

| Objectors      | Design Feature  | Objection   | Response   |
|----------------|---|---|--|
| <p>IFA/MFP</p> | <p>Engineering #5 –</p> <p>Road and trail decommissioning (closure) treatments may include but are not limited to; blocking entrances, decompacting road surfaces (where necessary to restore hydrologic function), removing unstable cut and fill slopes (where necessary to restore hydrologic function), outsloping roadbeds, drainage features (waterbars, dips, etc.), recontouring road prisms, removing culverts, restoring stream channels, placing vegetation, stumps and slash on disturbed areas, seeding and mulching. Dispose of waste material in stable sites out of the flood prone area. Waste material, other than hardened surface material (asphalt, concrete, etc.), may be used to restore natural or near-natural contours. Drainage features should be spaced to hydrologically disconnect road surface runoff from stream channels. <b>On slopes &gt; 5% space drain dips no further than 200 feet apart.</b> For road treatment segments within riparian areas, contour the</p> | <p>We object to spacing drain dips no further than 200 feet apart on slopes greater than 5%. We find this infeasible and request it be removed.</p> | <p>The following would replace the highlighted portion of engineering design feature #5.</p> <p>On slopes greater than 5%, and when soil conditions require, place water diversion structures no further than 200 feet apart, unless otherwise agreed to in writing.</p> |

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|                | <p>affected area to mimic natural floodplain contours and gradient to the greatest degree possible. Seed all disturbed areas using locally appropriate native seed mix approved by WRNF Ecologist/Botanist.</p>   |  |  |
| <p>IFA/MFP</p> | <p>Water Resources #12 –</p> <p>Outslope temporary roads to shed water rather than concentrating water on the road surface or in ditches. Install cross drains [in roads] to disperse runoff into filter strips and minimize connected disturbed areas. Make cuts, fills, and road surfaces strongly resistant to erosion between each stream crossing and at least the nearest cross drain. Revegetate using certified local native plants as practicable; avoid persistent or invasive exotic plants.</p> | <p>We object to outsloping temporary roads if they will be used for winter hauling. Outsloped roads can be very dangerous in the winter. We request this feature be modified to allow for exceptions during winter operations.</p> | <p>Temporary roads will be built to shed water rather than concentrating water on the road surface or in ditches. Where practical, and as seasonal conditions warrant, install cross drains [in roads] to disperse runoff into filter strips and minimize connected disturbed areas. Make cuts, fills, and road surfaces strongly resistant to erosion between each stream crossing and at least the nearest cross drain. Revegetate using certified local native plants as practicable; avoid persistent or invasive exotic plants.</p> |

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| IFA/MFP   | <p>Water Resources #22 –</p> <p>Manage land treatments to limit the sum of severely burned and detrimentally compacted, eroded, displaced land to no more than 15% of any activity area. Specifically:<br/>           Designate the location and size of landings and major skid trails;<br/>           Minimize the length of temporary road approved to meet objectives;<br/>           Rip all landings to a depth of 8-12 inches and seed with Forest Service approved seed mix immediately upon closure.</p> | <p>We object to ripping all landings to a depth of 8-12 inches. Other National Forests in Colorado have found through research that 8-12 inches is excessive and actually prohibits vegetation from becoming re-established. We request this feature be modified to state landings will be ripped to a depth of 2-6 inches.</p> | <p>The following would replace the highlighted portion of water resources DF #22.</p> <p>Rip all landings to a minimum depth of 6 inches, unless a shallower depth is warranted and is agreed to in writing.</p>   |
| IFA/MFP   | <p>Safety/Recreation #4 –</p> <p>Hauling will be prohibited Friday at noon to Sunday at midnight to minimize conflicts with recreational traffic, unless approved in writing by the Forest Service Representative or Sale Administrator after consultation with the District Ranger.</p>  | <p>We object to this design feature and request it be removed. Restricting hauling times reduces our ability as a purchaser of federal timber to move logs from timber sales in a timely and economic manner.</p>   | <p>Hauling will be prohibited Friday at noon to Sunday at midnight to minimize conflicts with recreational traffic, unless approved in writing by the Forest Service Representative or Sale Administrator after consultation with the District Ranger.</p> <p>With the following exceptions:</p> |

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|           |   |  | <p>1) Allow weekend hauling on the Sheephorn road (FSR 401) year-round except when other design features prohibit.</p> <p>2) Allow weekend hauling on the Piney Guard Station Road (FSR 744) from May 21 to November 22 as resource conditions and excepting when other design features prohibit.</p> |
| IFA/MFP   | <p>Safety/Recreation #10 –</p> <p>To minimize impacts to grooming operations performed by the local snowmobile club and winter motorized recreationists, winter plowing of snow on haul routes to accommodate logging operations is restricted as follows:<br/>Snow plowing on NFSR 744 is restricted to four winter seasons.</p> | <p>We object to this design feature and request it be reworded to remove the specific restricted seasons (four winter seasons, one winter season, etc.). Logging in Colorado varies drastically from year to year and it is not always feasible to get certain areas done in one operating season or even 4 operating seasons. This is especially true</p> | <p>No change.</p>   |

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|           | <p>Snow plowing on NFSR 700 is restricted to one winter season, from the junction of NFSR 700 and NFSR 433 east to proposed unit 636.</p> <p>Snow plowing on NFSR 700 is restricted to two winter seasons, from the western junction of NFSR 700 and NFSR 734 east to the junction of NFSR 700 and NFSR 433.</p> <p>Snow plowing on NFSR 700, is restricted to three seasons, from the junction of NFSR 744 and NFSR 700 east to the western junction of NFSR 700 and NFSR 734.</p> <p>There are no snow plowing restrictions on NFSR 700 from Hwy 131 to the junction of NFSR 744.</p> <p>Exceptions may be made by written agreement between Forest Service and contractor/purchaser after consultation with the District Ranger, Recreation Staff, and timber sale purchaser/contractor.</p> | <p>given that some roads on the Forest are not all-weather roads and are best accessed during the winter months when they are frozen.</p> |          |