

Decision Notice and Finding of No Significant Impact

Clackamas Road Decommissioning for Habitat Restoration, Increment 2
Environmental Assessment
March 2011

USDA Forest Service, Mt. Hood National Forest
Clackamas River Ranger District
Clackamas County, Oregon

An Environmental Assessment (EA) that discusses road decommissioning on the Clackamas River Ranger District of the Mt. Hood National Forest has been completed. The EA is available on the Forest website at <http://www.fs.usda.gov/goto/mthood/projects>. The project is located in the following eight subwatersheds: Pot Creek – Clackamas River, Farm Creek – Collawash River, Lower Hot Springs Fork Collawash River, Nohorn Creek, Upper Hot Springs Fork Collawash River, Elk Lake Creek, Happy Creek – Collawash River, and East Fork Collawash River (EA p. 3, Figure 1.1). The proposed action addresses the need to reduce adverse aquatic and terrestrial impacts associated with unneeded roads (EA p. 8).

Decision

Based on my review of the alternatives, it is my decision to select **Alternative 4**, which would decommission approximately 170 miles, or about 39% of the roads, in the project area. I have decided to make one modification to Alternative 4. Forest Road 6380-125, which is a short spur road less than a quarter mile in length, will be left open for continued dispersed recreation access. Appendix A of this Decision Notice lists the roads included in this decision. My decision takes into consideration the disclosure and analysis of environmental effects in the EA, including the manner in which each of the alternatives met the need for action and how each alternative addressed the key issues. I considered all of the public comments raised during analysis.

Implementation of Alternative 4 will help restore impaired hydrologic function on the Forest. Once completed, adverse impacts caused by roads to water quality, aquatic and terrestrial habitat and species will be reduced. Maintenance costs for unneeded roads will also be reduced. This decision is consistent with the goals, standards and guidelines of the Mt. Hood Land and Resource Management Plan (Forest Plan), as amended.

I understand that there will be minor and short-term (less than one year) effects to aquatic habitat by road decommissioning activities (EA Sections 3.3 & 3.5). However, implementing Alternative 4 will result in less impact to aquatic resources from sediment in the *long term* than the impacts of not taking action (No Action Alternative, EA Sections 3.3 & 3.5). Also, I recognize that there could be potential changes to how we manage vegetation management on the Forest (EA Section 3.8), and in particular, how this relates to creating forage for big game; however, I believe there will be no significant impacts over the long term with managing stands and/or wildlife habitat (EA Sections 3.8 & 3.6). My decision for Alternative 4 is based on the

fact that this alternative meets the needs for and purpose of this project, while simultaneously addressing the concerns expressed by the public for continued motorized access (EA p. 18). My rationale for selecting Alternative 4 is discussed further below.

Reasons for the Decision

This has been a very difficult decision for me and one that I have given the utmost attention to. At the core of this project are many of the complex challenges I face with managing public lands, including funding shortfalls, resource concerns, and access for long-term management. Most challenging for me, however, is that this project will be a notable change to motorized access on the District.

I have heard from members of our community, who care greatly about the Forest and utilize its roads to experience the Forest. I recognize that many people perceive this project as an attempt to “shut the public out” of the Forest. While I understand that motorized access is affected by my decision, it is absolutely not my intent to shut the public out. Rather, my intent is to address legacy roads and the natural resource impacts associated with them in the best way possible, including meeting the need of the project as stated in the EA with the least adverse impacts to any of the user groups who care about our Forest. My decision to select Alternative 4 leaves about 270 miles of road in the project area, and more than 3,000 miles Forest-wide. I believe that this represents a substantial amount of miles of roads for the public to continue to utilize and enjoy.

Some individuals and groups, such as Bark and Oregon Wild, who also care deeply about the Forest, believe I am not considering enough decommissioning, or not conducting the decommissioning properly. Some perceive this project as not doing enough to improve the health and habitat of the Forest. However, my decision to implement Alternative 4 takes an important step towards improving the hydrologic conditions on the Forest, which has long-term beneficial effects on forest health and habitat. It is important for the public to understand that my decision must be commensurate with all management objectives, including public access and long-term interest. Alternative 4 best balances these concerns.

Bark requests to see ecosystem services¹ included in the analysis. While the term “ecosystem services” is not explicitly stated in the analysis, I believe the interdisciplinary team has analyzed all pertinent ecosystem services that this project would have an effect on. For example, water quality is discussed in the EA on pages 44-53 and concludes that sediment production caused by roads could be reduced by 32% by implementing Alternative 4. In considering this decision, I thought about what this reduction in sedimentation means to not only the fresh water supply, but also its value to aquatic and wildlife species, vegetation health, geological stability, and visitors

¹ “Ecosystem services” is commonly defined as the benefits people obtain from ecosystems. Ecosystem services include basic services like the delivery of food, fresh water, wood and fiber, and medicine; and it includes services that are less tangible and harder to measure, but equally critical, such as carbon sequestration, erosion control, and pollination; cultural services like recreation, ecotourism, and educational and spiritual values; and supporting services like nutrient cycling, soil formation, and primary productivity. Many ecosystem services are traditionally considered free to society. As public goods, their use and benefits are not exclusively controlled. For example, everyone enjoys the clean air, clean water, and flood control provided by healthy forest, range, and wetland ecosystems.

to the Forest who recreate on or alongside water bodies. The analysis also includes discussion on the impacts to other ecosystem services, such as recreation (EA Section 3.9), vegetation management (EA Section 3.8), botany (EA Section 3.7), wildlife (EA Section 3.6), and fisheries (EA Section 3.5). I recognize and have considered the importance of healthy ecosystems in making this decision.

I have heard from a diverse group of people who use and care about the Forest, and I understand that many feel strongly about this project. Ultimately, I believe my decision to implement Alternative 4 best balances the desires for continued motorized access with the needs of protecting the Forest's health for today and future generations.

Project Design Criteria

My decision also includes the following design criteria (EA pp. 23-28). These design criteria were developed to minimize or avoid potential resource impacts, and are required actions in the implementation of this decision:

Botany Design Criteria

B-1: In order to prevent the spread of invasive plants, all equipment would be cleaned of dirt and weeds before entering National Forest System lands. This practice would not apply to service vehicles traveling frequently in and out of the project area that would remain on the roadway.

B-2: Existing roadways would be used to minimize the impacts to riparian vegetation and function. Native vegetation in and around project activity would be retained where feasible.

B-3: Soil disturbance that promotes invasive plant germination and establishment would be minimized to the extent practical (consistent with project objectives).

Fisheries Design Criteria

F-1: An experienced fisheries biologist, hydrologist, and/or technician would participate in the design and implementation of the project.

F-2: Slide and waste material would be disposed of in stable, non-floodplain sites. However, disposal of slide and waste material within existing road prism or adjacent hillslopes would be acceptable if restoring natural or near-natural contours. For road removal projects within riparian areas, recontour the affected area to mimic natural floodplain contours and gradient to the greatest degree possible. If natural contours are greater than 2 to 1 ratio, then slopes will be shaped to a 2 to 1 ratio or less.

F-3: Disturbance of existing vegetation in ditches and at stream crossings would be minimized to the extent necessary to restore the hydrologic function of the subject road.

F-4: Soil disturbance and displacement caused by project activities would be minimized, but where sediment risks warrant, soil movement off-site into water bodies would be prevented through the use of filter materials (such as certified weed-free straw bales or silt fencing) if vegetation strips were not available.

F-5: Project activities would be implemented during dry-field conditions (also see WQ-1).

F-6: The Oregon Department of Fish and Wildlife (ODFW) Guidelines for Timing of In-Water Work would be followed. Exceptions to ODFW guidelines for timing of in-water work would be requested and granted from appropriate regulatory agencies.

F-7: Power equipment would be refueled at least 150 feet from water bodies to prevent direct delivery of contaminants into a water body. If local site conditions do not allow for a 150-foot setback, then refueling would be as far away as possible from the water body. For all immobile equipment, absorbent pads would be used (also see WQ-13).

F-8: An approved Spill Prevention Control and Containment Plan (SPCCP) would be created, which describes measures to prevent or reduce impacts from potential spills. The SPCCP would include a description of the hazardous materials that would be used; and a spill containment kit would be located on-site. Refer to WQ-16 for specific criteria when an SPCCP would be required.

F-9: Hazard trees within riparian areas needing to be felled for safety purposes would be directionally felled, if possible, towards the stream.

F-10: For culvert removal, natural drainage patterns would be restored and promote passage of all fish species and life stages present in the area. Channel incision risk would be evaluated and in-channel grade control structures would be constructed when necessary.

F-11: Drainage features should be spaced to hydrologically disconnect road surface runoff from stream channels (also see WQ-11).

F-12: When removing a culvert from a first or second order, non-fishing bearing stream, project specialists should determine if culvert removal should follow the conservation measures under activity #5 in the programmatic biological and conference (Opinion) by the National Marine Fisheries Service (April 28, 2007) and by U.S. Fish and Wildlife Service (June 14, 2007). Culvert removal on fish bearing streams should adhere to the conservation measures activity #5 in the programmatic biological and conference (Opinion) by the National Marine Fisheries Service (April 28, 2007) and by U.S. Fish and Wildlife Service (June 14, 2007).

F-13: If other aquatic restoration activities are used as complementary actions, follow the associated design criteria and conservation measures.

Heritage Design Criteria

H-1: In the event that archaeological properties are located during implementation, all work in the vicinity of the find would cease and a District or Forest archaeologist would be contacted. Any other protection measures would be developed in consultation with the Oregon State Historic Preservation Officer (SHPO), appropriate Tribes, and, if necessary, the Advisory Council on Historic Preservation.

H-2: No heavy equipment or ground disturbing activities would be allowed on Forest Roads 4600-043 and 6310-022 until site testing has been completed.

H-3: For Forest Roads 4620-340 and 4620-360, a District or Forest archaeologist would monitor the site during implementation of road decommissioning activities, or the roads should only include entrance management.

H-4: Only entrance management would occur on Forest Roads 4650-111 and 6380-125.

H-5: No heavy equipment or ground disturbing activities would be permitted beyond the lower bench area of Forest Road 6300-120.

H-6: No heavy equipment or ground disturbing activities would be permitted on the first ¼ miles of Forest Road 7020-170. Only entrance management would be permitted on this road. Also, a District or Forest archaeologist would monitor the site during implementation of road decommissioning activities.

Recreation Design Criteria

R-1: Trailhead access and parking would be maintained or closure would be minimized during implementation. If the Dickey Creek Trailhead becomes inaccessible by decommissioning activities, then the trailhead or trail would be relocated prior to initiating any decommissioning activities. NEPA analysis for any new trail construction would be completed prior to implementing road decommissioning activities.

R-2: Roads converted to trails should meet Forest Service standards for trail construction as contained in the Forest Service Manual and Handbook. A qualified trails engineer should perform trail layout and design. Drainage structures, fill and cut slopes, and future brushing needs should be within trail budgets to maintain. All trails created from decommissioned roads should meet the Forestwide Standards and Guidelines on page Four-115 and 116 for visual quality within five to ten years of conversion activities. Any relocated trails not on road beds should meet standards within one year of construction.

R-3: Roads that are decommissioned and are breached or become ineffective over time should be re-closed with more effective design measures.

Water Quality Design Criteria

WQ-1: Road decommissioning activities would be suspended if there is more than one inch of rain in a 24 hour period or more than two inches of rain for the entire storm event as defined as precipitation in the last 48 hours at the Red Box RAWs Station (<http://www.wrh.noaa.gov/mesowest/getobext.php?sid=RXFO3&table=1&banner=off>). If this site is not functioning, then use the information at the Peavine Ridge SNOTEL site (<http://www.wrh.noaa.gov/mesowest/getobext.php?wfo=&sid=PVRO3&num=168&raw=0&dbn=m&banner=off>), or as determined by the Contracting Officer (through the Contracting Officer Representative).

WQ-2: Activities shall be suspended if stream flows rise above baseflow levels (i.e.; 200 cfs in the Bull Run River, upstream of the reservoirs or equivalent site in the Clackamas River Basin). Activities for the season shall be suspended if soil moisture is recharged and stream flows rise above baseflow levels (i.e.; 200 cfs in the Bull Run River, upstream of the reservoirs or equivalent site in the Clackamas River Basin).

WQ-3: Stream channels will be excavated to pre-road channel as determined by substrate material or longitudinal profile of stream channel. Removal of the fill at stream crossings would attempt to restore the stream channel and banks to original pre-road (natural) contours as much as possible (also see F-2).

WQ-4: The removed material would be carefully placed at cutslopes or on the road surface beyond the natural channel slope at a less than 2 to 1 slope angle.

WQ-5: Stream adjacent slopes shall be excavated back to “natural” terrain features, or at no greater than 2H:1V from base of 1.3 times the bank-full channel width (measured at the upstream side of crossing), departure from 2H:1V slope conditions will be allowed if recommended by qualified hydrologist, soils scientist, geologist or fish biologist based on field conditions.

WQ-6: 50-75% of the road surface where decompaction is prescribed would be de-compacted through the sub-grade and native vegetation could be placed on road surface no more than one layer deep. The road surface will be decompacted to a minimum depth of 18 inches if native soil material is greater than 18 inches deep the road surface will be decompacted to that depth.

WQ-7: All perennial streams would be evaluated to determine if “Upstream U’s” are necessary to prevent streambed and bank erosion. The ends of structures would be keyed into the stream bank for at least ¼ of the diameter of the boulder to minimize the stream cutting into the stream bank at high flows. Structures would be installed as outlined in the following table:

Table 1. Pool to pool spacing.

Wetted Stream Width (feet)	Minimum Boulder Size Needed (inches)	Stream Gradient (percent)			
		0-2%	2-6%	6-15%	15-30%
0 to 5	18	42 feet	15 feet	8 feet	4 feet
5 to 10	24	63 feet	21 feet	12 feet	6 feet
10 to 15	24	105 feet	36 feet	20 feet	10 feet
15 to 25	30	167 feet	57 feet	32 feet	16 feet

WQ-8: Activities associated with culvert or bridge removal in streams with active streamflow would be suspended if there is an increase of 10 NTU's (Nephelometric Turbidity Units) below the project area. Also, activities could be suspended if turbidity criteria are exceeded as determined by appropriate Forest Service personnel.

WQ-9: Removal-Fill Permits would be obtained for project activities when appropriate.

WQ-10: A site-specific water quality control plan would be submitted and approved for each stream diversion prior to the start of excavation. Live streams would be diverted during excavation to prevent mobilization of fill material.

WQ-11: Where roads are actively decommissioned drainage structures would be installed at a maximum of every 200' or closer dependent upon road grade and associated geology, unless determined unneeded by appropriate Forest Service personnel.

WQ-12: All vehicles and machinery would be free of petroleum leaks. Any leaks that occur would be immediately repaired and the appropriate personnel would be notified.

WQ-13: Absorbent pads would be required under all stationary equipment and fuel storage containers during all servicing and refueling operations (also see F-6).

WQ-14: All trucks used for refueling should carry a hazardous material recovery kit (also see F-7). Any contaminated soil, vegetation or debris must be removed from National Forest System lands and disposed of in accordance with state laws.

WQ-15: All petroleum products being transported or stored would be in approved containers meeting Occupational Safety and Health Administration standards and Oregon Department of Transportation.

WQ-16: All vehicles hauling more than 300 gallons of fuel would have an approved communication system with which to report accidental spills. If any fuel or fluid storage container exceeds a capacity of 660 gallons, the contractor would prepare a spill prevention control countermeasures plan. Such plan would meet applicable Environmental Protection Agency requirements (40 CFR 112) including certification by a registered professional engineer.

WQ-17: The contractor would be liable for cleanup of any hazardous material or fuel spill occurring as a result of his/her work on this contract.

WQ-18: The contractor would, on a daily basis, remove all trash and refuse from the project work area.

WQ-19: In order to preclude erosion into or contamination of the stream or floodplain, staging areas (used for construction equipment storage, vehicle storage, fueling, servicing, hazardous material storage, etc.) would be located beyond the 100-year floodplain (also see F-7).

WQ-20: Following earthwork, especially near stream banks, the disturbed area would be seeded with a native seed mix if available and mulched with a certified weed-free straw, at approximately 2000 pounds per acres or so that there is completed coverage of the disturbed and the mulch is 4 inches deep. Attempts would be made to seed disturbed areas during conditions favorable for germination. Other materials may be used for mulching if they provide equivalent or better stabilization from erosion and protection from introducing non-native species.

Wildlife Design Criteria

W-1: Hazard trees outside of the riparian areas that pose a safety risk would be directionally felled, where feasible, away from the road prism and into the surrounding forestland.

W-2: No snow plowing, road decommissioning, use of motorized equipment or blasting would be permitted in severe winter range as determined by the Forest Service, or within any B10 land allocation (i.e., Deer and Elk Winter Range areas) between December 1 to March 31. No road decommissioning, use of motorized equipment or blasting would be permitted within key summer range areas as determined by the Forest Service, or within in any B11 land allocation (i.e., Deer and Elk Summer Range areas) from April 1 – July 31.

W-3: No activity shall take place within the disruption distance of a known or predicted activity center during the March 1 to July 15 critical nesting period, unless the habitat is known to be unoccupied or there is not nesting activity, as determined by survey to protocol. The distance and timing may be modified by a Forest Service wildlife biologist according to site-specific information. In the event that any new Northern Spotted owl activity center(s) is/are located, then seasonal operating restrictions would be implemented for the road affected.

W-4: Woody debris, which must be removed to access the area, would be saved and scattered on the disturbed areas. During placement they would be laid parallel to the slope to serve as contour barriers to surface soil movement. The material would serve as a source of large woody debris to help reestablish vegetation, and the scattering of material would act as a means to reduce fuel hazards.

All Alternatives Considered in Detail

Three action alternatives and the no action alternative were analyzed in detail in the EA, along with one alternative that was considered but eliminated from detailed study (EA pp. 19-20).

Alternative 1 – No Action: There would be no road decommissioning in the eight subwatersheds. I did not select this alternative because it does not meet the need to restore hydrologic function. Without road decommissioning, unneeded roads would continue to deliver an estimated 2570 tons of sediment per year to streams on the Forest (EA p. 63). Nor does this alternative meet the need to manage the Forest’s transportation system to a standard consistent with current road management objectives.

Alternative 2 – Proposed Action: This alternative would decommission about 255 miles of road. While this alternative adequately addresses the need to restore hydrologic function in the project area, I did not select it because it does not meet the access needs expressed by the public (EA p. 18). As stated above, I wanted to be sure that I made a decision that was commensurate with all management objectives in mind, including public access and long-term interest; therefore, I did not select this alternative.

Alternative 3: This alternative would decommission about 129 miles of road. While this alternative would meet some of the restoration objectives of the project, as well as public access concerns, I believe it does not do enough to address the natural resource impacts associated with the Forest’s legacy roads. For this reason, I did not select this alternative.

Public Involvement

The project was initially listed in the summer (July) 2009 Schedule of Proposed Actions, which the Forest publishes quarterly. The Forest Service began collaborating on this project with the

Clackamas Stewardship Partners over several meetings and a field trip in the summer of 2009. A scoping letter requesting public input for this project was mailed to over 200 individuals and parties in December 2009. This letter was also posted on the Forest website. Over 450 respondents submitted scoping comments via mail, email, and phone. A letter and/or email announcing a 30-day comment period on the Preliminary Assessment was mailed to everyone who expressed interest in the project during the scoping period. The Preliminary Assessment was also posted on the Forest website. A legal notice for this 30-day comment period was published in The Oregonian on November 16, 2010. The District hosted a public open house on December 7, 2010, in which over 25 people attended. The emails and letters received during the comment period are in the analysis file; a summary of the comments and responses to them are found in Appendix H of the EA.

Finding of No Significant Impact

After considering the environmental effects described in the EA, I have determined that these actions will not have a significant effect on the quality of the human environment considering the context and intensity of impacts (40 CFR 1508.27). Thus, an environmental impact statement is not needed. This determination was made considering the following factors:

1. My finding of no significant environmental effects is not biased by the beneficial effects of the action. Impacts can be both beneficial and adverse. For this project, there are no known long-term adverse effects or cumulative effects to water quality (EA Section 3.3), riparian resources (EA Section 3.3 & 3.5), plants (EA Section 3.7), heritage or Treaty resources (EA Section 3.11), visual resources, or wildlife species found in the project area (EA 3.6).

There may be very short-term noise impacts to the Northern spotted owl. However, consultation has been completed and the determination for disturbance to the spotted owl is *May Affect, But Not Likely to Adversely Affect* (EA p. 88).

My decision will result in minor, short-term (less than one year) effects on fish and fish habitat but no long-term impacts (EA Section 3.5). Short-term effects include possible fish harassment due to short-term increases of sediment into the stream channel during implementation. Any sediment from project work that reaches water bodies will be minor and short term (EA Section 3.3).

Implementing this decision will not adversely affect the free-flowing conditions of the Collawash and Clackamas Wild and Scenic Rivers, water quality, or the outstandingly remarkable values for which the rivers were designated (EA p. 17 and Appendix G).

2. With the project's design criteria incorporated into my decision, my decision will not adversely affect public health or safety.
3. There will be no significant effects on unique characteristics of the area. The project is not located in prime farmland or rangeland, and would have no measureable impact on prime forestland, should it be found in the project area (EA Section 3.13).

My decision will have no effects to known heritage resources or historic properties (EA Section 3.11) and it is compliant with Section 106 of the National Historic Preservation Act under the terms of the 2004 Programmatic Agreement between the Advisory Council for Historic Preservation, the Oregon State Historic Preservation Office, and the Forest Service. Mitigation measures included in my decision will fully meet requirements of 36 CFR 800 implementing the National Historic Preservation Act, if a previously unidentified heritage resource is discovered during project implementation.

Implementing this decision will not adversely affect the free-flowing conditions of the Collawash and Clackamas Wild and Scenic Rivers, water quality, or the outstandingly remarkable values for which the rivers were designated. A Wild and Scenic Rivers Act Section 7(a) Determination has been completed for this project (EA p. 17 and Appendix G).

4. The effects on the quality of the human environment are not likely to be highly controversial. Because there is no known scientific controversy over the impacts of the project.
5. The possible effects on the human environment are not highly uncertain, nor do they involve unique or unknown risks. The effects analysis discussed in Chapter 3 of the EA are based on sound scientific research, as well as previous experience on the Forest.
6. The action is not likely to establish a precedent for future actions with significant effects because this action is not unusual in and of itself, nor does it lead to any further actions that are unique.
7. There are no significant cumulative effects between this project and other projects implemented or planned (EA Chapter 3). The analysis was guided by the June 24, 2005 memo Guidance on the Consideration of Past Actions in Cumulative Effects Analysis, Executive Office of the President, Council on Environmental Quality (36 CFR 220.4).
8. The action will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places and will not cause loss or destruction of significant scientific, cultural, or historical resources. Also see Factor 3 above.
9. My decision is consistent with the Endangered Species Act (EA p. 16) and the Magnuson-Stevens Fishery Conservation Management Act (EA p. 16). Consultation has been completed with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service and this project would be implemented consistent with the species and activity category-appropriate design criteria and conservation measures in Bureau of Land Management/Forest Service Fish Habitat Restoration Activities in Oregon and Washington CY2007-2012 Biological Assessment and associated Biological Opinions: NMFS BO (P/NWR/2006/06532 [BLM]), FWS BO (13420-2007-F-0055). Also, this project is consistent with the Letter of Concurrence from the U.S. Fish and Wildlife Service dated August 20, 2009, subject: Informal programmatic consultation for activities

with the potential to disturb spotted owls (*Strix occidentalis caurina*) within the Willamette Planning Province for FY 2010-2013.

10. As described below, my decision will not violate Federal, State, and local laws or requirements for the protection of the environment. Applicable laws and regulations were considered in the EA (EA pp. 16-17). The action is consistent with the Mt. Hood Land and Resource Management Plan (EA pp. 15-16).

Other Findings Required by Law or Regulation

National Environmental Policy Act (NEPA): NEPA establishes the process and content requirements of environmental analysis and documentation for projects, such as the Clackamas Road Decommissioning for Habitat Restoration EA. I find that the entire process of analysis and preparation of this EA was undertaken in accordance with the regulations outlined in 40 CFR Parts 1500-1508, FSM 1950, and FSH 1909.15. There were several opportunities for public involvement during the course of the analysis (EA p. 17, and *Public Involvement* above). I used the comments received during scoping and in response to the Preliminary EA to make my decision.

National Forest Management Act (NFMA): I have reviewed the project and find Alternative 4 to be consistent with the goals, objectives, standards and guidelines of the Land and Resource Management Plan for the Mt. Hood National Forest, as amended (EA p. 15). The action will not alter the multiple-use goals and objectives for long-term land and resource management.

Endangered Species Act and Magnuson-Stevens Fishery Conservation and Management Act: My decision is consistent with the Endangered Species Act and Magnuson-Stevens Fishery Conservation and Management Act. Consultation has been completed with the National Marine Fisheries Service and the U.S. Fish and Wildlife Service (EA p. 16) (also see #9 above).

National Historic Preservation Act: The Clackamas Road Decommissioning for Habitat Restoration project has been determined to meet the definition of an “undertaking” pursuant to Section 301(7) of the National Historic Preservation Act. Surveys have been completed and with the Project Design Criteria stated in the EA on page 23, Alternative 4 would have no effect to heritage resources.

Wild and Scenic Rivers Act: My decision is consistent with the Wild and Scenic River Act: X miles of road fall with the Collawash and Clackamas Wild and Scenic River corridors. A Section 7(a) Determination has been completed (EA p. 17, and full *Determination* in Appendix G). Implementing this decision will not adversely affect the free-flowing conditions of the Wild and Scenic Rivers, water quality, or the outstandingly remarkable values for which the rivers were designated.

Clean Air Act: My decision is consistent with the Clean Air Act. No burning is planned as part of road decommissioning; any dust would be short-term in duration, very site-specific, and minimal, if not negligible.

Clean Water Act: Within the analysis area, the Collawash River and Nohorn Creek are listed as impaired for stream temperature on the 2004/2006 State of Oregon 303(d) list (EA p. 55). No other portions of streams in the project area have been listed as impaired for some aspect of water quality under the Clean Water Act (303(d)). Implementation of my decision will incorporate conservation measures and Best Management Practices, as described in the EA on page 23, which will protect and maintain water quality conditions. It is anticipated that implementing Alternative 4 would reduce stream temperatures by restoring natural drainage patterns and increasing stream shade.

Invasive Species Management: This decision is consistent with both Forest and Regional direction regarding invasive species management. The EA tiers to the Pacific Northwest Region Final Environmental Impact Statement for the Invasive Plan Program (2005) that amended the Mt. Hood Forest Plan (EA p. 15)

Roads Analysis: FSM 7712.15 provides that decisions made after January 12, 2002 must be informed by a roads analysis unless the Responsible Official determines that such analysis is not needed. I have reviewed the roads analysis and potential environmental and access effects associated with this project and have determined that I was sufficiently informed (Forest Roads Analysis, Mt. Hood National Forest, 2003).

Appeal Rights, Implementation, and Contact Information

This decision is subject to appeal pursuant to Regulations at 36 CFR Part 215. Appeals must be fully consistent with 36 CFR 215.14, Appeal Content. This notice of appeal must be postmarked or delivered within 45 days of the date legal notice of this decision is published in *The Oregonian*. The publication date of the legal notice in *The Oregonian* is the exclusive means for calculating the time to file an appeal and those wishing to appeal should not rely on dates or timeframes provided by any other source.

The notice to appeal may be filed hard copy, hand delivered, faxed, or sent electronically to:

Forest Supervisor, ATTN: Appeals
Mt. Hood National Forest
16400 Champion Way
Sandy OR 97055

Business hours are 8:00 am to 11:30 am and 12:30 pm to 4:30 pm, Monday through Friday, except legal holidays.

Fax (503) 668-1413; email: appeals-pacificnorthwest-mthood@fs.fed.us.

Electronic appeals must be submitted with scanned signature, as part of the actual email message or as an attachment in Microsoft Word, rich text format, or portable document format only. Emails submitted to email addresses other than the one listed above, or in formats other than those listed, or containing viruses will be rejected. Only individuals or organizations who submitted comments during the 30-day comment period for the Preliminary Assessment may appeal (36 CFR 215.12).

If no appeal is filed with the 45-day time period, implementation of this decision may begin on the fifth business day following the close of the appeal-filing period (36 CFR 215.9). If an appeal is received, the project may not be implemented for 15 days after the appeal decision.

For further information, contact:

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/s/Andrei Rykoff

ANDREI RYKOFF
Clackamas River District Ranger

3/16/11

DATE

**Decision Notice Appendix A
Clackamas Road Decommissioning, Increment 2**

Roads with more than one prescription listed indicate that segments of the road are being proposed for multiple prescriptions. Please refer to the maps found in the EA in appendices A, D, and E to see what segments of roads are being proposed to stay open, be decommissioned, or closed for public access. Roads marked with an asterisk will receive storm damage risk reduction treatment prior to the road being closed.

Road Number	Alternative 4	Comments
4600043	Decommission	No need was identified for delaying decommissioning.
4600044	Decommission	No need was identified for delaying decommissioning.
4600285	Decommission	No need was identified for delaying decommissioning.
4600300	Decommission	No need was identified for delaying decommissioning.
4620026	Decommission	Currently under contract as part of the Pink Timber Sale.
4620038	Decommission	No need was identified for delaying decommissioning.
4620270	Decommission	No need was identified for delaying decommissioning.
4620290	Decommission	No need was identified for delaying decommissioning.
4620320	Decommission	No need was identified for delaying decommissioning.
4620325	Decommission	No need was identified for delaying decommissioning.
4620340	Decommission	Currently under contract as part of the Pink Timber Sale.
4620350	Decommission	Road will be needed for plantation thinning within 5 years.
4620355	Decommission	Road will be needed for plantation thinning within 10 years.
4620360	Decommission	Road will be needed for plantation thinning within 10 years.
4640000	Road improvement & Decommission	Currently under contract as part of the Swag Timber Sale.
4640020	Decommission	No need was identified for delaying decommissioning.
4640025	Decommission	Currently under contract as part of the Swag Timber Sale.
4640157	Decommission	No need was identified for delaying decommissioning.
4640163	Decommission	Currently under contract as part of the Swag Timber Sale.
4640170	Decommission	Currently under contract as part of the Swag Timber Sale.
4640173	Decommission	No need was identified for delaying decommissioning.
4650000	Decommission from 46 to 120 junction	Keep access to the Burnt Granite Trail (#595).
4650011	Closed to public access	No need was identified for delaying closure.
4650012	Closed to public access	No need was identified for delaying closure.
4650013	Decommission	Currently under contract as part of the Wolf Timber Sale.
4650014	Decommission	No need was identified for delaying decommissioning.
4650015	Decommission	No need was identified for delaying decommissioning.
4650018	Decommission	No need was identified for delaying decommissioning.
4650021	Decommission	No need was identified for delaying decommissioning.
4650022	Decommission	No need was identified for delaying decommissioning.
4650023	Decommission	No need was identified for delaying decommissioning.

Road Number	Alternative 4	Comments
4650024	Decommission	No need was identified for delaying decommissioning.
4650025	Closed to public access	No need was identified for delaying closure.
4650026	Decommission	No need was identified for delaying decommissioning.
4650111	Decommission	No need was identified for delaying decommissioning.
4650120	Closed to public access	Road will be needed for plantation thinning within 5 and 10 years.
4650135	Decommission	Road will be needed for plantation thinning within 5 years.
4650140	Closed to public access	Currently under contract as part of the Wolf Timber Sale. Road will be needed for plantation thinning within 10 years.
4650150	Closed to public access	No need was identified for delaying closure.
4650160	Decommission	No need was identified for delaying decommissioning.
4650170	Decommission	No need was identified for delaying decommissioning.
4651000	Closed to public access*	Road will be needed for plantation thinning within 5 and 10 years.
4651011	Decommission	No need was identified for delaying decommissioning.
4651115	Decommission	No need was identified for delaying decommissioning.
4660011	Decommission	No need was identified for delaying decommissioning.
4660013	Decommission	No need was identified for delaying decommissioning.
4660014	Decommission	No need was identified for delaying decommissioning.
4660016	Decommission	No need was identified for delaying decommissioning.
4660120	Decommission	No need was identified for delaying decommissioning.
4660130	Decommission	No need was identified for delaying decommissioning.
4660140	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
4660170	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
4661011	Decommission	No need was identified for delaying decommissioning.
4661012	Decommission	No need was identified for delaying decommissioning.
4661013	Closed to public access	No need was identified for delaying closure.
4661019	Decommission	No need was identified for delaying decommissioning.
4661020	Decommission	No need was identified for delaying decommissioning.
4661030	Decommission	No need was identified for delaying decommissioning.
4661031	Decommission	No need was identified for delaying decommissioning.
4661120	Decommission	No need was identified for delaying decommissioning.
4661150	Decommission	No need was identified for delaying decommissioning.
4661160	Decommission	No need was identified for delaying decommissioning.
4661164	Decommission	No need was identified for delaying decommissioning.
4661170	Decommission	No need was identified for delaying decommissioning.
4670014	Decommission	No need was identified for delaying decommissioning.
4670015	Decommission	No need was identified for delaying decommissioning.
4670130	Decommission	(No information in notes. Was this already decommissioned?)
4670160	Decommission	No need was identified for delaying decommissioning.
4670165	Decommission	No need was identified for delaying decommissioning.
5710020	Decommission	No need was identified for delaying decommissioning.
5710029	Decommission	No need was identified for delaying decommissioning.

Road Number	Alternative 4	Comments
5710130	Decommission	No need was identified for delaying decommissioning.
5710144	Decommission	No need was identified for delaying decommissioning.
5710148	Decommission	No need was identified for delaying decommissioning.
5710150	Decommission	No need was identified for delaying decommissioning.
5710160	Decommission	No need was identified for delaying decommissioning.
5710161	Decommission	No need was identified for delaying decommissioning.
5710170	Decommission	No need was identified for delaying decommissioning.
5710180	Decommission	No need was identified for delaying decommissioning.
5710183	Decommission	No need was identified for delaying decommissioning.
5710190	Decommission	No need was identified for delaying decommissioning.
5720015	Decommission	No need was identified for delaying decommissioning.
5720016	Closed to public access	Currently under contract as part of the Wolf Timber Sale.
5720020	Closed to public access	No need was identified for delaying closure.
5720021	Decommission	No need was identified for delaying decommissioning.
5720023	Decommission	No need was identified for delaying decommissioning.
5720024	Closed to public access	No need was identified for delaying closure.
5720039	Decommission	No need was identified for delaying decommissioning.
5720183	Closed to public access	No need was identified for delaying closure.
5720185	Decommission	No need was identified for delaying decommissioning.
5720188	Decommission	No need was identified for delaying decommissioning.
5720190	Decommission	No need was identified for delaying decommissioning.
5720200	Decommission	No need was identified for delaying decommissioning.
5731013	Decommission	No need was identified for delaying decommissioning.
5731014	Decommission	No need was identified for delaying decommissioning.
5731015	Decommission	No need was identified for delaying decommissioning.
5731016	Decommission	No need was identified for delaying decommissioning.
5731020	Decommission	No need was identified for delaying decommissioning.
5731116	Decommission & Closed to public access	Road will be needed for plantation thinning within 10 years.
5731118	Decommission	No need was identified for delaying decommissioning.
5731120	Decommission	No need was identified for delaying decommissioning.
5731130	Decommission	No need was identified for delaying decommissioning.
5732016	Closed to public access	No need was identified for delaying closure.
6300016	Decommission	Road will be used as part of the Jazz Thin project.
6300170	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
6300173	Decommission	No need was identified for delaying decommissioning.
6300175	Decommission	No need was identified for delaying decommissioning.
6300176	Decommission	No need was identified for delaying decommissioning.
6300180	Decommission	Road will be used as part of the Jazz Thin project.
6300185	Decommission	Road will be needed for plantation thinning within 5 years.
6300190	Decommission	No need was identified for delaying decommissioning.

Road Number	Alternative 4	Comments
6310016	Decommission	No need was identified for delaying decommissioning.
6310018	Closed to public access	No need was identified for delaying closure.
6310019	Closed to public access	No need was identified for delaying closure.
6310020	Decommission	Currently under contract as part of the Roman Timber Sale.
6310021	Closed to public access	Currently under contract as part of the Roman Timber Sale.
6310022	Decommission	Currently under contract as part of the Roman Timber Sale.
6310025	Closed to public access	Currently under contract as part of the Roman Timber Sale.
6310028	Decommission	No need was identified for delaying decommissioning.
6310029	Decommission	Currently under contract as part of the Roman Timber Sale.
6310030	Decommission	Currently under contract as part of the Roman Timber Sale.
6310031	Closed to public access	Currently under contract as part of the M Timber Sale.
6310033	Closed to public access	Currently under contract as part of the Roman Timber Sale.
6310037	Decommission	No need was identified for delaying decommissioning.
6310125	Decommission	No need was identified for delaying decommissioning.
6310130	Closed to public access*	Currently under contract as part of the Day Timber Sale. Road will be needed for plantation thinning within 10 years.
6310140	Decommission	Currently under contract as part of the Day Timber Sale.
6310150	Decommission	No need was identified for delaying decommissioning.
6310160	Closed to public access	Currently under contract as part of the Day Timber Sale.
6310162	Decommission	Currently under contract as part of the Day Timber Sale.
6310172	Decommission	Currently under contract as part of the Roman Timber Sale.
6310173	Decommission	Currently under contract as part of the Roman Timber Sale.
6310175	Decommission	Currently under contract as part of the Roman Timber Sale.
6310178	Decommission	Currently under contract as part of the Roman Timber Sale. Road will be needed for plantation thinning within 10 years.
6310190	Closed to public access	Currently under contract as part of the Roman Timber Sale.
6310200	Closed to public access	Currently under contract as part of the Day Timber Sale.
6310202	Decommission	No need was identified for delaying decommissioning.
6310203	Closed to public access	Currently under contract as part of the Day Timber Sale.
6310204	Decommission	No need was identified for delaying decommissioning.
6310206	Decommission	No need was identified for delaying decommissioning.
6310208	Decommission	Currently under contract as part of the Roman Timber Sale.
6310211	Decommission	Road will be needed for plantation thinning within 5 years.
6310212	Decommission	No need was identified for delaying decommissioning.
6310220	Closed to public access	Currently under contract as part of the M and Roman Timber Sales.
6310224	Decommission	No need was identified for delaying decommissioning.
6310235	Decommission	No need was identified for delaying decommissioning.
6310240	Decommission	Road will be needed for plantation thinning within 10 years.
6310248	Decommission	No need was identified for delaying decommissioning.
6310256	Decommission	Road will be needed for plantation thinning within 10 years.
6310257	Decommission	No need was identified for delaying decommissioning.

Road Number	Alternative 4	Comments
6310258	Decommission	No need was identified for delaying decommissioning.
6310260	Decommission	No need was identified for delaying decommissioning.
6311000	Road improvement & Decommission	Road will be used for the Jazz Thin project. Road will be needed for plantation thinning within 5 and 10 years.
6311011	Decommission	No need was identified for delaying decommissioning.
6311120	Decommission	Road will be used for the Jazz Thin project.
6311150	Decommission	Currently under contract as part of the Day Timber Sale. Road will be needed for plantation thinning within 5 years.
6311170	Decommission	Currently under contract as part of the Day Timber Sale. Road will be needed for plantation thinning within 5 years.
6320000	Road improvement, No action & Decommission	Currently under contract as part of the Fan and Pink Timber Sales. Road will be needed for plantation thinning within 10 years.
6320014	Decommission	Currently under contract as part of the Fan and Pink Timber Sales.
6320016	Closed to public access	Currently under contract as part of the Pin Timber Sale.
6320017	Closed to public access	Currently under contract as part of the Pin Timber Sale.
6320027	Decommission	No need was identified for delaying decommissioning.
6320029	Decommission	No need was identified for delaying decommissioning.
6320123	Decommission	No need was identified for delaying decommissioning.
6320125	Decommission	No need was identified for delaying decommissioning.
6320130	Closed to public access	Road will be used as part of the Jazz Thin project.
6320133	Decommission	No need was identified for delaying decommissioning.
6320150	Closed to public access	Currently under contract as part of the Pin Timber Sale.
6320155	Decommission	No need was identified for delaying decommissioning.
6320160	Closed to public access	Road will be needed for plantation thinning within 10 years.
6320165	Closed to public access	Currently under contract as part of the Pin Timber Sale.
6320180	Decommission & No action	Road will be needed for plantation thinning within 5 and 10 years.
6320190	Decommission	No need was identified for delaying decommissioning.
6321000	Decommission & No action	Currently under contract as part of the Fan and Pink Timber Sales. Road will be needed for plantation thinning within 5 and 10 years.
6321014	Closed to public access	No need was identified for delaying closure.
6321015	Decommission	No need was identified for delaying decommissioning.
6321016	Decommission	No need was identified for delaying decommissioning.
6321017	Decommission	Currently under contract as part of the Fan Timber Sale.
6321022	Closed to public access	Currently under contract as part of the Pink Timber Sale.
6321119	Closed to public access	Currently under contract as part of the Fan Timber Sale.
6321120	Closed to public access*	Currently under contract as part of the Pink Timber Sale. Road will be needed for plantation thinning within 5 years.
6321122	Decommission	No need was identified for delaying decommissioning.
6321130	Decommission	Currently under contract as part of the Fan Timber Sale.
6321150	Decommission	Currently under contract as part of the Pink Timber Sale. Road will be needed for plantation thinning within 5 years.
6322011	Closed to public access	Currently under contract as part of the Pink Timber Sale.
6322012	Closed to public access	Currently under contract as part of the Pink Timber Sale.

Road Number	Alternative 4	Comments
6322013	Decommission	No need was identified for delaying decommissioning.
6322120	Closed to public access & No action	Road will be needed for plantation thinning within 5 and 10 years.
6322122	Decommission	No need was identified for delaying decommissioning.
6322130	Closed to public access	Road will be needed for plantation thinning within 10 years.
6322140	Decommission	No need was identified for delaying decommissioning.
6322150	Decommission	Road will be needed for plantation thinning within 5 years.
6322160	Decommission	Currently under contract as part of the Fan Timber Sale.
6322170	Decommission	Currently under contract as part of the Fan Timber Sale.
6322180	Decommission	Road will be needed for plantation thinning within 10 years.
6330000	Road improvement & Decommission	Currently under contract as part of the Hot Timber Sale. Road will be used in the Jazz Thin project. Road will be needed for plantation thinning within 10 years.
6330014	Decommission	Road will be used in the Jazz Thin project.
6330017	Decommission	Road will be used in the Jazz Thin project.
6330160	Decommission	Currently under contract as part of the Hot Timber Sale. Road will be needed for plantation thinning within 5 and 10 years.
6330170	Decommission	Currently under contract as part of the Hot Timber Sale. Road will be needed for plantation thinning within 10 years.
6330195	Decommission	No need was identified for delaying decommissioning.
6330200	Decommission	Currently under contract as part of the Hot Timber Sale. Road will be used in the Jazz Thin project. Road will be needed for plantation thinning within 5 and 10 years.
6330240	Decommission	Road will be used in the Jazz Thin project.
6340015	Decommission	No need was identified for delaying decommissioning.
6340016	Decommission	No need was identified for delaying decommissioning.
6340017	Decommission	Road will be used in the Jazz Thin project.
6340018	Decommission	No need was identified for delaying decommissioning.
6340019	Decommission	Road will be used in the Jazz Thin project.
6340021	Decommission	No need was identified for delaying decommissioning.
6340024	Decommission	No need was identified for delaying decommissioning.
6340025	Decommission	No need was identified for delaying decommissioning.
6340026	Decommission	No need was identified for delaying decommissioning.
6340030	Decommission	No need was identified for delaying decommissioning.
6340031	Decommission	No need was identified for delaying decommissioning.
6340032	Decommission	No need was identified for delaying decommissioning. This road is in newly designated wilderness.
6340033	Decommission	No need was identified for delaying decommissioning.
6340035	Decommission	No need was identified for delaying decommissioning.
6340120	Decommission	Currently under contract as part of the Hot Timber Sale. Road will be needed for plantation thinning within 10 years.
6340130	Decommission	No need was identified for delaying decommissioning.
6340140	Decommission & Road improvement	A portion of the road is in newly designated wilderness. Do not decommission access to Dickey Creek Trailhead (#553) until a new trailhead has been established.

Road Number	Alternative 4	Comments
6340150	Decommission & Road improvement	Road will be needed for plantation thinning within 5 years.
6340160	Decommission	No need was identified for delaying decommissioning.
6340164	Decommission	No need was identified for delaying decommissioning.
6340170	Decommission	Currently under contract as part of the Swag Timber Sale. Road will be used in the Jazz Thin project. Road will be needed for plantation thinning within 5 and 10 years.
6340175	Decommission	No need was identified for delaying decommissioning.
6340200	Decommission	Currently under contract as part of the Swag Timber Sale. Road will be needed for plantation thinning within 10 years.
6340210	Decommission	Currently under contract as part of the Swag Timber Sale. Road will be needed for plantation thinning within 10 years.
6340230	Decommission	Currently under contract as part of the Swag Timber Sale. Road will be used in the Jazz Thin project. Road will be needed for plantation thinning within 5 and 10 years.
6340240	Decommission	Currently under contract as part of the Swag Timber Sale. Road will be used in the Jazz Thin project. Road will be needed for plantation thinning within 5 and 10 years.
6340275	Decommission	No need was identified for delaying decommissioning.
6340283	Decommission	No need was identified for delaying decommissioning.
6340305	Decommission	Road will be needed for plantation thinning within 5 years.
6340306	Decommission	No need was identified for delaying decommissioning.
6340310	Decommission	No need was identified for delaying decommissioning.
6340320	Decommission	No need was identified for delaying decommissioning.
6340333	Decommission	No need was identified for delaying decommissioning.
6341000	Road improvement & Decommission	Keep access to Pansy Basin Trail (#551). Road will be needed for plantation thinning within 5 and 10 years.
6341011	Decommission	Road will be used in the Jazz Thin project.
6341012	Decommission	No need was identified for delaying decommissioning.
6341120	Decommission	No need was identified for delaying decommissioning.
6341125	Decommission	No need was identified for delaying decommissioning.
6341130	Decommission	No need was identified for delaying decommissioning.
6341140	Decommission	No need was identified for delaying decommissioning.
6341150	Decommission	No need was identified for delaying decommissioning.
6341230	Decommission	No need was identified for delaying decommissioning. This road is in newly designated wilderness.
6350029	Decommission	No need was identified for delaying decommissioning.
6350120	Decommission & Road improvement	Keep access to Buckeye Quarry.
6350140	Decommission	Road will be needed for plantation thinning within 5 years.
6350150	Decommission	Road will be used in the Jazz Thin project.
6350158	Decommission	No need was identified for delaying decommissioning.
6350170	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
6350180	Decommission	Road will be used in the Jazz Thin project. Road will be needed for plantation thinning within 5 and 10 years.

Road Number	Alternative 4	Comments
6350200	Decommission	Road will be used in the Jazz Thin project.
6350210	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
6350213	Decommission	Road will be needed for plantation thinning within 10 years.
6350220	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
6350223	Decommission	No need was identified for delaying decommissioning.
6350230	Decommission	Road will be needed for plantation thinning within 10 years.
6350231	Decommission	No need was identified for delaying decommissioning.
6350240	Decommission	Road will be needed for plantation thinning within 10 years.
6350250	Decommission	No need was identified for delaying decommissioning.
6350254	Decommission	No need was identified for delaying decommissioning.
6350260	Decommission	Keep access to Rho Ridge Trailhead. Road will be needed for plantation thinning within 10 years.
6355018	Decommission	No need was identified for delaying decommissioning.
6355019	Decommission	Road will be needed for plantation thinning within 5 years.
6355120	Decommission	Road will be needed for plantation thinning within 5 years.
6355130	Decommission	No need was identified for delaying decommissioning.
6355140	Decommission	No need was identified for delaying decommissioning.
6360120	Decommission	No need was identified for delaying decommissioning.
6360130	Decommission	No need was identified for delaying decommissioning.
6360140	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
6360150	Decommission	No need was identified for delaying decommissioning.
6370000	Road improvement & Decommission	Road will be used as part of the Jazz Thin project. Currently under contract as part of the Day Timber Sale. Road will be needed for plantation thinning within 5 and 10 years. Keep access to Round Lake Trailhead.
6370130	Decommission	Road will be needed for plantation thinning within 5 years.
6370140	Decommission	Road will be needed for plantation thinning within 5 years.
6370150	Decommission	Road will be needed for plantation thinning within 5 years.
6370218	Decommission	No need was identified for delaying decommissioning.
6370253	Decommission	No need was identified for delaying decommissioning.
6380012	Decommission	No need was identified for delaying decommissioning.
6380120	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
6380130	Decommission	Road will be needed for plantation thinning within 5 years.
7010012	Closed to public access	Currently under contract as part of the Pin Timber Sale.
7010013	Closed to public access	Currently under contract as part of the Pin Timber Sale.
7010014	Decommission	Road will be used as part of the Jazz Thin project.
7010015	Closed to public access	No need was identified for delaying closure.
7010016	Decommission	Road will be used as part of the Jazz Thin project.
7010017	Decommission	No need was identified for delaying decommissioning.
7010018	Closed to public access	Road will be used as part of the Jazz Thin project.
7010019	Closed to public access	Road will be used as part of the Jazz Thin project.
7010020	Closed to public access	Road will be used as part of the Jazz Thin project.

Road Number	Alternative 4	Comments
7010022	Decommission	Road will be needed for plantation thinning within 10 years.
7010024	Closed to public access	No need was identified for delaying closure.
7010025	Decommission	No need was identified for delaying decommissioning.
7010120	Closed to public access	Road will be used as part of the Jazz Thin project. Currently under contract as part of the Pin Timber Sale. Road will be needed for plantation thinning within 10 years.
7010127	Decommission	No need was identified for delaying decommissioning.
7010134	Decommission	No need was identified for delaying decommissioning.
7010152	Closed to public access & Decommission	Road will be used as part of the Jazz Thin project.
7010156	Decommission	No need was identified for delaying decommissioning.
7010160	Decommission & No action	Road will be needed for plantation thinning within 10 years.
7010170	Decommission	No need was identified for delaying decommissioning.
7010180	Decommission	No need was identified for delaying decommissioning.
7010190	Decommission	No need was identified for delaying decommissioning.
7010200	Decommission	No need was identified for delaying decommissioning.
7010210	Decommission	No need was identified for delaying decommissioning.
7010215	Decommission	No need was identified for delaying decommissioning.
7010220	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
7010230	Decommission	No need was identified for delaying decommissioning.
7010240	Decommission & No action	Road will be needed for plantation thinning within 10 years.
7010250	Decommission	No need was identified for delaying decommissioning.
7010252	Decommission	No need was identified for delaying decommissioning.
7010270	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
7015016	Closed to public access	No need was identified for delaying closure.
7015017	Closed to public access	No need was identified for delaying closure.
7015018	Decommission	No need was identified for delaying decommissioning.
7015130	Closed to public access	No need was identified for delaying closure.
7015150	Decommission	No need was identified for delaying decommissioning.
7020017	Decommission	No need was identified for delaying decommissioning.
7020018	Decommission	No need was identified for delaying decommissioning.
7020020	Decommission	No need was identified for delaying decommissioning.
7020024	Decommission	No need was identified for delaying decommissioning.
7020116	Decommission	No need was identified for delaying decommissioning.
7020120	No action & Decommission	Road will be needed for plantation thinning within 5 and 10 years.
7020136	Decommission	No need was identified for delaying decommissioning.
7020137	Decommission	No need was identified for delaying decommissioning.
7020170	Decommission	No need was identified for delaying decommissioning.
7020180	Decommission	No need was identified for delaying decommissioning.

Road Number	Alternative 4	Comments
7021000	Decommission & No action	Road will be needed for plantation thinning within 5 and 10 years.
7021012	Decommission	No need was identified for delaying decommissioning.
7021120	Decommission	Road will be needed for plantation thinning within 10 years.
7030011	Decommission	No need was identified for delaying decommissioning.
7030120	Decommission & No action	Road will be needed for plantation thinning within 5 and 10 years.
7030125	Decommission	No need was identified for delaying decommissioning.
7030130	Decommission	No need was identified for delaying decommissioning.
7030135	Decommission	No need was identified for delaying decommissioning.
7030140	Decommission	No need was identified for delaying decommissioning.
7030160	Decommission	Road will be needed for plantation thinning within 10 years.
7030165	Decommission	No need was identified for delaying decommissioning.
7040120	Decommission	Road will be needed for plantation thinning within 5 and 10 years.
7040121	Decommission	No need was identified for delaying decommissioning.
7040130	Decommission	No need was identified for delaying decommissioning.
7040140	Decommission	No need was identified for delaying decommissioning.