

## Appendix B: Present and Reasonably Foreseeable Actions Relevant to Cumulative Effects

The geographic scope of the cumulative effects analysis is the total area, including private lands, located within the boundaries of the Klamath National Forest, since all routes that would allow public motorized vehicle use, and the consequent effects, would occur within this area. The cumulative effects analysis includes present and reasonably foreseeable actions that are likely to occur in this area within the next 20 years.

Present and reasonably foreseeable actions potentially contributing to cumulative effects resulting from this project include road management, such as road construction, decommissioning and closure, fuel treatments and fire, timber harvest and vegetation treatments, reforestation, range management, minerals management, recreation and special uses and other permitted activities. In the analysis of present and reasonably foreseeable future effects from these actions, the Forest considered projects with similar direct and indirect effects that overlap in time and space with route designation (see Table B-1). While the appendix lists numerous actions, not every resource would be affected by every action. For example, a future project may affect wildlife but not affect water quality.

The prohibition of cross-country travel by motorized vehicles will provide positive benefits to terrestrial and aquatic resources. Adverse effects to the physical environment, plants, and animals are expected to decrease with any of the action alternatives conforming to the Travel Management Rule. Areas that have been affected by off-road travel in the past should experience passive restoration, including re-vegetation of denuded sites, reduction in soil compaction (with a concomitant increase in soil productivity), and an improvement in hydrologic function. The noise and disturbance created by cross-country travel and use of unauthorized routes will diminish, which will provide a positive effect for terrestrial wildlife. Motorized intrusion into riparian areas or wet meadows will decrease, providing a positive benefit for water-dependent wildlife species.

The effects of some ongoing actions, such as grazing, recreation use, special uses and other permitted activities are reflected in the current conditions on the Forest. Effects from recent wildfires and consequent burned area rehabilitation actions that have occurred on the Forest are also reflected in current conditions.

In analyzing cumulative effects of Motorized Travel Management, the Klamath National Forest considered effects from all present and reasonably foreseeable future actions that have potential for changing road density within the analysis area. These actions include new road construction, reconstruction, decommissioning and/or adding roads to the Forest transportation system. Present and reasonably foreseeable actions considered included:

Projects with road actions - with decisions - that have not been implemented on the ground.

Any projects with road actions - with decisions - that are not yet in the Forest road database (INFRA).

Any projects with road actions in projects listed on the Forest's Schedule of Proposed Actions that do not yet have decisions.

Present and future actions, such as vegetation and fuels management projects, that include connected road actions are listed in Table B-1.

**Table B-1. Ongoing and reasonably foreseeable projects on the Klamath National Forest**

Project Name	Ranger District	Description
<b>43N02 and 43N03 Road Maintenance Level Reduction</b>	Goosenest	Road Management - changes 2 NFTS roads (7.9 mi) from ML 3 to ML 2
<b>Big Pony Fuels Reduction and Vegetation Management</b>	Goosenest	Vegetation and Fuels Management - Thinning and fuels treatments (3,180 acres)
<b>Black Rock Restoration</b>	Goosenest	Vegetation and Fuels Management and Habitat Improvement – Aspen and meadow restoration (890 acres), Thinning and slash piling/burning (300 acres)
<b>Erickson Vegetation, Fuels, and Road Management</b>	Goosenest	Vegetation Management and Timber Harvest (2,500 acres) Includes construction of 1 new road (0.5 mi) and addition to NFTS as ML 1, addition of 1 route (0.3 mi) to NFTS as a ML 2 road and 3 routes (3 mi) as ML 1 roads
<b>First Creek Forest Health Management</b>	Goosenest	Vegetation Management and Timber Harvest (1900 acres); Fuels Management (260 acres) Includes adding 4 routes (2.1 mi) to the NFTS as ML 2
<b>Goosenest LSR SE Habitat Restoration</b>	Goosenest	Vegetation Management and Timber Harvest (2,225 acres). Includes adding 4 routes (2.7 mi) to the NFTS as ML 1
<b>Hi Grouse</b>	Goosenest	Vegetation and Fuels Management - Thinning and fuels treatments (5,085 acres)
<b>Mount Hebron Restoration</b>	Goosenest	Vegetation and Fuels Management – Salvage harvest and reforestation of the area burned by the Tennant wildfire area in 2009 (~2,000 acres)
<b>Pumice Fuels Reduction and Vegetation Management</b>	Goosenest	Vegetation and Fuels Management – Thinning and Fuels Management (~8,000 acres)
<b>Round Valley</b>	Goosenest	Fuels and Vegetation Management (16,900 acres). Includes addition of 13 routes (10.6 mi) to NFTS as ML 2 roads, addition of 1 route (1 mi) as a ML1 road, and changing 3 NFTS roads (8.6 mi) from ML 2 to ML 1
<b>Shafter Elk/Aspen Enhancement</b>	Goosenest	Watershed Management and Habitat Restoration – Thinning (700 acres) and meadow restoration (50 acres)
<b>Tamarack</b>	Goosenest	Vegetation Management and Timber Harvest (1,600 acres). Includes addition of 3 routes (2 mi) to NFTS as ML 2 roads and 9 routes (4.3 mi) as ML1 roads.
<b>Tennant WUI Hazardous Fuels Reduction</b>	Goosenest	Vegetation Management and Timber Harvest (4,285 acres), Fuels Management (2,435 acres). Includes adding 11 routes (9.7 mi) to NFTS as ML 2 roads.
<b>Van Bremmer</b>	Goosenest	Vegetation Management and Timber Harvest (2,300 acres), Fuels Management (2,700 acres)
<b>Bear Creek Trail Reroute</b>	Happy Camp	Recreation Management – re-route ¼ mile of trail
<b>Black Panther Slashing and Reforestation</b>	Happy Camp	Vegetation Management – Site preparation and reforestation of areas burned in the 2008 Panther wildfire (2,050 acres)
<b>Crawford Vegetation</b>	Happy Camp	Vegetation and Fuels Management, Timber Harvest, Habitat

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<b>Project Name</b>	<b>Ranger District</b>	<b>Description</b>
<b>Management</b>		Improvement –Thinning and subsequent fuel treatments, including slash pile burning, prescribed burning (1,300 acres)
<b>Ferry Point Elk Habitat Improvement</b>	Happy Camp	Vegetation Management – chainsaw removal of small diameter trees from meadow habitat (< 5 acres)
<b>Mill Luther Watershed Restoration</b>	Happy Camp	Road Management. Decommissioning of 12 NFTS roads (16.8 mi), changing 2 NFTS roads (2.6 mi) from ML2 to ML 1, and converting 1 NFTS road (1.7 mi) to a hiking trail
<b>Pan – Siskiyou Fire Reforestation</b>	Happy Camp/Oak Knoll	Reforestation of burned areas (7,000 acres)
<b>Thom Seider Vegetation Management</b>	Happy Camp	Vegetation and Fuels Management, Timber Harvest – Thinning and prescribed fire (29,600 acres)
<b>Two Bit Vegetation Mgt</b>	Happy Camp	Fuels Management (8,600 acres); Vegetation Management and Timber Harvest (2,200 acres). Decommissioning of 6 system roads (4.7 mi)
<b>Checkerboard Road Hazard Tree Removal</b>	Oak Knoll	Roads Management and Timber Harvest – Removal of trees posing a risk to public safety along 155 miles of NFTS roads
<b>Horse Heli</b>	Oak Knoll	Vegetation Management and Timber Harvest (570 acres) Includes addition of 4 routes ( 1 mi) to NFTS as ML 2 roads and decommissioning of 6 NFTS roads (6.3 mi)
<b>Middle Creek</b>	Oak Knoll	Vegetation and Fuels Management - Thinning & Timber Harvest (70 acres), prescribed burning (70 acres)
<b>Mt. Ashland LSR Habitat Restoration and Fuels Reduction</b>	Oak Knoll	Habitat Improvement, Fuels and Vegetation Management, Timber Harvest – thinning (4,000 acres), prescribed underburning, piling and/or mastication (5,765 acres)
<b>Oak Knoll Range</b>	Oak Knoll	Grazing Management – issue grazing permits for East Beaver, Ash Creek and Hornbrook range allotments (84,600 acres)
<b>Caribou Fire Reforestation</b>	Salmon River	Vegetation and Fuels Management, Timber Harvest (400 acres)
<b>Caribou Site Preparation and Reforestation</b>	Salmon River	Fuels and Vegetation Management (220 acres)
<b>Crapo Creek Site Preparation and Reforestation</b>	Salmon River	Fuels Management – cutting, piling, burning, masticating (700 acres) Vegetation Management – Reforestation (1300 acres)
<b>Eddy LSR</b>	Salmon River	Fuels and Vegetation Management, Timber Harvest – thinning, mastication, piling/burning (4400 acres); prescribed burning (26,000 acres)
<b>High Bar Placer Mine Phase 2</b>	Salmon River	Mining – Surface excavation of ~ 45,000 cubic yards of material from existing placer claim
<b>North Fork Roads</b>	Salmon River	Road Management - Decommissioning 16 NFTS roads (16.3 mi)
<b>Deep</b>	Scott River	Vegetation Management and Timber Harvest (362 acres) Includes decommissioning of 3 NFTS roads (4.2 mi), and addition of 3 routes (1.8 mi) to the NFTS as ML 1.
<b>Little Grizzly</b>	Scott River	Fuels and Vegetation Management, Timber Harvest - (70 acres)
<b>Loop Roadside Hazard Tree Removal</b>	Scott River	Road and Facility Management – remove roadside hazard trees along 10 miles of road and in Trail Creek Campground
<b>McBaldy</b>	Scott River	Fuels and Vegetation Management, Timber Harvest, Road Management – Thinning – commercial and non commercial (421 acres); commercial plantation (155 acres); non-commercial (123 acres); commercial group selection (38 acres); prescribed burning (2,714 acres) and roadside hazard tree removal. <b>Includes the use of an existing 0.5 mile non-system road which will be closed at the end of use.</b>
<b>Roo</b>	Scott River	Fuels and Vegetation Management, Timber Harvest – Thinning-mechanical (288 acres) and manual thinning and handpiling (141 acres). Includes use of about 200 feet of an existing non-system road which will be reshaped to reduce pre-existing erosion and sediment issues at the end of use
<b>Tennessee Thin</b>	Scott River	Fuels and Vegetation Management - Thinning & Timber Harvest

Project Name	Ranger District	Description
		(95 acres), Prescribed burning (120 acres)
<b>2008 Wildfires Roadside Hazard Tree and Fuels Reduction</b>	Ukonom	Road maintenance and fuels management – Remove hazard trees and treat fuels adjacent to driveable system roads associated with the Siskiyou, Ukonom and Panther wildfires of 2008
<b>Imminent Hazard Tree</b>	Ukonom	Fell imminent hazard trees along 124 miles of NFTS roads (20 acres)
<b>Orleans 2008 Fireline Decks</b>	Ukonom	Fuels management – Remove 29 log decks resulting from fireline construction during 2008 Siskiyou, Ukonom and Panther wildfire suppression activities.
<b>Seasonal POC Gate</b>	Ukonom	Road Management - Seasonal closure of Forest road 15N01
<b>Ti Bar Hazard Tree</b>	Ukonom	Fell & remove hazard trees threatening facilities at Ti Bar Guard Station ( 1 acre )
<b>Ukonom West Plantation Thinning</b>	Ukonom	Fuels and Vegetation Management, Timber Harvest – Plantation Thinning (750 acres)

The cumulative effects analysis also considered overlapping effects from other ongoing and reasonably foreseeable future actions in proximity to the motorized travel routes and use areas analyzed on the Forest, such as noise disturbance from vegetation and fuels management activities.

Present and reasonably foreseeable actions occurring on private lands within the Forest boundaries were also considered. There are currently about 231,000 acres of private lands located within the Klamath NF boundaries. Cross-country motorized travel across these areas will most likely continue. Future actions on private lands are difficult to analyze since private landowners typically do not publicly disclose their long-term management plans. Timber harvest, and associated road construction, is expected to continue on private lands located within the Forest boundaries. Any new roads constructed to support timber harvest operations would be expected to be temporary since they would only be needed for short periods of time.

## Road Management

The transportation system accessing the Forest includes federal, state, and county highways, as well as forest and private roads. There are approximately 120 miles of state highways and 350 miles of county roads located within the Forest boundaries. These roads and their associated right-of-ways would continue to be managed according to existing easements and/or agreements. There are no new county or state highways presently under construction or proposed for construction within the Forest boundaries.

Present and reasonably foreseeable road management actions on National Forest roads are listed in Table B-2.

There are currently approximately 1,100 miles of private roads located within the Klamath NF boundaries. While it is likely that some new roads will be built on private lands located within the Forest boundaries, it is not likely that these new roads will be open to the public.

## **Fuel Treatments and Fire**

Present and reasonably foreseeable fuel projects with connected road actions are listed in Table B-2. For the most part, implementation of fuels treatments does not include road actions, although motorized cross-country travel may occasionally be needed.

On average, approximately 1,300 acres<sup>1</sup> of the Forest are burned by wildfires each year. Wildfire suppression and rehabilitation activities may require creation of temporary access roads; however, these would be decommissioned upon completion of these activities.

## **Timber Harvest and Vegetation Treatments**

Present and reasonably foreseeable timber harvest and vegetation management projects on the Forest are listed in Table

There are approximately 231,000 acres of private lands located within the Forest boundaries, much of which is industrial forest land. Timber Harvest Plans have been filed for approximately 400 acres of private lands within the Forest boundaries. Timber harvest is expected to continue on private lands located within the Forest boundaries. The primary road system on these lands is in place, and any new roads constructed to support timber harvest operations on these lands would be expected to be temporary, since they would only be needed for short periods of time.

## **Reforestation**

Reforestation activities will continue to occur following wildfires or timber harvest. There are several ongoing and reasonably foreseeable reforestation projects in areas of the Forest that were recently burned by wildfires. These projects do not include road actions.

## **Range Management**

There are 42 active grazing allotments that occur on the Forest. Ongoing and reasonably foreseeable range-management activities on these allotments include installation and maintenance of improvements, such as cattle guards and fences, and water source development, as well as restoration activities. Range management activities generally do not include road actions.

## **Minerals Management**

The Forest processes 40 to 60 mining notices and plans each year. Most mining operations utilize existing roads, and very few involve new road actions. No current Plans of Operation request new road construction.

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<sup>1</sup> Median annual acreage based upon Klamath NF historical fire data from 1922-2006

## **Recreation**

There are 51 developed recreation sites, including campgrounds, picnic grounds, trailheads, etc., and numerous dispersed recreation sites (primarily dispersed campgrounds) on the Forest. There are no ongoing or reasonably foreseeable recreation projects occurring on the Forest that involve road actions.

## **Special Uses and Other Permitted Activities**

There are presently about 590 special use authorizations for a variety of activities, including road use, recreational residences, utility and water transmission lines, communication sites, and outfitter guides. Authorizations for new permits include specific terms and conditions, which in most cases do not include road actions.

Table B-2. Ongoing and reasonably foreseeable road actions, Klamath National Forest (GN = Goosenest, SS = Salmon River and Scott River , OK = Oak Knoll, HC = Happy Camp)

District	Project	Road No	GIS generated lengths (mi)	Comments
<b>Road proposals and decisions that would add a road to Level 1 maintenance</b>				
GN	Erickson Vegetation, Fuels, and Road Mgt	44N31Y.1	1.90	Add to system in ML1
GN	Erickson Vegetation, Fuels, and Road Mgt	44N31Y.1a	0.60	Add to system in ML1
GN	Erickson Vegetation, Fuels, and Road Mgt	44N16.3	1.00	Add to system in ML1, construct about 0.5 more mile
GN	Goosenest LSR SE Habitat Restoration	46N04.1	0.51	Add to system in ML1
GN	Goosenest LSR SE Habitat Restoration	46N04.3	0.75	Add to system in ML1
GN	Goosenest LSR SE Habitat Restoration	46N92.3	0.47	Add to system in ML1
GN	Goosenest LSR SE Habitat Restoration	46N92.2	1.01	Add to system in ML1 - approx. 0.2 mi of an alternate rd takeoff will be decommissioned and a new segment reconstructed
GN	Round Valley	43N20F.1A	1.04	Add to system in ML1
GN	Tamarack	44N08.1	0.80	Add portion to system as ML1 road
GN	Tamarack	44N08.10	0.70	Add to system as ML1 road
GN	Tamarack	44N08.4	0.20	Add to system as ML1 road
GN	Tamarack	44N08.5	0.40	Add to system as ML1 road
GN	Tamarack	44N08.8	0.60	Add to system as ML1 road
GN	Tamarack	44N08.9	0.10	Add to system as ML1 road
GN	Tamarack	44N12.2	0.80	Add to system as ML1 road
GN	Tamarack	44N81.1	0.60	Add to system as ML1 road
GN	Tamarack	44N81.2	0.10	Add to system as ML1 road
SS	Deep	46N64.1	0.10	Upgrade and add to system (ML 1)
SS	Deep	46N64.4	1.50	Upgrade and add to system (ML 1)
SS	Deep	44N96.1	0.20	Upgrade and add to system (ML 1)
	<b>Total Miles</b>		<b>13.38</b>	
<b>Road proposals and decisions that would add a road to Level 2 maintenance</b>				
GN	Erickson Vegetation, Fuels, and Road Mgt	97.4	0.28	Add to system in ML 2
GN	First Creek Forest Health Management	44N27.5	0.17	Add to system in ML 2
GN	First Creek Forest Health Management	44N27F.2	0.27	Add to system as ML 2; coordinate with archeology
GN	First Creek Forest Health Management	45N22.3	0.28	Add to system as ML 2
GN	First Creek Forest Health Management	45N22.6	1.41	Add portion to system as ML2 road

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District	Project	Road No	GIS generated lengths (mi)	Comments
GN	Tamarack	44N08.1	0.87	Add portion to system as ML2 road
GN	Tamarack	44N10.1	0.64	Add to system as ML2 road
GN	Tamarack	45N03.2	0.47	Add to system as ML2 road
GN	Tennant WUI Hazardous Fuels Reduction	44N16.3	1.75	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	43N43B.1	0.44	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	43N46.1	0.56	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	43N46.1A	0.33	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	43N50.1	0.18	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	5Q002.11	0.93	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	5Q002.9	1.14	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	44N02Y.1	1.49	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	44N02Y.2	0.89	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	44N02YA.1	0.63	Add to system as ML 2
GN	Tennant WUI Hazardous Fuels Reduction	44N16	1.40	Add 1.01 miles to system in ML2
GN	Round Valley	43N20B.1	1.00	Add to system in ML2
GN	Round Valley	43N20F.1A	1.04	Add to system in ML2
GN	Round Valley	44N14.1	0.27	Add to system in ML2
GN	Round Valley	44N15.2	0.68	Add to system in ML2
GN	Round Valley	44N15.2A	0.46	Add to system in ML2
GN	Round Valley	44N28.1	0.99	Add to system in ML2
GN	Round Valley	44N28.1A	0.76	Add to system in ML2
GN	Round Valley	44N93.1	2.27	Add to system in ML2
GN	Round Valley	44N93.1A	1.05	Add to system in ML2
GN	Round Valley	44N95.1	0.75	Add to system in ML2
GN	Round Valley	44N95.2	0.54	Add to system in ML2
GN	Round Valley	6Q003.2	0.27	Add to system in ML2
GN	Round Valley	8Q01.4	0.51	Add to system in ML2
OK	Horse Heli EIS	40S01.1	0.22	Improve and add to Forest transportation system (ML 2)

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District	Project	Road No	GIS generated lengths (mi)	Comments
OK	Horse Heli EIS	40S01.2	0.10	Improve and add to Forest transportation system (ML 2)
OK	Horse Heli EIS	40S01.3	0.60	Improve and add to Forest transportation system (ML 2)
OK	Horse Heli EIS	47N57.1	0.12	Improve and add to Forest transportation system (ML 2)
	<b>Total Miles</b>		<b>25.76</b>	
<b>Road proposals and decisions that would change a road's maintenance level</b>				
GN	43N02 and 43N03 Road Maint Level Reduction	43N02	3.67	Reduce road maintenance level from ML 3 to ML 2
GN	43N02 and 43N03 Road Maint Level Reduction	43N03	4.22	Reduce road maintenance level from ML 3 to ML 2
GN	Round Valley	44N92	0.41	Reduce road maintenance level from ML 2 to ML 1
GN	Round Valley	45N11	5.72	Reduce road maintenance level from ML 2 to ML 1
GN	Round Valley	45N11A	2.49	Reduce road maintenance level from ML 2 to ML 1
HC	Mill Luther Watershed Restoration	18N39	0.39	Reduce road maintenance level from ML 2 to ML 1
HC	Mill Luther Watershed Restoration	18N46	2.25	Reduce road maintenance level from ML 2 to ML 1
	<b>Total Miles</b>		<b>19.15</b>	
<b>Roads proposed or scheduled for decommissioning</b>				
HC	Mill Luther Watershed Restoration	17N12C	0.90	Decommission system road
HC	Mill Luther Watershed Restoration	17N37B	0.85	Decommission system road
HC	Mill Luther Watershed Restoration	18N15	4.92	Decommission system road
HC	Mill Luther Watershed Restoration	18N15A	0.37	Decommission system road
HC	Mill Luther Watershed Restoration	18N16C	0.60	Decommission system road
HC	Mill Luther Watershed Restoration	18N17	3.53	Decommission system road
HC	Mill Luther Watershed Restoration	18N26A	0.32	Decommission system road
HC	Mill Luther Watershed Restoration	18N31A	1.69	Decommission system road and convert to hiking trail
HC	Mill Luther Watershed Restoration	18N44	2.91	Decommission system road
HC	Mill Luther Watershed Restoration	19N01C	0.42	Decommission system road
HC	Mill Luther Watershed Restoration	19N01E	1.23	Decommission system road
HC	Mill Luther Watershed Restoration	19N01F	0.76	Decommission system road
HC	Two Bit Vegetation Mgt	17N02	1.86	Use for Two Bit then decommission
HC	Two Bit Vegetation Mgt	17N02A	0.17	Use for Two Bit then decommission
HC	Two Bit Vegetation Mgt	17N04	1.33	Use for Two Bit then decommission

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District	Project	Road No	GIS generated lengths (mi)	Comments
HC	Two Bit Vegetation Mgt	17N11C	0.25	Use for Two Bit then decommission
HC	Two Bit Vegetation Mgt	18N43	0.84	Use for Two Bit then decommission
HC	Two Bit Vegetation Mgt	18N43A	0.29	Use for Two Bit then decommission
OK	Horse Heli EIS	47N22YA	0.63	Decommission
OK	Horse Heli EIS	47N22YB	0.53	Decommission
OK	Horse Heli EIS	47N23Y	2.74	Decommission
OK	Horse Heli EIS	47N57	1.78	Decommission
OK	Horse Heli EIS	47N98	0.46	Decommission
OK	Horse Heli EIS	47N99A	0.17	Decommission
SS	Deep	44N40	2.53	Decommission
SS	Deep	44N52YA	0.55	Decommission
SS	Deep	44N96A	1.11	Decommission
SS	North Fork	10N29	1.57	Decommission
SS	North Fork	10N29A	0.17	Decommission
SS	North Fork	39B	0.76	Decommission
SS	North Fork	39F	0.65	Decommission
SS	North Fork	40N39	2.43	Decommission
SS	North Fork	40N42A	0.62	Decommission
SS	North Fork	40N51E	0.23	Decommission
SS	North Fork	40N51G	0.27	Decommission
SS	North Fork	40N51H	0.12	Decommission
SS	North Fork	40N51J	0.28	Decommission
SS	North Fork	40N54G	2.02	Decommission
SS	North Fork	40N72	2.08	Decommission
SS	North Fork	40N72A	0.23	Decommission
SS	North Fork	41N19	0.87	Decommission
SS	North Fork	41N22	1.29	Decommission
SS	North Fork	41N23	2.65	Decommission
	<b>Total Miles</b>		<b>50.02</b>	

