

| ID      | From | To   | Seg mile | Route Status | Object Maint | Op Maint | COMMENTS From INFRA  | TAR Need* | Notes - Highlighted Text shows changes  | change     |
|---------|------|------|----------|--------------|--------------|----------|--|-----------|---|------------|
| 4610000 | 2.2  | 7.52 | 5.32     | E            | 3            | 3        |  | Yes       | Split at m.p. 4 at OHV staging area. Maintain first section at OBML 3 for trailer access to staging area. <b>Change remaining 3.5 mi. to OBML 2.</b> OHV dual-use route. OHV make it very difficult to maintain for passenger cars.                     | Yes        |
| 4610000 | 7.52 | 8.04 | 0.52     | E            | 3            | 3        |  | Yes       | <b>Change to OBML 2.</b> OHV dual-use route. OHV make it very difficult to maintain for passenger cars.   | Yes        |
| 4610000 | 8.04 | 18.5 | 10.46    | E            | 2            | 2        |  | Yes       | <b>Stormproof past end of haul.</b>   | no         |
| 4610011 | 0    | 0.15 | 0.15     | C            | C            | 2        | Converted first 0.17 miles to trail, decommissioned remaining 0.73 miles per 2010 OHV Decision | No        | Use first section as temporary road.  | Use<br>0.1 |
| 4610016 | 0    | 1.67 | 1.67     | C            | C            |          | Converted to trail per 2010 OHV decision   | No        | Use small portion as temporary road.  | Use 0.1    |
| 4610027 | 0    | 0.14 | 0.14     | E            | 1            | 2        |  | Yes       | Road log says this road goes to right of 130, but in field a route goes to left. Looks like user created road.<br><b>decommission</b>   | yes        |
| 4610032 | 0    | 0.35 | 0.35     | E            | 1            | 2        |  | Yes       | Very flat, dispersed rec site, <b>Close with entrance mgt, retain on system.</b>  | yes        |
| 4610033 | 0    | 0.32 | 0.32     | E            | D            | 2        | Wilderness   | No        | <b>decommission</b>   | yes        |
| 4610034 | 0    | 0.14 | 0.14     | E            | D            | 2        | Wilderness   | No        | <b>decommission</b>   | yes        |
| 4610035 | 0    | 0.21 | 0.21     | E            | D            | 2        | Wilderness   | No        | <b>decommission</b>   | yes        |
| 4610036 | 0    | 0.12 | 0.12     | E            | D            | 2        | Wilderness   | No        | <b>decommission</b>   | yes        |
| 4610042 | 0    | 0.3  | 0.3      | E            | 1            | 1        |  | Yes       | This road is not needed for veg management, this is a remnant from realignment of 4610, should not be considered a system road. Has some dispersed rec. Has user created culvert in ditch that is not sized appropriately. Is open. <b>decommission</b> | yes        |
| 4610043 | 0    | 0.27 | 0.27     | E            | 1            | 1        | Private road-Jurisdiction is not FS  | Yes       | Notes are no longer correct. Road is not on private land, we acquired the property, existing road is very short and more like a trail. Hasn't had traffic for several decades.<br><b>Data Decom</b>   | yes        |
| 4610045 | 0    | 0.2  | 0.2      | E            | D            | 1        | Entire length of route is located in 2009 wilderness expansion, need EA to decommission.       | No        | <b>decommission</b>   | yes        |
| 4610115 | 0    | 1.21 | 1.21     | C            | C            |          | Converted firsts 1.21 miles to trail, decommissioned   | No        | <b>Road is needed for vegetation management. Convert back to system road. Change Route Status to Existing, change</b>   | yes        |

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|         |      |      |          |              |              |          | actively the remaining length of route per 2010 OHV decision.  |           | OBML to 2. Change TAR Needed to Yes. Close to cars, maintain for OHV use. Stop OHV use when used for log haul to avoid safety issues.   |             |
| 4610115 | 1.21 | 2.14 | 0.93     | D            | D            |          | Converted firsts 1.21 miles to trail, decommissioned actively the remaining length of route per 2010 OHV decision. | No        | Use as temporary road.  | Use<br>0.93 |
| 4610120 | 0    | 0.1  | 0.1      | E            | 1            | 2        |  | Yes       | Close with entrance mgt, retain on system.  | yes         |
| 4610120 | 0.1  | 0.8  | 0.7      | E            | 1            | 2        |  | Yes       | Close with entrance mgt, retain on system.  | yes         |
| 4610130 | 0    | 0.31 | 0.31     | E            | 1            | 2        |  | Yes       | This road should be split in infra, half is closed, half is open. Close with entrance mgt, retain on system.  | yes         |
| 4610135 | 0    | 0.29 | 0.29     | E            | 1            | 2        |  | Yes       | Closed by 4610130   | yes         |
| 4610140 | 0    | 0.52 | 0.52     | E            | 1            | 2        |  | Yes       | Close with entrance mgt, retain on system.  | yes         |
| 4610140 | 0.52 | 0.62 | 0.1      | E            | D            | 2        | Last 0.10 of route located in 2009 expanded wilderness, need DN to decommission                                    | No        | Note is incorrect - not in wilderness. Is needed for vegetation management. Merge segments together, change TAR to yes (no was incorrect based on erroneous data.) Change OBML to 1, Close with entrance mgt, retain on system. | yes         |
| 4610150 | 0    | 1.68 | 1.68     | E            | 1            | 2        |  | Yes       | Road segment should be 1.75 mile. This road access private land. Gate at MP 0.15 where there is side slope  | yes         |
| 4610150 | 1.68 | 1.78 | 0.1      | E            | D            | 2        | Last 0.10 miles located in 2009 expanded wilderness, need DN to decommission                                       | No        | Note is incorrect - not in wilderness. Last 0.34 crosses river - bridge washed out. TAR 'No' is based on erroneous data, but with decision it will be 'No' anyway. Fix segment break. Data Decom                                | yes         |
| 4610151 | 0    | 0.89 | 0.89     | E            | 1            | 2        |  | Yes       | Close with entrance mgt, retain on system.  | yes         |
| 4610153 | 0    | 0.14 | 0.14     | E            | 1            | 2        |  | Yes       | Close. Would be closed by gate on 4610150   | yes         |
| 4610155 | 0    | 0    | 0.93     | E            | 2            | 2        |  |           | Add to Infra with OBML 2. Built with Upper Timber Sale. That EA did not address closure. Is needed for vegetation management. This EA will authorize closure and change to OBML 1, Close with entrance mgt, retain on system.   | yes         |
| 4610160 | 0    | 0.2  | 0.2      | E            | 2            | 1        | Dispersed recreation site,   | Yes       | Already closed, change to OBML1.  | yes         |
| 4610170 | 0    | 0.63 | 0.63     | E            | 1            | 2        |  | Yes       | Close with entrance mgt, retain on system.  | yes         |

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| 4610180 | 0    | 1.87 | 1.87     | E            | 1            | 2        | previously known as "Squaw Mountain Repeater", Admin/facility site,                                  | Yes       | Change to OBML2 due to repeater access needs. Stormproof, name changed to Tumala Mountain.   | yes    |
| 4610185 | 0    | 0.82 | 0.82     | E            | 1            | 2        |  | Yes       | Decommission   | yes    |
| 4610185 | 0.82 | 0.97 | 0.15     | E            | D            | 2        | Last 0.15 miles located within 2009 expanded wilderness legislation, need DN for decommissioning     | No        | Note is incorrect - last part is not in wilderness. TAR 'No' is based on incorrect information but with decision it will be 'No' anyway. Decommission  | yes    |
| 4610190 | 0    | 0.2  | 0.2      | E            | D            | 2        | disp. recreation site - Entire length within 2009 expanded wilderness legislation, need DN to Decom. | No        | Data Decom   | yes    |
| 4611000 | 5.8  |      | 1.1      | E            | D            | 2        | Last 0.50 miles located within 2009 legislative wilderness expansion, need DN to decom.              | No        | Note is incorrect - last segment cited is actually 4611026 - carsonite marker is there. Last 1.2 mi. has wilderness on either side but is not "in" wilderness. Convert to non-motorized trail. Create a trail head/turn around at 571167/5003402 Nad83. Bring spoils from removal of through fills to make turn around bigger. Change Route status to C. | Yes    |
| 4611015 | 0    | 0.35 | 0.35     | E            | 1            | 1        |  |           | Overgrown Data Decommission  | Yes    |
| 4611017 | 0    | 0.07 | 0.07     | E            | 1            | 2        |  | Yes       | Quarry access. Close with berm.  | yes    |
| 4611018 | 0    | 0.07 | 0.07     | E            | 1            | 2        |  | Yes       | Already closed. Change to OPML1.   | data   |
| 4611019 | 0    | 0.53 | 0.53     | E            | 1            | 2        |  | Yes       | Close with Berm  | yes    |
| 4611024 | 0.78 | 1.9  | 1.1      |              |              |          |  |           | Restore INFRA and GIS line to original 1.9 length. Decom last 1.1 mi.  | yes    |
| 4611026 | 0    | 0.67 | 0.67     | E            | 1            | 1        |  | Yes       | Extends past end of 4611. Is entirely in wilderness. OHV accessing wilderness, very muddy, Decommission keep trail tread between trail 521 and 517.  | yes    |
| 4611136 | 0    | 1.77 | 1.77     | E            | 1            | 2        |  | Yes       | 136/140 messed up in GIS. Close with entrance mgt, retain on system.   | yes    |
| 4611147 | 0    | 0.19 | 0.19     | E            | 1            | 2        |  | Yes       | Unauthorized OHV are connecting to wilderness from here. Close with Entrance management, with rootwads and boulders to keep OHV off.   | yes    |
| 4612010 | 0    | 0.91 | 0.91     | E            | 1            | 2        |  | Yes       | Close with entrance mgt, retain on system.   | yes    |
| 4612140 | 0    | 0.42 | 0.42     | E            | 1            | 2        |  | No        | Road was not split properly in Infra. End section was decommissioned but data was applied to entire road by mistake. Road should be split in Infra, half open half   | yes    |

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|         |      |      |          |              |              |          |                     |           | decommissioned. <b>Change TAR to Yes for first 0.42 mile, it is need for vegetation management, it connects to 141 and 145. Close with berm.</b>        |          |
| 4612140 | 0.42 | 0.78 | 0.36     | D            | 1            | 2        |                     | No        | Use as temporary road   | Use 0.36 |
| 4612149 | 0    | 0.26 | 0.26     | E            | 1            | 2        |                     | Yes       | <b>Close with berm</b>  | yes      |
| 4613016 | 0    | 0.4  | 0.4      | E            | 1            | 2        |                     | Yes       | OHV are accessing private land. Muddy. <b>close with berm.</b><br>Would be closed by 130.   | yes      |
| 4613017 | 0    | 0.5  | 0.5      | E            | 1            | 2        |                     | Yes       | <b>close with berm.</b>   | yes      |
| 4613019 | 0    | 0.22 | 0.22     | E            | 1            | 2        |                     | Yes       | <b>close with berm.</b>   | yes      |
| 4613020 | 0    | 0.15 | 0.15     | E            | 1            | 2        |                     | Yes       | <b>Would be closed by 019</b>   | yes      |
| 4613021 | 0    | 0.31 | 0.31     | E            | 1            | 2        |                     | Yes       | <b>close with berm.</b> Length, is it extended by temp?   | yes      |
| 4613120 | 0    | 0.2  | 0.2      | E            | 1            | 2        |                     | Yes       | <b>Close with entrance mgt, retain on system.</b>   | yes      |
| 4613124 | 0    | 0.15 | 0.15     | E            | 1            | 2        |                     | Yes       | <b>Close with berm.</b>   | yes      |
| 4613130 | 0    | 1.32 | 1.32     | E            | 1            | 2        |                     | Yes       | Routing in GIS is reversed. Beginning of road should be at northeast end near 4613140. <b>Close with entrance mgt, retain on system.</b>                | yes      |
| 4613130 | 1.32 | 1.95 | 0.63     | E            | 1            | 2        |                     | Yes       | Routing reversed. <b>decommission 0.4 mi. from 4613016 to 4613 including pulling culvert at Whisky Creek</b>  | yes      |
| 4613140 | 0    | 1.52 | 1.52     | E            | 1            | 2        |                     | Yes       | <b>Close with entrance mgt, retain on system.</b>   | yes      |
| 4613150 | 0    | 0.55 | 0.55     | E            | 1            | 2        |                     | Yes       | <b>Close with entrance mgt, retain on system.</b>   | yes      |
| 4613170 | 0    | 0.5  | 0.5      | E            | 1            | 2        |                     | Yes       | Dispersed camping. <b>Close with entrance mgt, retain on system.</b>  | yes      |
| 4613180 | 0    | 0.08 | 0.08     | E            | 1            | 2        |                     | Yes       | <b>Would be closed by 170.</b>  | yes      |
| 4613200 | 0.27 | 1.2  | 0.95     | E            | 1            | 1        |                     | Yes       | <b>Split road decommission past 205 junction. Change OBML to Decom, change TAR from Yes to No.</b>  | yes      |
| 4613205 | 0.19 | 0.57 | 0.39     | E            | 1            | 1        |                     | Yes       | <b>Length in infra is wrong. Split road, decommission past MP 0.19. There is no culvert at Dry Cr. Change OBML to Decom, change TAR from Yes to No.</b> | Yes      |
| 4614000 | 0    | 2.39 | 2.39     | E            | 4            | 4        |                     | Yes       | <b>Change to OBML 3</b>   | yes      |

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|---------|------|------|----------|--------------|--------------|----------|--|-----------|--|--------|
| 4614120 | 0    | 1.85 | 1.85     | E            | 1            | 2        |  | Yes       | On private, road is closed with gate, Even though road is closed it is maintained for frequent use by private and USFS. <b>Change to OBML2.</b>  | yes    |
| 4614120 | 1.85 | 4.67 | 2.82     | E            | 1            | 2        |  | Yes       | <b>Close with entrance mgt, at forest boundary and at east end, retain on system.</b>  | yes    |
| 4614122 | 0    | 0    | 1.26     | E            |              | 1        |  |           | Was inadvertently removed from data base. Add back to Infra and GIS. Closed by gate on private. Should be OBML 1. <b>Close at forest boundary with entrance mgt, retain on system.</b>   | yes    |
| 4614125 | 0    | 0    | 1.4      | E            |              | 2        |  |           | Was inadvertently removed from data base. Add back to Infra and GIS. <b>Closed by closure of 120.</b>  | yes    |
| 4614130 | 0    | 0.5  | 0.5      | C            | C            | 2        | Route has been historically converted to trail, cannot find decision to support this change to LE's. Route may be restored to road - no other OHV trails nearby? | No        | Notes are wrong, Route Status wrong, Not converted, is drivable, 'No' in TAR is incorrect and was based on erroneous data. There is no NEPA to authorize conversion to trail. Is needed for vegetation management. <b>Close with entrance mgt, retain on system. Change TAR to yes. Change OBML to 1 and OPML to 2. Would change to OPML 1 after implementation.</b> | yes    |
| 4614130 | 0.5  | 0.78 | 0.28     | C            | C            | 2        | Route has been historically converted to trail, cannot find decision to support this change to LE's. Route may be restored to road - no other OHV trails nearby? | No        | Notes are wrong, Route Status wrong, Not converted, is drivable, 'No' in TAR is incorrect. There is no NEPA to authorize conversion to trail. Is needed for vegetation management. GIS breaks for 130, 150 and 160 are wrong. <b>Would be closed by 130 Change TAR to yes. Change OBML to 1 and OPML to 2. Would change to OPML 1 after implementation.</b>          | yes    |
| 4614140 | 0    | 0.65 | 0.65     | E            | 1            | 2        |  | Yes       | <b>Would be closed by 130</b>  | yes    |
| 4614150 | 0    | 1.13 | 1.13     | E            | 1            | 2        |  | Yes       | <b>Would be closed by 130</b>  | yes    |
| 4614160 | 0    | 0.57 | 0.57     | E            | 1            | 2        |  | Yes       | <b>Would be closed by 130</b>  | yes    |

\*TAR = [Travel Analysis Report<sup>1</sup>](#), [Map showing likely need and not likely needed roads<sup>2</sup>](#), [List of not likely needed roads<sup>3</sup>](#).

<sup>1</sup> [https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/fseprd486512.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd486512.pdf)

<sup>2</sup> [https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/fseprd486509.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd486509.pdf)

<sup>3</sup> [https://www.fs.usda.gov/Internet/FSE\\_DOCUMENTS/fseprd486510.pdf](https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd486510.pdf)

## North Clack Roads Summary

Using GIS corrected lengths

| Summary<br>Proposed Action | miles |
|----------------------------|-------|
| Close                      | 26.2  |
| Convert to Trail           | 1.2   |
| Data Decommission          | 1.0   |
| Decommission               | 6.0   |
| OBML1 TO ML2               | 5.6   |
| OBML2 TO ML1               | 0.2   |
| OBML4 TO ML3               | 2.4   |
| OBML3 to ML2               | 4.0   |
| Status C to ML2            | 1.2   |