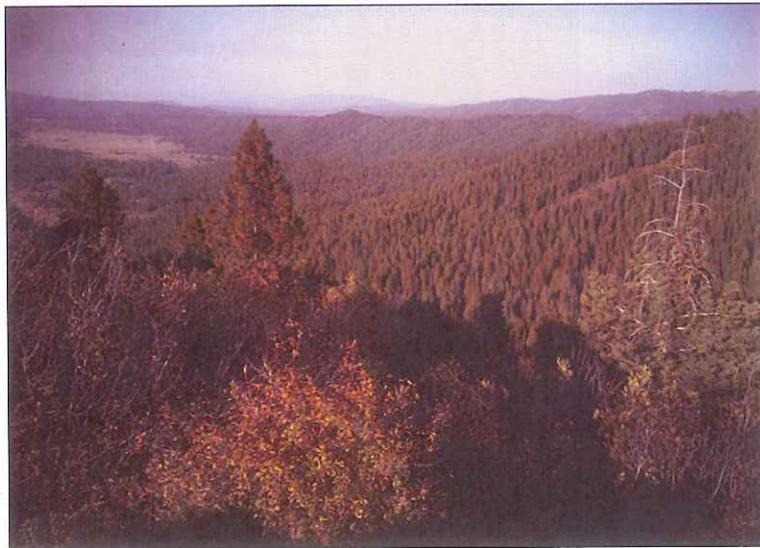


USDA Forest Service  
Intermountain Region  
BOISE NATIONAL FOREST

**Forest-wide Travel Analysis Process**  
**Addendum #1 to the Final Report (09/30/2015)**  
**High Valley Integrated Restoration Project**  
February 2016



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## **Introduction**

The purpose of Addendum #1 to the Forest-wide Travel Analysis Process and Final Report (September 2015) is to document the recommended modifications to the transportation system and to document differences between the Forest-wide mid-scale travel analysis and the fine-scale travel analysis for the High Valley Integrated Restoration Project. In addition, the analysis area has been a focus point for the Boise Forest Coalition collaborative group and this document provides the results of the groups input into the publics concerns related to travel management within the High Valley Integrated Restoration Project fine-scale analysis area. The Addendum follows the outline of the travel analysis process consisting of six steps.

Step 1 — Setting Up the Analysis

Step 2 — Describing the Situation

Step 3 — Identifying Issues

Step 4 — Assessing Benefits, Problems, and Risks

Step 5 — Describing Opportunities and Setting Priorities

Step 6 — Reporting

### **Step 1 - Setting Up the Analysis**

At present the High Valley Integrated Restoration Project is planned to incorporate recommendations identified in this TAP (Travel Analysis Process) Addendum. The High Valley Integrated Restoration Project is a focused Environmental Assessment that has purposes and needs related to restoration actions. The transportation system is a key feature to addressing Purpose 1 thru 4 of the Project. The Responsible Official has established the High Valley Integrated Restoration Project area boundary. The fine-scale analysis area for the High Valley TAP Addendum area does not cover all acres and roads within the Upper Little and Lower Little Squaw Creek subwatersheds. Therefore, recommendations from this TAP Addendum will inform the restoration components of the Project within the Project area currently being analyzed under NEPA.

### **Step 2 - Describing the Situation**

#### ***2.1 Description of Multiple Ownerships and Jurisdictions***

The Lower Little Squaw Creek and Upper Little Squaw Creek subwatersheds include multiple property ownership and roads maintained by various jurisdictions. The surface ownership within the subwatersheds is comprised of about 13,180 acres (39.2%) National Forest System lands managed by the Boise NF, 18,407 acres (54.8%) Private mixed ownership, 1,639 acres (4.9%) Idaho Department of Lands (IDL), and 376 acres managed by the Bureau of Land Management (BLM). The authorized transportation system on NFS lands is about 101.0 miles (4.91 mile/mile<sup>2</sup>), while the remaining ownerships comprise about 166.3 miles (5.21 mile/mile<sup>2</sup>) of road networks for various purposes. These purposes include timber management, agriculture, grazing, public transportation, and private resident access. Other public transportation facilities are maintained and managed by Gem and Valley County road management authorities.

#### ***2.2 Current Land Management and Travel Management Direction***

The analysis area occurs within the Little Squaw Creek Watershed in the Lower Little Squaw Creek and Upper Little Squaw Creek 6<sup>th</sup> field HUCs. All existing routes analyzed occur on lands administered by the Boise NF within Management Area (MA) 16, Sage Hen Reservoir, which has a high priority for active restoration, as described in the 2010 Forest Plan. The entire analysis area occurs within Management Prescription Category (MPC) MPC 5.1:

**MPC 5.1 (Restoration and Maintenance Emphasis within Forested Landscapes)** applies to lands that are predominantly (>50 percent) forested. Emphasis is on restoring or maintaining vegetation within

desired conditions in order to provide a diversity of habitats, reduced risk from disturbance events, and sustainable resources for human use. Commodity production is an outcome of restoring or maintaining the resilience/resistance of forested vegetation to disturbance events; achievement of timber growth and yield is not the primary purpose. The full range of treatment activities may be used. Restoration occurs through management activities and succession. Combinations of mechanical and fire treatments are used to restore forested areas while maintaining or improving resources such as soils, water quality, fish and wildlife habitat, and recreation settings. The risk of temporary and short-term degradation to the environment is minimized, but impacts may occur within acceptable limits as resources are managed to achieve long-term goals and objectives.

Management direction for the transportation system is provided in the Forest Plan. In addition to Forest-wide transportation goals and objectives, the Forest Plan also includes management direction specific to MA 16. The following summarizes the pertinent road-related Management Area direction for roads within the analysis area:

#### ***Road Guideline***

**1671** - On new permanent or temporary roads built to implement vegetation management activities, public motorized use should be restricted during activity implementation to minimize disturbance to wildlife habitat and associated species of concern. Effective closures should be provided in project design. When activities are completed, temporary roads should be reclaimed or decommissioned and permanent roads should be put into Level 1 maintenance status unless needed to meet transportation management objectives. (USDA Forest Service 2010a, p. III-316)

#### ***Soil, Water, Riparian and Aquatic Resources***

**Objective 1610** - Identify subwatersheds for restoration activities to remove major sources of management-related fine sediment. (USDA Forest Service 2010a, p. III-317)

**Objective 1617** - Reduce sediment from the roads in the Little Squaw Creek drainage by improving maintenance and surfacing as needed. (USDA Forest Service 2010a, p. III-317)

#### ***Wildlife Resources***

**Objective 1673**- Reduce open road densities within Little Squaw (5th code HUC 1705012214) and Lower North Fork Payette (5th code HUC 1705012301) watersheds where it is determined that they limit use of source habitats by wildlife species identified as TEPC or R4 Regionally Sensitive. (Refer to Conservation Principles 5 and 6 in Appendix E.) (USDA Forest Service 2010a, p. III-318)

#### ***Recreation Resources***

**Objective 1640** - Provide for and designate ATV and other off-road vehicle opportunities using networks of old roads throughout the management area. (USDA Forest Service 2010a, p. III-319)

#### ***Facilities and Roads***

**Objective 1662**- Continue use and maintenance of gravel pit sites, and evaluate and locate new sources of gravel. (USDA Forest Service 2010a, p. III-320)

### **Step 3 - Identifying Issues**

This step discloses key issues related to the transportation system in the analysis area as identified by the ID Team and Responsible Official; summarizes public involvement efforts; identifies the primary public and management-related concerns related to travel management.

### ***3.1 Public Involvement***

In September 2010, the Boise Forest Coalition (BFC) was formed to bring together individuals and groups with diverse interests who could craft recommendations related to public lands managed by the Boise National Forest. The citizen-led group is open to anyone and is currently comprised of private individuals, recreationists, ranchers, county commissioners, congressional staff and representatives from environmental groups, the timber industry, and State agencies.

The mission of the citizen-led Boise Forest Coalition is to provide the Boise National Forest with management recommendations that (listing order does not imply relative importance):

1. Are developed through consensus decisions involving all members of the Coalition;
2. Address natural resource, economic, recreational, and societal needs;
3. Are compatible with Forest Plan direction including implementation of the Forest's Wildlife and Aquatic Conservation Strategies;
4. Are economically realistic;
5. Promote future collaboration during implementation and monitoring.

For further information about the Boise Forest Coalition please go to their website at <http://boiseforestcoalition.org>.

Beginning in 2012, the Boise Forest Coalition began focusing on concerns and opportunities on the Westside of the Emmett Ranger District, an area that spans over 100,000 acres. The Coalition provided specific recommendations for the High Valley TAP Addendum fine-scale analysis area that covered a variety of subjects, such as transportation, vegetation management, recreation, fire/fuels, wildlife, range, hydrology, aquatic resources, weeds and monitoring. The recommendations developed through a collaborative process were used to inform the Travel Analysis Process regarding the resources issues and travel management concerns.

The High Valley TAP Addendum fine-scale analysis area was presented to the Boise Forest Coalition (BFC) as part of the collaborative groups meetings on the Westside of the Emmett Ranger District. The BFC interest in road and travel management was a key resource area of concern and involved several meetings and field trips to discuss road related resource issues and concerns about travel management on NFS lands. The BFC has provided recommendations for the Westside of the Emmett District and these recommendations were considered by the Responsible Official and IDT as part of the High Valley TAP Addendum fine-scale analysis.

### ***3.2 Public and Management-related Concerns***

Based on BFC meetings and field trips the key resource issues (Risks) and concerns identified by the IDT were road related impacts of the authorized NFS roads related to wildlife habitat and security, soils, water quality, fisheries, road density, riparian function and costs. The key benefits (Values) of the authorized NFS roads from the same meetings and field trips related to fuels reduction, fire suppression, forest management, range management, recreational opportunity, motorized access and use, and closure methods for roads likely-not needed for future use.

Most of these concerns identified are addressed as indicators in the Risk and Value assessment in Appendix D of Forest-wide TAP Final Report 2015. Based on these Issues (Risks) and Benefits (Values) the IDT considered the formal (recommendations) and informal (meeting and field trip discussions) from the BFC to inform the High Valley TAP Addendum fine-scale analysis. Therefore, the decision of the IDT and Responsible Official was to focus on reducing the resource issues (Risks) while maintaining the benefits (Values) of the authorized transportation system.

### **3.3 Road-related Recommendations and Issues**

The BFC provided written recommendations to Forest Service on November 2, 2014. The recommendations that pertain to the transportation system within the analysis area are:

1. Prioritize engineered solutions for road restoration over road obliteration.
2. Authorize routes or trails currently classified as “unauthorized” if they could serve as links to other roads/trails or serve other beneficial purposes and consider the impact to sensitive resources.
3. Consistent with a comprehensive Travel Analysis Process (TAP), treat lower value, high risk roads. We expect a net reduction in the impact roads have on watershed health, wildlife security and other resources in an effort to move towards Forest Plan desired conditions and objectives.
4. Implement corrective measures to treat “hot spots” identified through a Geomorphic Roads Analysis and Inventory Package (GRAIP) analysis. For instance, erosion could be reduced on steep, and/or poorly designed roads (such as 654 and 620E) by applying aggregate surfacing.
5. Complete a 20-year analysis of road use and treatment needs during the TAP.
6. Realign the 643S Road to reduce road miles overall and road miles in Riparian Conservation Areas. Look for similar realignment opportunities.
7. Consider constructing a small section of road to connect Forest Service roads to Idaho Department of Lands’ roads in Section 36, T10N, R2E.
8. If feasible, add the Old West Mountain Trail to the KYAOTT Trail System incorporating Forest System Roads 602P, 602A, 602B, and 644F.

The following road-related issues to the existing transportation facilities within the analysis area have been identified, major issues include:

- ◆ Several roads are unneeded. Those roads could be decommissioned or otherwise closed and stabilized to improve watershed conditions.
- ◆ Opportunities exist to relocate or realign roads outside of RCAs to reduce the RCA road density within the analysis area.
- ◆ Increased use of aggregate surfacing would decrease sediment delivery to streams adjacent to authorized roads.
- ◆ Road density in this area is high and the watershed is not functioning at an acceptable level.
- ◆ Open road density is high and could contribute to big game vulnerability.
- ◆ Opportunities exist to utilize existing unauthorized prisms for new construction or realignment of roads to address access needs, vegetation and fuels management while providing for fire response and safety.
- ◆ Unauthorized use is occurring on authorized and unauthorized roads and routes within the analysis area.

### **Step 4 – Assessing Benefits, Problems, and Risks**

The Forest-wide TAP has assessed the Risks and Benefits associated for individual roads within the analysis area as documented in the Forest-wide TAP Final Report 2015. Appendix B, C, and D of the Forest-wide TAP Final Report 2015 documents the analysis criteria, individual analyzed road rating, and

travel analysis report (TAR) recommendations. The fine-scale travel analysis for Addendum #1 to the Final Report (09/30/2015) for the High Valley Integrated Restoration Project has re-evaluated the Benefit rankings for individual roads within the analysis area and incorporated public input into the analysis process.

During the fine-scale analysis and evaluation of public input identified in Step 3 of the Addendum individual roads were re-evaluated within the fine-scale analysis area. The modifications between the Forest-wide TAP Final Report 2015 and Addendum #1 to the Final Report (09/30/2015) for the High Valley Integrated Restoration Project are documented in Table 2 of the Addendum. Table 2 displays the Addendum rationale for modifications to the Forest-wide TAP Final Report 2015 and documents the roads likely needed for future use and those not likely needed for future use.

## **Step 5 – Describing Opportunities and Setting Priorities**

### Road Decommissioning

The IDT recommends decommissioning and removing roads from the Forest transportation system that are identified as likely-not needed for future restoration activities in MPC 5.1 and causing increased sedimentation into the aquatic environment.

### Road Decommissioning/Relocation by Realignment

Several roads have been identified with extensive lengths along stream channels. These roads were assessed for decommissioning or relocation to more favorable upland locations. Many of these roads of concern are being managed as seasonal ML 2 and closed ML 1 roads. In some situations the IDT recommended short segments of new construction or the conversion of unauthorized route segments to authorized NFS road to create connections needed as part of the relocation.

### Aggregate Surfacing

Several roads would benefit from either spot aggregate placement or applying aggregate surfacing to the entire length of segments of roads. Other roads that currently have existing aggregate surfacing would benefit from a reapplication of aggregate. The current age of the existing aggregate surface within the analysis area has exceeded its 20 year life span.

## **Step 6 – Reporting**

Based upon the information provided in Steps 1 through 5 above, the ID Team identified a number of recommendations (Table 1) to address road-related issues. The ID Team also used the information summarized in the preceding steps to recommend roads likely needed for future use and to describe differences between the Forest-wide TAP Final Report 2015 and the High Valley Addendum (Table 2).

**Table 1. Recommended Transportation System Changes.**

Recommended Actions	Road Segments	Total Miles	Rationale	Roads Likely Needed for Future Use?
No change to current management.	601, 601F, 601G1, 601G2, 601H, 601I, 601J, 602A, 602A2, 602A3, 602P, 606D, 606E, 620, 620E, 627, 627B, 627B1, 643, 643E, 643F, 643G, 643M, 643M5, 643N, 643P, 643Q, 643Q3, 643Q6, 643Q7, 643Q8, 643Q9, 643R, 643U, 643W, 644W, 644X, 644Y, 644Z2, 654, 654D, 654D1, 654E, 654F, 654F2, 644F, 664H	56.0	Retain to facilitate management-related activities associated with vegetation and fuels management, wildfire suppression, range management and recreation access.	Y
Authorized roads to be partially decommissioned (some segments would be retained).	601G1, 601H, 643G, 643Q7, 643QB, 654F	2.6	Physically decommission to prevent unauthorized access and deleterious effects to soil, hydro, aquatic, and wildlife resources.	N
Authorized roads to be decommissioned (no longer part of NFS road system).	601J1, 601J2, 601J3, 601J4, 601K, 601K1, 602A1, 602A4, 602A5, 606E1, 606 E2, 620B1, 627B2, 627C, 643M3, 643S, 643S1, 643S2, 643T, 654F1	5.9	Physically decommission to prevent unauthorized access and deleterious effects to soil, hydro, aquatic, and wildlife resources.	N
ML 1 (closed – state of storage) roads to be converted to ML 2 (Administrative use).	606, 620B	1.7	Restrict use to minimize deleterious effects to soil, hydro, aquatic, and wildlife resources. Retain on the transportation system and allow administrative use.	Y
Operational ML 2 (open) roads to be converted to ML 1 (Closed – state of storage)	643QA, 643QB, 643QC	2.0	Close to prohibit motorized use.	Y
Realignment and Relocation	601H, 606, 643Q7, 643S	4.4	Modification thru realignment of existing transportation system to facilitate management-related associated with vegetation and fuels management, wildfire suppression, range management and recreation access while mitigating adverse effects to soils, hydro, and aquatic resources.	Y
Construct New Roads	606C, 643Q3	0.5	Segments added to provide access for resource management and easements for other ownerships (IDL).	Y

**Table 2. Rationale for modifications from the mid-scale Forest-wide TAP and fine-scale High Valley TAP Addendum.**

Road Segment	Forest-wide TAP Recommendation	High Valley TAP Addendum Rationale	Road Likely Needed for Future Use? (Y/N)
601G1	Likely Needed	Relocate road by realignment. Partial decommissioning of 0.81 miles to decrease road density within RCAs. Decommissioning of relocated segment. The portion of the road recommended for decommissioning is inaccurately mapped in the GIS database and does not connect to NFS 606. Realignment will facilitate a connection. Maintain ML1 Status.	Yes Relocated
601H	Likely Needed	Relocate road by realignment. Partial decommissioning of 0.67 miles to decrease road density within RCAs. Decommissioning of relocated segment. The portion of the road recommended for decommissioning runs parallel to the stream channel. Road will be relocated outside of RCA. Maintain ML1 status.	Yes Relocated
601K	Likely Needed	Relocate road by realignment. Decommissioning of the entire 0.84 miles to decrease road density within RCAs. Decommissioning of relocated segment. The portion of the road recommended for decommissioning runs parallel to the stream channel. Road will be relocated outside of RCA. Maintain ML1 status.	Yes Relocated
602A3	Likely Not Needed	Retain road for long-term management. Road is with the WUI boundary and immediately adjacent to private lands. The road is located outside of RCAs. Road is rated as Moderate Risk. Road should have been rated as a Moderate for restoration instead of Low. Final Benefit Rating should be Moderate, Recommend Maintain and/or Improve. Maintain ML1 status.	Yes
606E1	Likely Needed	Decommissioning of the entire 0.08 miles to decrease total road density. This small road accesses areas that will not be likely treated for 30 years. A temporary road could access the same areas without maintaining a permanent authorized route. Road is ranked as Moderate Risk, High for Restoration, and High for Fuels. However, roads location and acres accessed by the road does not require a permanent road. Recommend decommission.	No
606E2	Likely Needed	Decommissioning of the entire 0.09 miles to decrease total road density. This small road accesses areas that will not be likely treated for 30 years. A temporary road could access the same areas without maintaining a permanent authorized route. Road is ranked as Moderate Risk, High for Restoration, and High for Fuels. However, roads location and acres accessed by the road does not require a permanent road. Recommend decommission.	No
620E	Likely Not Needed	Retain about 0.05 miles to the Forest Boundary. The remaining section of the 620E is on state lands. Greatly shortens haul route. Possible haul route utilized if Good Neighbor Authority (Farm Bill 2014) is used with the High Valley Project. Road is connector to 654F. Ranked as High for Administrative use because of its location on state lands. Road should be coded as Moderate for restoration instead of Low. Final Benefit Rating should be Moderate, Recommend Maintain and/or Improve. Maintain ML1 status.	Yes

Road Segment	Forest-wide TAP Recommendation	High Valley TAP Addendum Rationale	Road Likely Needed for Future Use? (Y/N)
627B1	Likely Not Needed	Retain road for long-term management. Road is located outside of RCAs. Road needed for management of plantations within next 20 years. Road outside of RCAs. Road is a connector between other road segments. Road is rated as Moderate Risk. Road should have been coded as a Moderate for Restoration instead of Low. Final Benefit Rating should be Moderate, Recommend Maintain and/or Improve. Maintain ML1 status.	Yes
627C	Likely Needed	Decommissioning of the entire 0.14 miles to decrease total road density. This small road accesses areas that will not be likely treated for 30 years. A temporary road could access the same areas without maintaining a permanent authorized route. Road is ranked as Moderate Risk and High for Fuels. However, the location of the road and acres accessed by the road does not require a permanent road. Recommend decommission.	No
643G	Likely Needed	Partial decommissioning of 0.24 miles to decrease road density within RCAs. The portion of the road recommended for decommissioning runs parallel to the stream channel. This section of the road is within the High Valley Beaver Pond riparian meadow restoration area. Retain remaining portion (0.64 miles) of the road for long-term management. Road is with the WUI boundary and immediately adjacent to private lands. The road is located outside of RCAs. Road was rated as Moderate Risk. Road has been coded as Moderate for Restoration instead of Low. Recommend Maintain and/or Improve. Maintain ML1 status.	Yes
643M5	Likely Not Needed	Retain road for long-term management. Road is located outside of RCAs. Road needed for management of plantations within next 20 years. Road is rated as Moderate Risk. Road should have been coded as a High for fuels instead of Low. Final Benefit Rating should be Moderate, Recommend Maintain and/or Improve. Maintain ML1 status.	Yes
643Q7	Likely Needed	Relocate road by realignment. Partial decommissioning of 0.49 miles to decrease road gradients. Road is rated as Moderate Risk. Benefit rated as High. Recommend Maintain. Maintain ML2 status.	Yes Relocated
643QB	Likely Needed	Partial decommissioning of 0.19 miles to decrease total road density. The portion of the road recommended for decommissioning is a steep section of the road originally built as a short cut between road segments. Retain remaining portion (0.20 miles) of the road for long-term management. Road is with the WUI boundary and adjacent to private lands. The road is located outside of RCAs. Road is rated as Moderate Risk. Benefit rated as Moderate. Recommend Maintain. Convert from ML2 to ML1.	Yes
643S	Likely Needed	Relocate road by realignment. Decommissioning of 0.91 miles to decrease road density within RCAs. Decommissioning of relocation by realignment. The portion of the road recommended for decommissioning runs parallel to the stream channel. Road will be relocated outside of RCA. Maintain ML1 status.	Yes Relocated

<b>Road Segment</b>	<b>Forest-wide TAP Recommendation</b>	<b>High Valley TAP Addendum Rationale</b>	<b>Road Likely Needed for Future Use? (Y/N)</b>
643S1	Likely Needed	Relocate road by realignment. Decommissioning of 1.08 miles to decrease road density within RCAs. Decommissioning of relocation by realignment. The portion of the road recommended for decommissioning runs parallel to the stream channel. Road will be relocated outside of RCA. Maintain ML1 status.	Yes Relocated
643S2	Likely Needed	Decommission to decrease road density within RCAs. The portion of the road recommended for decommissioning runs parallel to the stream channel. This section of the road is within the High Valley Beaver Pond riparian meadow restoration area. Recommend decommission. See BFC recommendation #3 & #6.	No
643W	Likely Not Needed	Retain road for long-term management. Road is with the WUI boundary and immediately adjacent to private lands. The road is located outside of RCAs. Road is rated as Moderate Risk. Road should have been coded as a Moderate for Restoration instead of Low. Final Benefit Rating should be Moderate, Recommend Maintain and/or Improve. Maintain ML1 status.	Yes
644W	Likely Not Needed	Retain road for long-term management. Road is located outside of RCAs. Road is rated as Low Risk. Road should have been coded as a Moderate for Restoration and High for Fuels. Final Benefit Rating should be Moderate, Recommend Maintain and/or Improve. Maintain ML1 status.	Yes
654D	Likely Not Needed	Retain road for long-term management. Road is located outside of RCAs. Road needed for management of plantations within next 20 years. Road is rated as Low Risk. See BFC recommendation #1 & #3. Maintain ML1 status.	Yes
654D1	Likely Not Needed	Retain road for long-term management. Road is located outside of RCAs. Road is rated at Moderate Risk (Barely). Road should have been coded as a High for Restoration instead of Low. See BFC recommendation #1 & #3. Mitigate affects to water and Soils/Geology to decrease Risk. Maintain ML1 status.	Yes
654E	Likely Not Needed	Access road to the Ferncroft aggregate pit. Benefit Rating: Road should have been coded as a High for administrative use, Moderate for fire suppression, and Moderate for dispersed recreation. Final Benefit Rating should be Moderate, Recommend Maintain. Maintain ML2 status.	Yes
654F	Likely Not Needed	Retain road for long-term management. Road is rated as High Risk. Road should have been coded as a High for Restoration instead of Moderate. See BFC recommendation #1 & #3. Mitigate affects to water and Soils/Geology to decrease Risk. Maintain ML1 status.	Yes
654F2	Likely Not Needed	Retain road for long-term management. Road is rated as High Risk. Road should have been coded as a High for Restoration instead of Moderate. See BFC recommendation #1 & #3. Mitigate affects to water and Soils/Geology to decrease Risk. Maintain ML1 status.	Yes