Vehicle



Changes in distribution to closure largely represent changing roads that are currently rough and are not suitable for passenger vehicles to recommended closure.

Financial Scenario 2: Forest Service Jurisdiction Roads

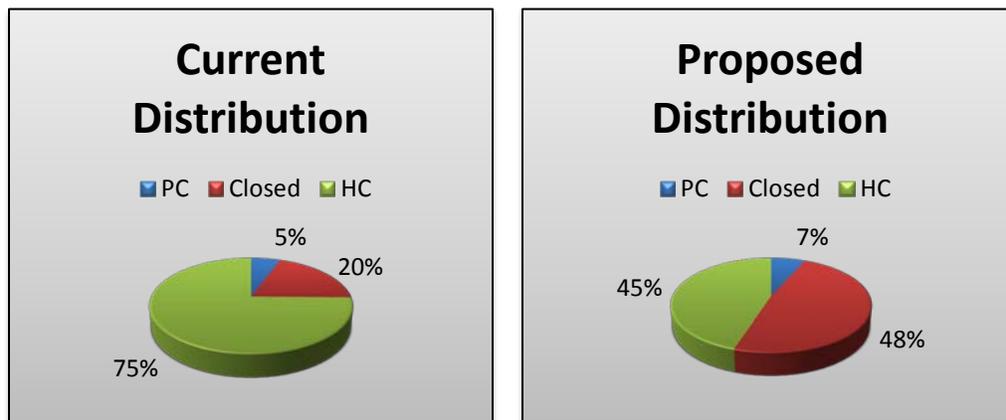
There are approximately 64 miles of road that are clearly Forest Service jurisdiction. The proposed road system is based on objective maintenance levels shown on the roads list from the 2003 analysis and updated with the changes evaluated in this addendum.

Table 6. Scenario 2 Change in Annual Maintenance Costs

| Operational Maintenance Level | Current Annual Maintenance Level Costs | | | Proposed Annual Maintenance Level Costs | | |
|-------------------------------|--|-----------------------|-----------------|---|-----------------------|-----------------|
| | Road Miles | Percent of Road Miles | Annual Cost | Road Miles | Percent of Road Miles | Annual Cost |
| 5 | 0 | 0% | \$0 | 0 | 0% | \$0 |
| 4 | 2 | 3% | \$10,080 | 2 | 4% | \$11,040 |
| 3 | 2 | 2% | \$4,372 | 1 | 3% | \$4,081 |
| 2 | 48 | 75% | \$28,449 | 25 | 45% | \$14,907 |
| 1 | 13 | 20% | \$72 | 27 | 48% | \$153 |
| | 64 | 100% | \$42,972 | 56 | 100% | \$30,181 |

Figure 2. Scenario 2 Recommended Maintenance Level Changes

PC: Passenger Vehicle, HC: High Clearance Vehicle



Changes in distribution to closure largely represent changing roads that are currently rough and are not suitable for passenger vehicles to recommended closure.

Road Maintenance Costs

Average annual cost of routine road maintenance is defined as the average yearly need for basic road maintenance. This includes clearing fallen trees, drainage maintenance, erosion control, blading, brushing, traffic signs, etc. It does not include cyclical replacement costs (such as bridge replacement every 50 years, asphalt overlays, etc.), which are covered by funding beyond the individual NFS unit budgets.

Table 7. Annual Routine Maintenance Costs per Mile

| Maintenance Level | Road Surface Type | Severity | Annual Cost/Mile |
|-------------------|-------------------|----------|------------------|
| 4 | Asphalt | High | \$4,800 |
| | | Medium | \$3,242 |
| | | Low | \$3,217 |
| | | | |
| 3 | Aggregate | High | \$3,217 |
| | | Medium | \$2,113 |
| | | Low | \$1,301 |
| | | | |
| 2 | Aggregate | High | \$685 |
| | | Medium | \$404 |
| | | Low | \$57 |
| | | | |
| 1 | Native/Aggregate | High | \$45 |
| | | Medium | \$2 |
| | | Low | \$1 |

Maintenance Level (ML) 1 roads have the lowest maintenance cost per mile. ML 4-5 roads that have an asphalt surface have the highest annual maintenance cost.

Decommissioning has the greatest cost per mile. The cost of decommissioning will vary depending on site specific conditions such as streams crossing, volume of excavation need to remove culverts, culvert/stream channel size, and unstable fills that need to be stabilized.

- One time storage costs (from ML2 to ML1) are the lowest when no culverts need to be removed, but there is an additional annual maintenance cost for storage and an opening cost (from ML1 to ML2). Storage costs include the installation of waterbars and an earthen berm road closure barrier.
- Routine maintenance includes brushing, blading, ditch and culvert cleaning, spot rock or pavement maintenance on varying cycles depending on maintenance item.
- Closed road costs assume inspection on foot to monitor for resource damage and road stability, replacement or reestablish barricades at a 5 year interval.

Conclusions

The results of the Financial Analysis show that the opportunities identified from Road Values/Risk Ratings (Appendix D) are in line with the R6 guidelines for identifying a future system of roads where “average annual funding” is reasonably in balance with the “average annual cost of routine road maintenance”.

This balance addresses routine annual maintenance work needed to keep roads open and safe for use, and addresses critical resource concerns such as maintaining ditches and culverts for proper drainage. This work is accomplished by both the Forest Service, using appropriated road funds, and through commercial users who are required to maintain roads commensurate with their project uses.

Recommendations

By utilizing the priorities identified in the 2003 Roads Analysis Report and this addendum, the CRGNSA can focus limited road maintenance resources, and any potential capital funds, to the most important roads necessary for management and enjoyment of the National Forest, and to the roads with the highest need for mitigation work associated with environmental risks. To do so, the Forest should consider the following:

- Focus available maintenance funding and resources on the highest priority roads identified in this report, (address issues related to user safety first, then on repair/prevention of resource issues)
- Focus any available capital funds toward improvement work on high use roads with high environmental risks identified in the this report
- Prioritize funding for roads to be closed or decommissioned based on those with the highest environmental risks identified in the this report
- Ensure that commercial users perform, or deposit funds, for road maintenance work commensurate with their use

- Seek new and additional funding sources for road maintenance and improvements through any available funding programs such as Capital Investment Programs, Legacy Roads and Trails, Forest Highway Programs, etc.
- Seek partnership opportunities to help leverage funds with outside sources
- Seek opportunities to transfer jurisdiction of FS roads to other agencies
- Continue to look for ways to reduce maintenance costs, and overhead costs related to Forest Service road programs, so as to direct more funds directly to road maintenance and improvement work

Appendix B: Road Analysis Recommendations

The following is a summary of the current recommended road maintenance objectives. This includes all recommendations from the 2003 report in addition to the 20 Forest Service system roads evaluated for this addendum and roads which need further evaluation. This list contains some roads which have been subsequently decommissioned based on the 2003 roads analysis which are no longer considered system roads.

Bold text indicates updates since the 2003 Roads Analysis Report.

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. | CLOSURE | JURISD. |
|----------------|--------------------------------|-------------|----------|----------|-----------|----------|----------|--------------|
| | | | | | | PRIORITY | PRIORITY | |
| 1400 | KUEFFLER | 1.4 | 2 | 2 | OH | L | | OTHER |
| 1230022 | | 0.05 | 2 | 1 | | | | OTHER |
| 1230023 | | 0.1 | 2 | 1 | | | | OTHER |
| 1230024 | | 0.2 | 2 | 2 | | | | OTHER |
| 1230030 | 'CA' IN PLACE (GATE) | 0.5 | 2 | 2 | CA | H | H | UNK |
| 1230597 | BALFOUR PARKING | 0.1 | 4 | 4 | OP | H | | FS |
| 1400031 | | 0.05 | 2 | D | | | | OTHER |
| 1400033 | | 0.05 | 2 | D | | | | OTHER |
| 1400037 | | 0.05 | 2 | D | | | | OTHER |
| 1421000 | | 0.6 | 2 | 2 | CD | | L | OTHER |
| 1430000 | WOODWARD CREEK TO NSA BDRY. | 1.5 | 2 | 2 | OH | L | | OTHER |
| 1430199 | | 0.4 | 2 | 1 | CN | L | L | OTHER |
| 1504380 | | 0.5 | 2 | 1 | OH | L | | FS |
| 1811110 | | 0.05 | 1 | 1 | | | | OTHER |
| 1850240 | | 0.05 | 2 | D | | | | OTHER |
| 1850241 | | 0.05 | 2 | D | | | | OTHER |
| 1850291 | | 0.1 | 2 | D | | | | OTHER |
| 1850295 | | 0.05 | 2 | D | | | | OTHER |
| 1850296 | | 0.05 | 2 | D | | | | OTHER |
| 1850325 | | 0.1 | 2 | D | | | | OTHER |
| 1850527 | ACQUISITION | 0.3 | 2 | 1 | OH | L | | FS |
| 1852062 | OLD WAGON ROAD | 1.3 | 2 | 2 | | | | OTHER |
| 1851238 | | 0.1 | 2 | 1 | CN | L | L | FS |
| 1853150 | | 0.05 | 2 | D | | | | OTHER |
| 1853151 | | 0.05 | 2 | D | | | | OTHER |
| 1853152 | | 0.05 | 2 | D | | | | OTHER |
| 1853153 | | 0.05 | 2 | D | | | | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|---------|------------------------------------|--------|-------|-------|---------|-----------------|------------------|---------|
| 1853154 | | 0.05 | 2 | D | | | | OTHER |
| 1853157 | | 0.1 | 2 | D | | | | OTHER |
| 1854428 | DON'T INCLUDE AS NFSR | | | | | | | FS |
| 1854498 | | 0.1 | 2 | D | DE | L | H | FS |
| 1858106 | | 0.05 | 2 | D | | | | OTHER |
| 1858198 | | 0.05 | 2 | D | | | | OTHER |
| 1858229 | | 0.05 | 2 | D | | | | OTHER |
| 1858230 | | 0.4 | 1 | 1 | CN | L | M | OTHER |
| 1858230 | | 0.1 | 2 | 1 | CN | L | M | OTHER |
| 1858234 | | 0.05 | 2 | D | | | | OTHER |
| 1858235 | | 0.1 | 2 | 1 | CN | L | M | OTHER |
| 2000220 | | 0.91 | 2 | D | | | | OTHER |
| 2000222 | PRIVATE ACCESS | 3.63 | 2 | 1 | OH | M | | FS |
| 2025000 | DON'T INCLUDE AS NFSR (MP 1.4-1.9) | | | | | | | OTHER |
| 2026196 | | 0.5 | 2 | 1 | | | | OTHER |
| 2700168 | BPA ACCESS | 1.1 | 2 | 2 | OH | L | CN | FS |
| 2700244 | BPA ACCESS | 0.1 | 2 | 2 | OH | L | CN | FS |
| 2700250 | | 0.05 | 2 | D | | | | OTHER |
| 2700253 | | 0.05 | 2 | D | | | | OTHER |
| 2700254 | | 0.05 | 2 | D | | | | OTHER |
| 2700264 | | 2.8 | 2 | 2 | OH | L | L | FS |
| 2700309 | GAS CO. | 1.3 | 1 | 1 | OH | L | L | FS |
| 2701302 | | 0.2 | 2 | D | DE | L | L | FS |
| 2702252 | DON'T INCLUDE AS NFSR | | D | D | DE | | | FS |
| 2702280 | 'CD' IN PLACE (BERM) | 0.2 | 1 | 1 | CD | | H | OTHER |
| 300297 | OLD BONEYARD | 0.2 | 2 | D | CN | L | L | FS |
| 3000778 | | 0.2 | 2 | 2 | OH | L | | FS |
| 3000789 | 'CA' IN PLACE (GATE) | 0.6 | 2 | 2 | CA | M | H | OTHER |
| 3000791 | | 0.1 | 2 | D | DE | | L | FS |
| 3000812 | | 0.05 | 1 | D | | | | OTHER |
| 3000813 | | 0.05 | 1 | D | | | | OTHER |
| 3000814 | | 0.05 | 1 | D | | | | OTHER |
| 3000815 | | 0.1 | 1 | D | | | | OTHER |
| 3015001 | | 0.155 | 1 | 1 | | | | OTHER |
| 3110320 | 'CA' IN PLACE (GATE) | 0.5 | 2 | 2 | CA | L | H | OTHER |
| 8400230 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|---------|---------------------------------|--------|-------|-------|----------|-----------------|------------------|---------|
| 1000 | VIENTO RIDGE | 0.8 | 2 | 2 | OH | M | | UNK |
| 1000102 | | 0.3 | 2 | 1 | CN | L | L | FS |
| 1000104 | | 0.2 | 2 | 1 | CN | L | L | FS |
| 1004000 | | 0.2 | 2 | D | DE | | L | UNK |
| 1230001 | 'CD' IN PLACE (BERM) | 0.2 | 1 | 1 | CD | | H | FS |
| 1230005 | 'CA' IN PLACE (GATE) | 0.9 | 1 | 1 | CA | | H | UNK |
| 1230015 | 'CA' IN PLACE (1230020 GATE) | 0.3 | 2 | 1 | CA | L | H | FS |
| 1230020 | 'CA' IN PLACE (GATE) | 0.3 | 2 | 2 | CA | H | H | FS |
| 1230020 | 'CA' IN PLACE (GATE) | 1.3 | 2 | 1 | CA | H | H | FS |
| 1230021 | 'CA' IN PLACE (1230020 GATE) | 0.7 | 2 | 2 | CA | H | H | FS |
| 1230024 | DON'T INCLUDE AS NFSR | | | | | | | UNK |
| 1230030 | 'CA' IN PLACE (GATE) | 0.4 | 2 | 2 | CA | H | H | UNK |
| 1230030 | DON'T INCLUDE AS NFSR (JUR=BIA) | | | | | | | UNK |
| 1230225 | MAJOR CREEK QUARRY | 0.1 | 2 | 1 | CN | L | L | FS |
| 1230241 | LIFE ESTATE | 0.1 | 3 | 3 | OP | M | | FS |
| 1230312 | | 0.1 | 2 | D | DE | | L | FS |
| 1230580 | SCOTT THOMAS | 0.2 | 3 | 3 | OP | M | | OTHER |
| 1400 | KUEFFLER | 0.5 | 3 | 3 | OP | H | | OTHER |
| 1400 | KUEFFLER | 3.8 | 2 | 2 | OH | H | | OTHER |
| 1400018 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1400018 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1400030 | PERHAM CREEK | 1.7 | 2 | 1 | CD OR CA | H | H | FS |
| 1400032 | MITCHELL | 0.9 | 2 | 1 | CD OR CA | H | H | OTHER |
| 1400034 | | 0.1 | 2 | 1 | CD OR CA | M | M | OTHER |
| 1400036 | | 0.2 | 2 | 1 | CD OR CA | M | H | FS |
| 1400036 | 'CD' IN PLACE (BERM) | 0.8 | 1 | 1 | CD | | H | FS |
| 1400038 | | 0.4 | 2 | 1 | CD OR CA | M | M | FS |
| 1403000 | | 1.4 | 2 | 1 | CD | | M | FS |
| 1403005 | RIDGE LINE | 0.4 | 2 | 1 | CN | L | L | OTHER |
| 1403007 | | 0.4 | 2 | 1 | CD | | H | FS |
| 1404000 | DON'T INCLUDE AS NFSR | | | | | | | UNK |
| 1404030 | DON'T INCLUDE AS NFSR | | | | | | | UNK |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|---------|---|--------|-------|--------|----------|-----------------|------------------|---------|
| 1405000 | | 0.6 | 2 | 1 | CD | | H | UNK |
| 1405007 | DON'T INCLUDE AS NFSR | | | | | | | UNK |
| 1420000 | | 0.1 | 2 | 2 | OH | L | | OTHER |
| 1420010 | LOCATION OF BERM? | 0.2 | 2 | 1 | CD | | H | FS |
| 1421000 | | 1.8 | 2 | 2 | OH | L | | OTHER |
| 1430000 | 1400 TO WOODWARD CREEK | 0.5 | 2 | 2 | OH | H | | OTHER |
| 1450000 | POSSIBLE 'RT'; 'CA' IN PLACE (GATE) | 1.5 | 1 | 1 | CA | | H | OTHER |
| 1460000 | PACIFIC | 0.5 | 3 | 3 | OP | H | | FS |
| 1500020 | 'DE' ONE ENTRANCE & PORTION OF RD (SU) | 0.2 | 2 | 2 OR D | OH OR DE | L | M | FS |
| 1500021 | LARCH MTN. TRAILHEAD | 0.2 | 4 | 4 | OP(SO) | H | | FS |
| 1500025 | COLUMBIA AVENUE | 0.2 | 3 | 3 | OP | M | | UNK |
| 1500036 | 'CA' IN PLACE (GATE) | 0.3 | 2 | 2 | CA | L | H | OTHER |
| 1500150 | 'CA' IN PLACE (GATE) | 0.8 | 2 | 1 | CA | L | H | FS |
| 1500315 | 'CA' IN PLACE (GATE) | 0.4 | 2 | 1 | CA | L | H | FS |
| 1502170 | PRIVATE EASEMENT? 'CD' IN PLACE (ROOTWAD) | 0.1 | 1 | 1 | CD | | L | FS |
| 1502281 | | 0.2 | 3 | 3 | OP | M | | OTHER |
| 1502283 | | 0.3 | 3 | 3 | OP | M | | FS |
| 1504166 | PEPPER MTN | 0.2 | 3 | 3 | OP | M | | OTHER |
| 1504166 | 'CD' IN PLACE (BERM) | 0.7 | 1 | 1 | CD | | H | OTHER |
| 1504168 | 'CD' IN PLACE (1504166 BERM) | 0.4 | 1 | 1 | CD | | H | OTHER |
| 1504170 | 'CD' IN PLACE (1504166 BERM) | 0.4 | 1 | 1 | CD | | H | OTHER |
| 1520000 | 'CA' IN PLACE (GATE) | 2.8 | 2 | 2 | CA | H | H | FS |
| 1520129 | 'CA' IN PLACE (1520 GATE) | 2.8 | 2 | 2 | CA | H | H | FS |
| 1520150 | 'CA' IN PLACE (1520 GATE) | 0.1 | 2 | 1 | CA | L | H | FS |
| 1700085 | HUSUM LAUNCH SITE | 0.1 | 2 | 4 | OP | H | | FS |
| 1700126 | WHITE SALMON RD LAUNCH@BZ | 0.1 | 3 | 4 | OP | H | | FS |
| 1800 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1810 | | 1 | 2 | 2 | OH | M | | OTHER |
| 1811 | RED BLUFFS | 0.6 | 2 | 2 | OH | H | | OTHER |
| 1811 | RED BLUFFS | 0.5 | 2 | 2 | OH | H | | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|----------------|-----------------------------------|--------|-------|-------|---------|-----------------|------------------|-----------|
| 1811 | RED BLUFFS | 1.4 | 2 | 1 | CD | | H | OTHER |
| 1811106 | | 0.6 | 2 | 1 | CN | L | L | OTHER |
| 1811106 | | 0.4 | 2 | D | DE | | H | OTHER |
| 1811108 | | 0.2 | 2 | D | DE | | H | OTHER |
| 1811108 | | 0.5 | 1 | D | DE | | H | OTHER |
| 1811162 | | 0.2 | 2 | D | DE | | H | UNK |
| 1850239 | OREGON VIEW | 0.8 | 3 | 3 | OP | M | | OTHER |
| 1850244 | | 0.9 | 2 | 1 | CD | | H | OTHER |
| 1850290 | "SR-14 SCENIC ENHANCEMENTS" BLOCK | 0.6 | 2 | D | DE | | H | OTHER |
| 1850290 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1850290 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1850293 | | 0.1 | 2 | 2 | OH | M | | OTHER |
| 1850299 | ST. CLOUD REC. AREA | 0.1 | 4 | 4 | OP | H | | OTHER |
| 1850319 | DON'T INCLUDE AS NFSR | | | | | | | FS |
| 1850319 | 'DE' POWERLINE TO SR-14 | 0.6 | 1 | D | DE | | H | FS |
| 1850321 | | 0.4 | 2 | D | DE | | M | OTHER |
| 1850323 | | 0.3 | 2 | 1 | CN | L | L | OTHER |
| 1850332 | SAMS-WALKER SITE | 0.1 | 3 | 3 | OP | H | | OTHER |
| 1850370 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1850370 | INCLUDE AS NFSR DE' MP 0.3-1.0 | 0.7 | | | | | | OTHER |
| 1850372 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1850372 | HAMILTON QUARRY | 0.4 | 2 | 1 | CN | L | M | OTHER |
| 1850397 | BONNEVILLE TH | 0.1 | 4 | 4 | OP | H | | UNK |
| 1850397-A | TRAILER PARKING | 0.1 | 4 | 4 | OP | H | | UNK |
| 1850529 | | 0.1 | 2 | 2 | OH | M | | OTHER |
| 1850529 | 'CA' IN PLACE (GATE) | 0.2 | 2 | 2 | CA | L | H | OTHER |
| 1850531 | GRANT LAKE | 0.2 | 2 | D | DE | | H | UNK |
| 1850533 | 'CA' IN PLACE (1850529 GATE) | 0.2 | 2 | 2 | CA | L | H | UNK |
| 1850537 | DOG MTN. TH | 0.1 | 3 | 4 | OP | H | | OTHER |
| 1850918 | 'CA' IN PLACE (GATE) | 0.5 | 2 | 2 | CA | M | H | OTHER |
| 1850945 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1850945 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1851085 | | 0.1 | 2 | 1 | CN | L | L | FS |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|---------|----------------------------|--------|-------|-------|---------|-----------------|------------------|---------|
| 1851223 | MT. ZION | 0.7 | 3 | 3 | OP | M | | OTHER |
| 1851236 | RIM DRIVE | 0.3 | 3 | 3 | OP | M | | OTHER |
| 1851238 | | 0.1 | 2 | D | DE | | L | FS |
| 1852000 | 'CA' IN PLACE (GATE) | 0.7 | 3 | 3 | CA | M | H | OTHER |
| 1852000 | 'CA' IN PLACE (GATE) | 0.2 | 2 | 2 | CA | L | H | OTHER |
| 1852147 | 'CN' COMPLETE (BRUSHED IN) | 0.5 | 1 | 1 | CN | | H | OTHER |
| 1852215 | 'CA' IN PLACE (1852 GATE) | 0.4 | 3 | 3 | CA | M | H | OTHER |
| 1853000 | 'CA' IN PLACE (GATE) | 0.1 | 2 | 2 | CA | L | H | OTHER |
| 1853000 | 'CA' IN PLACE (GATE) | 0.7 | 2 | 2 | CA | L | H | OTHER |
| 1853013 | SNOWBERRY LANE | 0.2 | 3 | 3 | OP | M | | OTHER |
| 1853100 | | 0.2 | 3 | 3 | OP | H | | OTHER |
| 1853157 | | 0.1 | 2 | D | DE | | H | OTHER |
| 1853159 | 'CA' IN PLACE (1853 GATE) | 0.3 | 2 | 2 | CA | L | H | OTHER |
| 1854000 | DUNCAN CREEK | 0.2 | 2 | 2 | OH | H | | OTHER |
| 1854000 | DUNCAN CREEK | 1.2 | 2 | 2 | OH | H | | OTHER |
| 1854163 | ARCHER MTN | 0.2 | 3 | 3 | OP | M | | OTHER |
| 1854262 | DIMRILL-DALE | 0.8 | 3 | 3 | OP | H | | OTHER |
| 1854263 | | 0.1 | 2 | 1 | CN | L | M | OTHER |
| 1854264 | 'CN' COMPLETE (BRUSHED IN) | 0.1 | 1 | 1 | CN | | M | OTHER |
| 1854265 | | 0.1 | 2 | D | DE | | H | OTHER |
| 1854266 | | 0.1 | 2 | 1 | CN | L | M | OTHER |
| 1854279 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1854351 | | 0.2 | 2 | D | DE | | H | FS |
| 1854386 | CEDAR SWAMPS | 0.2 | 2 | 2 | OH | H | | OTHER |
| 1854386 | CEDAR SWAMPS | 0.7 | 2 | 2 | OH | H | | OTHER |
| 1854386 | CEDAR SWAMPS | 1.1 | 2 | 2 | OH | H | | OTHER |
| 1854386 | CEDAR SWAMPS | 0.3 | 2 | 2 | OH | H | | OTHER |
| 1854388 | | 0.3 | 2 | 1 | CN | L | M | OTHER |
| 1854409 | | 0.3 | 2 | 1 | CN | L | L | FS |
| 1854428 | MARS LANDING | 0.2 | 3 | 3 | OP | M | | FS |
| 1854430 | | 0.3 | 2 | 1 | CN | L | L | OTHER |
| 1854432 | | 0.1 | 2 | D | DE | | H | FS |
| 1854473 | WOODARD CREEK | 0.3 | 2 | 2 | OH | H | | OTHER |
| 1854473 | WOODARD CREEK | 0.2 | 2 | 2 | OH | H | | OTHER |
| 1854473 | WOODARD CREEK | 0.1 | 2 | 1 | CN | L | M | OTHER |
| 1854475 | 'CA' IN PLACE | 0.2 | 2 | 2 | CA | H | H | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|---------|--------------------------------|--------|-------|-------|---------|-----------------|------------------|---------|
| | (GATE) | | | | | | | |
| 1854477 | 'CD' IN PLACE (CROSS DITCH) | 0.2 | 1 | 1 | CD | L | L | FS |
| 1855191 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1855191 | CARPENTERS LAKE | 0.4 | 2 | 1 | CN | L | M | OTHER |
| 1855193 | DON'T INCLUDE AS NFSR | | | | | | | UNK |
| 1856092 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1856094 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 1857048 | HIDDEN LAKES | 0.5 | 2 | 1 | CN | L | M | OTHER |
| 1857051 | 'CA' IN PLACE (WIRE ROPE) | 0.1 | 2 | 2 | CA | L | H | FS |
| 1857098 | FROG LAKE | 0.3 | 2 | 2 | OH | H | | FS |
| 1857160 | GALLANT | 0.2 | 3 | 3 | OP | M | | FS |
| 1857160 | GALLANT | 0.1 | 2 | 1 | CN | L | L | FS |
| 1857160 | GALLANT | 0.5 | 2 | 1 | CN | L | L | FS |
| 1857160 | 'CN' COMPLETE (BRUSHED IN) | 0.1 | 1 | 1 | CN | L | L | FS |
| 1857160 | GALLANT | 0.3 | 2 | 1 | CN | L | L | FS |
| 1857160 | GALLANT | 0.2 | 2 | 1 | CN | L | L | FS |
| 1857198 | | 0.1 | 3 | 3 | OP | M | | OTHER |
| 1858105 | | 0.2 | 2 | D | DE | | L | FS |
| 1858120 | LOCKE | 0.4 | 3 | 3 | OP | M | | OTHER |
| 1858122 | | 0.2 | 2 | 2 | OH | H | | OTHER |
| 1858126 | | 0.7 | 2 | 1 | CN | L | M | FS |
| 1858175 | WINDY BLUFF | 0.4 | 3 | 3 | OP | M | | OTHER |
| 1858218 | RAINBOW'S END | 0.3 | 3 | 3 | OP | M | | OTHER |
| 1858218 | RAINBOW'S END | 0.1 | 2 | 1 | CN | L | M | OTHER |
| 1858218 | RAINBOW'S END | 0.1 | 3 | 3 | OP | M | | OTHER |
| 1858228 | | 0.4 | 2 | 1 | CN | L | M | OTHER |
| 1858230 | | 0.2 | 2 | 1 | CN | L | M | OTHER |
| 1858232 | | 0.1 | 2 | 1 | CN | L | M | FS |
| 1859150 | 'CA' IN PLACE (GATE) | 0.3 | 2 | 2 | CA | L | L | OTHER |
| 1860009 | LYLE PARK | 0.1 | 2 | 4 | OP | H | | OTHER |
| 1860075 | HOMESTEAD | 0.5 | 2 | 1 | CN | L | M | OTHER |
| 1860076 | OLD WAGON | 0.3 | 2 | D | DE | | H | FS |
| 2000 | RED BLUFF | 0.4 | 2 | 2 | OH | M | | OTHER |
| 2020000 | GREENLEAF | 6.3 | 2 | 2 | OH | H | | UNK |
| 2025000 | COORDINATE GATE LOCATION W/DNR | 1.4 | 2 | 2 | CA | H | H | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|----------------|-------------------------------------|------------|----------|----------|-----------|-----------------|------------------|-----------|
| 2026000 | | 3 | 2 | 2 | CA | H | H | OTHER |
| 2026044 | | 0.2 | 2 | 2 | CA | L | H | OTHER |
| 2026241 | | 0.2 | 2 | 2 | CA | H | H | OTHER |
| 2130105 | SEVENMILE HILL QUARRY | 0.4 | 2 | D | DE | | H | FS |
| 2132350 | ELLETT | 0.7 | 3 | 3 | OP | H | | OTHER |
| 2132350 | 'CA' IN PLACE (GATE) | 0.4 | 2 | 2 | CA | L | H | OTHER |
| 2132351 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 2132355 | 'CA' IN PLACE (2132350 GATE) | 0.4 | 2 | 1 | CA | L | H | OTHER |
| 2132355 | 'CA' IN PLACE (2132350 GATE) | 0.3 | 2 | 1 | CA | L | H | OTHER |
| 2132355 | 'CA' IN PLACE (2132350 GATE) | 0.1 | 2 | 1 | CA | L | H | OTHER |
| 2132355 | 'CA' IN PLACE (2132350 GATE) | 0.2 | 2 | 1 | CA | L | H | OTHER |
| 2132356 | 'CA' IN PLACE (2132350 GATE) | 0.1 | 2 | 1 | CA | L | H | FS |
| 2700 | LARSON LAKES | 2.8 | 2 | 2 | OH | M | | OTHER |
| 2700 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 2700 | LARSON LAKES | 1.9 | 2 | 2 | OH | M | | OTHER |
| 2700 | LARSON LAKES | 0.4 | 2 | 2 | OH | M | | OTHER |
| 2700 | LARSON LAKES | 0.5 | 2 | 2 | OH | M | | OTHER |
| 2700030 | | 0.2 | 2 | D | DE | | H | FS |
| 2700046 | | 0.3 | 1 | D | DE | | H | FS |
| 2700106 | DON'T INCLUDE AS NFSR | | | | | | | FS |
| 2700110 | DON'T INCLUDE AS NFSR | | | | | | | FS |
| 2700149 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 2700168 | BPA USE | 1.1 | 2 | 2 | OH | M | | FS |
| 2700238 | INCLUDE AS NFSR | | | | | | | OTHER |
| 2700238 | DON'T INCLUDE AS NFSR (GATE W/DOE) | | | | | | | OTHER |
| 2700240 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 2700242 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 2700244 | BPA USE | 3.9 | 1 | 1 | OH | L | | FS |
| 2700246 | | 0.2 | D | D | | | | FS |
| 2700252 | | 0.2 | 2 | D | DE | | H | FS |
| 2700255 | DON'T INCLUDE AS NFSR | | | | | | | FS |
| 2700264 | INCLUDE AS NFSR (GATE W/DOE) | 2.8 | 1 | D | DE | L | L | FS |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. | CLOSURE | JURISD. |
|---------|-------------------------------------|--------|-------|-------|---------|----------|----------|---------|
| | | | | | | PRIORITY | PRIORITY | |
| 2700390 | GAS LINE | 1.3 | 2 | 2 | OH | L | | FS |
| 2700459 | GAS CO | | 2 | 2 | OH | L | | FS |
| 2700469 | AUGSPURGER QUARRY | 0.1 | 2 | 2 | OH | L | | OTHER |
| 2700470 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 2700640 | | 0.4 | 2 | 1 | CN | L | M | FS |
| 2700640 | CD' AFTER SILVICULTURAL ACTIVITY | 0.6 | 2 | 1 | CD | | H | FS |
| 2700642 | CD' AFTER SILVICULTURAL ACTIVITY | 0.1 | 2 | 1 | CD | | H | FS |
| 2700644 | CD' AFTER SILVICULTURAL ACTIVITY | 0.2 | 2 | 1 | CD | | H | FS |
| 2702000 | | 0.1 | 2 | 2 | OH | M | | OTHER |
| 2702000 | | 2.2 | 2 | 2 | OH | M | | OTHER |
| 2702128 | NOT NFSR (Gas Co.) | 0.1 | 2 | 1 | CN | L | M | FS |
| 2702139 | | 0.1 | 2 | D | DE | | H | FS |
| 2702240 | DON'T INCLUDE LAST 0.1 MILE AS NFSR | 0.9 | 2 | 2 | OH | M | | OTHER |
| 2702251 | | 0.2 | 2 | 1 | CN | L | M | FS |
| 2702280 | BPA | 0.7 | 2 | 2 | OH | L | | OTHER |
| 2702290 | BPA | 0.6 | 2 | 2 | OH | L | | OTHER |
| 2800 | | 2 | 2 | 2 | OH | M | | OTHER |
| 2820 | BUNKER KEYS | 2.8 | 2 | 2 | OH | M | | OTHER |
| 2820 | 'CN' COMPLETE (BRUSHED IN) | 0.6 | 1 | 1 | CN | | H | OTHER |
| 2820289 | | 0.1 | 2 | 1 | CN | L | L | FS |
| 2820291 | | 0.4 | 2 | 1 | CN | L | M | FS |
| 2820291 | 'CN' COMPLETE (BRUSHED IN) | 0.1 | 1 | 1 | CN | | H | FS |
| 2820390 | | 0.1 | 2 | 2 | OH | M | | OTHER |
| 2820390 | | 0.4 | 2 | 1 | CN | L | M | OTHER |
| 2820391 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 2820393 | 'CN' COMPLETE (BRUSHED IN) | 0.2 | 1 | 1 | CN | | H | FS |
| 2820395 | 'CN' COMPLETE (BRUSHED IN) | 0.4 | 1 | 1 | CN | | H | FS |
| 2820400 | 'CN' COMPLETE (BRUSHED IN) | 0.1 | 1 | 1 | CN | | H | OTHER |
| 2820401 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3000125 | WAHKEENA FALLS | 0.2 | 4 | 4 | OP | H | | OTHER |
| 3000226 | DON'T INCLUDE AS | | | | | | | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|----------------|------------------------------|------------|----------|----------|-----------|-----------------|------------------|-----------|
| | NFSR | | | | | | | |
| 3000282 | HENDERSON | 0.7 | 3 | 3 | CA | H | L | OTHER |
| 3000284 | | 0.1 | 3 | 3 | CA | H | L | FS |
| 3000286 | | 0.2 | 3 | 3 | CA | H | L | OTHER |
| 3000297 | OLD BONEYARD | 0.2 | 2 | 1 | CN | L | M | FS |
| 3000303 | BACKSTRAND | 0.2 | 2 | D | DE | | H | FS |
| 3000341 | ONEONTA TRAILHEAD | 0.1 | 4 | 4 | OP | H | | FS |
| 3000426 | HORSETAIL FALLS | 0.1 | 4 | 4 | OP | H | | OTHER |
| 3000440 | PCNST BRIDGE OF THE GODS | 0.1 | 4 | 4 | OP(SO) | H | | UNK |
| 3000675 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3000675 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3000678 | INCLUDE AS NFSR | 0.7 | | | | | | FS |
| 3000682 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3000684 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3000685 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3000685-A | DON'T INCLUDE AS NFSR | | | | | | | UNK |
| 3000752 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3000752 | | 0.3 | 1 | 1 | CD | | H | OTHER |
| 3000775 | 'CA' IN PLACE (WIRE GATE) | 0.3 | 2 | 2 | CA | L | L | OTHER |
| 3000782 | RUSSELL | 0.4 | 2 | 1 | CD | L | H | FS |
| 3000783 | RUSSELL | 0.1 | 2 | 1 | CD | L | H | FS |
| 3000785 | | 0.2 | 2 | 2 | OH | L | | OTHER |
| 3000787 | | 0.8 | 3 | 3 | OP | M | | OTHER |
| 3000789 | CANYON WAY | 0.4 | 3 | 3 | OP | M | | OTHER |
| 3000789 | CANYON WAY | 0.1 | 3 | 3 | OP | M | | OTHER |
| 3000789 | CANYON WAY | 0.1 | 3 | 3 | OP | M | | OTHER |
| 3000810 | CD' IN PLACE | 0.7 | 1 | 1 | CD | | H | OTHER |
| 3026194 | | 0.6 | 3 | 3 | OP | M | | OTHER |
| 3078015 | 'CD' IN PLACE (BERM) | 0.2 | 1 | 1 | CD | | M | OTHER |
| 3078081 | | 0.9 | 3 | 3 | OP | H | | OTHER |
| 3078082 | | 0.2 | 3 | 3 | OP | M | | OTHER |
| 3078083 | 'CA' IN PLACE (GATE) | 0.6 | 2 | 2 | CA | L | H | OTHER |
| 3078083 | 'CA' IN PLACE (GATE) | 0.3 | 1 | 1 | CA | L | H | OTHER |
| 3078085 | 'CA' IN PLACE (3078083 GATE) | 0.4 | 2 | 2 | CA | H | H | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|----------------|--|------------|----------|----------|-----------|-----------------|------------------|-----------|
| 3078087 | 'CA' IN PLACE (3078083 GATE) | 0.2 | 2 | 2 | CA | H | H | OTHER |
| 3078089 | 'CA' IN PLACE (3078083 GATE) | 0.2 | 2 | 2 | CA | M | H | OTHER |
| 3100710 | | 0.3 | 2 | 1 | CN | L | M | FS |
| 3100710 | | 0.1 | 2 | 1 | CN | L | M | FS |
| 3100710 | 'CN' COMPLETE (BRUSHED IN) | 0.1 | 1 | 1 | CN | | M | FS |
| 3110000 | | 1.7 | 2 | 1 | CN | L | M | UNK |
| 3110031 | | 0.1 | 3 | 3 | CA | M | L | OTHER |
| 3110320 | ALLEN-OAKS | 0.5 | 2 | 2 | OH | L | | OTHER |
| 3110322 | 'CA' IN PLACE (3110320 GATE) | 0.4 | 2 | 2 | CA | L | H | FS |
| 3110324 | 'CA' IN PLACE (3110320 GATE) | 0.7 | 2 | 2 | CA | L | H | FS |
| 3112300 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3112300 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3112304 | 'CA' IN PLACE (GATE) | 0.5 | 3 | 3 | CA | M | H | OTHER |
| 3112306 | 'CA' IN PLACE (3112304 GATE) | 0.1 | 2 | 1 | CA | L | H | OTHER |
| 3112306 | 'CA' IN PLACE (3112304 GATE) | 0.4 | 2 | 1 | CA | L | H | OTHER |
| 3112308 | 'CA' IN PLACE (3112304 GATE) | 0.2 | 2 | 1 | CA | L | H | OTHER |
| 3113097 | | 0.2 | 3 | 3 | OP | M | | OTHER |
| 3113099 | | 0.2 | 3 | 3 | OP | M | | UNK |
| 3114100 | | 0.2 | 2 | 1 | CN | L | M | FS |
| 3114133 | COYOTE WALL | 0.9 | 2 | 1 | CN | L | M | OTHER |
| 3114133 | COYOTE WALL | 0.1 | 3 | 3 | OP | M | | OTHER |
| 3114170 | | 0.4 | 3 | 3 | CA | M | H | OTHER |
| 3114170 | | 0.7 | 2 | 2 | CA | L | H | OTHER |
| 3119097 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 3119267 | 'CA' IN PLACE (GATE) | 0.4 | 3 | 3 | CA | M | L | OTHER |
| 3119267 | 'CA' IN PLACE (GATE) | 0.6 | 2 | 2 | CA | L | L | OTHER |
| 3119267 | 'CA' IN PLACE (GATE) | 0.1 | 3 | 3 | CA | M | L | OTHER |
| 3119269 | 'CA' IN PLACE (3119267 GATE) | 0.4 | 3 | 3 | CA | M | L | OTHER |
| 8400017 | BPA | 0.3 | 2 | D | DE | L | H | FS |
| 8400022 | NFSR MP 0-0.3 ONLY; 'CA' IN PLACE (GATE) | 0.3 | 2 | 2 | CA | M | H | OTHER |
| 8400023 | 'CA' IN PLACE (8400022 GATE) | 0.5 | 2 | 2 | CA | M | H | OTHER |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|----------------|--|------------|----------|----------|-----------|-----------------|------------------|-----------|
| 8400024 | 'CD' IN PLACE (WATERBAR) | 1.5 | 1 | 1 | CD | | H | FS |
| 8400027 | BPA | 0.1 | 2 | D | DE | L | H | FS |
| 8400034 | 'CA' IN PLACE (8400777 GATE) | 0.2 | 2 | 2 | CA | L | L | FS |
| 8400036 | BPA | | 2 | D | DE | L | H | FS |
| 8400043 | BPA | 0.6 | 2 | D | DE | L | H | FS |
| 8400070 | 'CA' IN PLACE (8400777 GATE) | 0.2 | 2 | D | DE | L | H | FS |
| 8400180 | 'CA' IN PLACE (GATE) | 1.1 | 2 | 2 | CA | M | H | OTHER |
| 8400181 | 'CA' IN PLACE (8400180 GATE) | 0.1 | 2 | 2 | CA | M | H | OTHER |
| 8400181 | 'CA' IN PLACE (8400180 GATE) | 0.2 | 2 | 2 | CA | M | H | OTHER |
| 8400181 | 'CA' IN PLACE (8400180 GATE) | 0.4 | 2 | 2 | CA | M | H | OTHER |
| 8400181 | 'CA' IN PLACE (8400180 GATE) | 0.5 | 2 | 2 | CA | M | H | OTHER |
| 8400181 | 'CA' IN PLACE (8400180 GATE) | 0.7 | 2 | 2 | CA | M | H | OTHER |
| 8400182 | 'CA' IN PLACE (8400180 GATE) | 0.4 | 2 | 2 | CA | M | H | OTHER |
| 8400201 | | 0.3 | 3 | 3 | OP | M | | OTHER |
| 8400203 | NFSR MP 0-0.4 ONLY; 'CA' IN PLACE (GATE) | 0.4 | 2 | 2 | CA | M | H | FS |
| 8400205 | 'CA' IN PLACE (8400203 GATE) | 0.2 | 2 | 2 | CA | L | H | OTHER |
| 8400207 | DON'T INCLUDE AS NFSR | | | | | | | FS |
| 8400211 | CASCADE LOCKS WATER SOURCE | 1 | 2 | 2 | OH | H | | FS |
| 8400212 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400212 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400212 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400213 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400213 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400214 | HERMAN CREEK WORK CENTER | 0.1 | 4 | 4 | OP | H | | OTHER |
| 8400215 | HERMAN CREEK CG | 0.2 | 4 | 4 | OP(SO) | H | | FS |
| 8400215-A | HERMAN CREEK CG CAMPING LOOP | 0.1 | 4 | 4 | OP(SO) | H | | OTHER |
| 8400217 | 'CA' IN PLACE (GATE) | 0.1 | 2 | 2 | CA | M | H | FS |
| 8400217 | 'CA' IN PLACE (GATE) | 0.3 | 2 | D | DE | | H | FS |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. | CLOSURE | JURISD. |
|-----------|--|--------|-------|-------|---------|----------|----------|---------|
| | | | | | | PRIORITY | PRIORITY | |
| 8400219 | 'CA' IN PLACE (GATE); WYETH BENCH QUARRY | 0.2 | 2 | 2 | CA | M | H | OTHER |
| 8400219 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400220 | YOUTH CAMP | 0.1 | 3 | 3 | OP | M | | OTHER |
| 8400221 | 'CA' IN PLACE (GATE) | 0.1 | 2 | 2 | CA | L | H | UNK |
| 8400228 | WYETH CAMPGROUND | 0.2 | 4 | 4 | OP(SO) | H | | OTHER |
| 8400228-A | CAMPING LOOP | 0.2 | 4 | 4 | OP(SO) | H | | OTHER |
| 8400228-B | GROUP CAMPING | 0.1 | 4 | 4 | OP(SO) | H | | OTHER |
| 8400228-C | CAMPING LOOP | 0.1 | 4 | 4 | OP(SO) | H | | OTHER |
| 8400230 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400232 | (BPD USE) | 0.2 | 2 | 1 | CN | | L | OTHER |
| 8400240 | EAGLE CREEK DAY USE LOOP | 0.4 | 4 | 4 | OP | H | | FS |
| 8400241 | EAGLE CREEK TRAILHEAD ACCESS | 0.4 | 4 | 4 | OP | H | | FS |
| 8400242 | EAGLE CREEK CAMPING | 0.2 | 4 | 4 | OP(SO) | H | | FS |
| 8400242 | EAGLE CREEK CAMPING | 0.3 | 4 | 4 | OP(SO) | H | | FS |
| 8400243 | EAGLE CREEK OVERLOOK | 0.2 | 4 | 4 | OP(SO) | H | | FS |
| 8400363 | THOMPSON | 0.2 | 2 | 1 | CN | L | M | OTHER |
| 8400369 | BEACON ST | 0.2 | 3 | 3 | OP | M | | OTHER |
| 8400373 | ALEXANDER ST | 0.1 | 2 | 1 | CN | L | L | OTHER |
| 8400375 | PRIVATE NO NFSR | | | | | | | OTHER |
| 8400400 | WAHCLELLA FALLS | 0.1 | 4 | 4 | OP | H | | OTHER |
| 8400533 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400533 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400535 | DON'T INCLUDE AS NFSR | | | | | | | OTHER |
| 8400590 | SERVICE | 0.1 | 3 | 3 | OP | M | | OTHER |
| 8400590 | SERVICE | 0.1 | 2 | 2 | OH | M | | OTHER |
| 8400594 | | 0.1 | 3 | 3 | OP | M | | OTHER |
| 8400596 | | 0.1 | 3 | 3 | OP | M | | OTHER |
| 8400760 | 'CA' IN PLACE (GATE); MAYER STATE PARK | 0.2 | 2 | 2 | CA | M | H | FS |
| 8400777 | 'CA' IN PLACE (GATE); TANNER BUTTE | 1 | 2 | 2 | CA | H | H | FS |
| 8400777 | 'CA' IN PLACE (GATE); TANNER BUTTE | 4.1 | 2 | 2 | CA | H | H | FS |

Updated Appendix B: Road Analysis Recommendations

| RD # | NOTES | Length | OP_ML | OB_ML | RD MGMT | MAINT. PRIORITY | CLOSURE PRIORITY | JURISD. |
|---------|----------------------|--------|-------|-------|---------|-----------------|------------------|---------|
| 8424098 | 'CA' IN PLACE (GATE) | 0.1 | 2 | 2 | CA | L | H | FS |
| 8424122 | | 0.2 | 3 | 3 | OP | M | | OTHER |

Appendix D: Road Values/ Road Risks Ratings

The following is a summary of the values and risks for 20 roads which were identified to have a need for evaluation or reevaluation based on issues or changed conditions identified in the 2015 interdisciplinary analysis for this addendum.

| RD# | NAME | LENGTH | VALUES | RISKS | | |
|---------|------------------------------|--------|--------|---------|----------|--------|
| | | | Access | Aquatic | Wildlife | Scenic |
| 1230597 | BALFOUR PARKING | 0.1 | R | L | L | MG |
| 1504380 | | 0.5 | L | L | L | BG |
| 1850527 | Burgess Acquisition | 0.3 | V | H | H | FG |
| 1854498 | | 0.1 | L | H | H | BG |
| 2000222 | PRIVATE ACCESS | 3.62 | PI | H | H | BG |
| 2700168 | BPA USE | 1.1 | DOE | H | H | BG |
| 2700244 | BPA USE | 0.1 | DOE | L | L | BG |
| 2700264 | INCLUDE AS NFSR (GATE W/DOE) | 2.8 | F | L | L | BG |
| 2700390 | GAS LINE | 1.3 | PUD | L | L | BG |
| 2700459 | GAS CO | | PUD | | | |
| 2701302 | | 0.2 | L | L | L | BG |
| 2702128 | NOT NFSR (Gas Co.) | | PUD | | | |
| 3000297 | OLD BONEYARD | 0.2 | L | L | L | FG |
| 3000778 | MOOREHEAD- FISCHER | 0.2 | | L | L | FG |
| 8400017 | BPA | 0.3 | DOE | H | L | BG |
| 8400027 | BPA | 0.1 | DOE | H | L | BG |
| 8400036 | BPA | | DOE | H | | |
| 8400043 | BPA | 0.6 | DOE | H | H | MG |
| 8400070 | 'CA' IN PLACE (8400777 GATE) | 0.2 | DOE | H | L | FG |
| 8424098 | 'CA' IN PLACE (GATE) | 0.1 | DOE | H | L | BG |