

# Scoping Report

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## Smith River NRA Restoration and Motorized Travel Management

### Scoping Period Summary

The Notice of Intent to prepare and Environmental Impact Statement (EIS) on the Smith River NRA Restoration and Motorized Travel Management Project was published in the Federal Register on April 20, 2012. The scoping period was 45 days and ended on June 5, 2012. Prior the beginning of the scoping period, the scoping summary and proposed actions maps were mailed to 176 interested individuals and organizations along with a cover letter requesting the public to identify their issues and concerns with the project. Two public meetings, one at the Lighthouse Inn in Crescent City and the other at the Gasquet Mountain School in Gasquet, were held to inform the public about the project, clarify any specific questions the public had, solicit comments, and assist the public in understanding the information displayed on the proposed action maps or contained in the proposed action summary. During the scoping period the Forest received 627 comments (81 unique letters and 537 form letters) from individuals, government offices, off-highway vehicle user groups, and environmental organizations. Captured below is a summary of the public's issues with the proposed action, and how the project will respond to those comments through the environmental analysis process. Appendix A of this report lists the commenters. Appendix B of this report lists the route specific comments and the interdisciplinary team consideration and recommendation related to those comments.

### Scoping & the Identification of Significant Issues

Issues serve to highlight effects or unintended consequences that may occur from the proposed action and alternatives, giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the decision maker and public to understand. The Council on Environmental Quality (CEQ) directs agencies to reduce excessive paperwork by discussing only briefly issues other than significant ones (40 CFR 1500.4(c)), and using the scoping process not only to identify significant environmental issues deserving of study, but also to deemphasize insignificant issues, narrowing the scope of the environmental impact statement process accordingly. (40 CFR 1500.4(g)) FSH 1907.15 Chapter 10, Section 12.41

For example 40 CFR 1501.7, which states that as part of the scoping process the lead agency shall determine the scope..., and the significant issues to be analyzed in depth in the environmental impact statement. (40 CFR 1501.7(a)(2)) Identify and eliminate from detailed study the issues which are not significant or which have been covered by prior environmental review (1506.3), narrowing the discussion of these issues in the statement to a brief presentation of why they will not have a significant effect on the human environment or providing a reference to their coverage elsewhere. (40 CFR 1501.7(a)(3)) The term significantly as defined by the CEQ in 40 CFR 1508.27 refers to both the context and intensity of a project. To paraphrase Context means that the significance of an action must be

analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interest, and the locality. Intensity refers to severity of an impact.

Significant issues are used to drive the development of alternatives and to modify the proposed action as to reduce the significance of the impact, and to direct the analysis of issues to be considered in the analysis. Agencies are directed to develop and consider alternatives that would reduce significant impacts. (36 CFR 220.5(e)) The EIS shall document the examination of reasonable alternatives to the proposed action. An alternative should meet the purpose and need and address one or more significant issues related to the proposed action. Since an alternative may be developed to address more than one significant issue, no specific number of alternatives is required or prescribed. (36 CFR 220.5(e))

## Issues Identified & Significance Determination

### IMPACTS TO RECREATION OPPORTUNITY

- **Issue: Closing Roads & Trails** - The proposed action does not provide adequate access to dispersed recreation campsites and key destinations. The proposed closing roads and trails on the NFTS, and not adding or keeping more roads and trails will cause impacts to the motorized recreation opportunity, increase user conflict, decrease motorized access to the Forest, and impacts to social values associated with motorized recreation. Closing roads and trails will cause impacts to local cultural values, as historic mining sites will not be accessible by motorized vehicles. Many of the roads do not connect to the any other roads. The proposed action unnecessarily limits riding season by imposing wet weather restriction by dates rather than ground conditions.
  - Determination & Consideration: This is a significant issue. Limiting the amount of motorized recreation opportunity, and access to key destinations and popular dispersed campsites on the forest may have a long-term effects that may be of regional importance. Motorized recreation opportunities within the project area are closely associated with the local history that is unique to the area. The effects of limiting motorized recreation opportunity and access to key dispersed recreation sites are highly controversial. There are also concerns about providing the adequate facilities for motorized recreation opportunity to occur legally (i.e., parking areas for off-highway vehicles to be off loaded and access motorized trails).
    - The wet weather seasonal closure issue is not a significant issue. The Travel Management Rule requires that Motorized Visitor Use Maps (MVUM) specify the times of year for which use is designated (36 CFR 21.56). Wet weather seasonal closures will not be addressed as an alternative element.
  - Treatment in EIS – This will be responded to through alternative development.
    - *Alternative Element:* Add more or maintain current motorized recreation opportunities. Add dispersed recreation opportunities. Add parking areas that access the proposed motorized trail network.

- **Issue: Adding Roads & Trails** - The proposed adding of roads and trails will affect non-motorized recreation experience and the social values associated with them. (Non-motorized recreation values outside of IRAs)
  - Determination & Consideration: This is *not* a significant issue. The specific area identified with this issue outside of Inventoried Roadless areas are High Dome Trail, which is currently designated as a motorcycle only motorized trail. Changing the existing status of existing motorized trails is not within the scope of this analysis, as the Travel Analysis Process (TAP) analyzed unauthorized routes and existing roads, but did not evaluate existing trails.
  - Treatment in EIS – Effects to non-motorized recreation opportunity will be analyzed in the EIS.

#### IMPACTS TO SPECIAL DESIGNATION AREAS

- **Issue - Inventoried Roadless Areas (IRA)** The proposed addition of motorized trails to IRAs will affect the inventoried roadless characteristics of these areas including opportunities for solitude, undisturbed landscapes and primitive, non-motorized recreation. The agency’s proposal to add unauthorized routes as trails is not consistent with the Roadless Rule, the trails will more closely resemble roads and the Roadless Rule does not allow for new roads to be built in inventoried roadless areas.
  - Determination & Consideration – This is a significant issue. Designating routes as motorized trails within IRA is highly controversial due to the potential long-term effects on the Roadless Character and non-motorized recreation opportunity.
  - Treatment in EIS – This will be responded to through alternative development.
    - Alternative Element - Do not add any motorized trails in Inventoried Roadless Areas.
- **Issue - Smith River National Recreation Area (SR NRA)** - The proposed addition of unauthorized routes with a high-risk and low-need is not consistent with the SR NRA and threatens the values that the SR NRA was created to protect.
  - Determination & Consideration – This is *not* a significant issue. The routes proposed for addition that are rated as high risk in the TAP were mitigated to a low or moderate risk level in order to be proposed for addition. Also, the updated TAP does not reflect the full gamut of public input received during the 2007 Environmental Assessment Process. The basis of the proposed action is the action defined in the April 2007 Decision Memo. The 2007 April Decision was the result of recommendations from the TAP that was then moved through a public involvement process which further identified routes that had an identified recreation need. The SR NRA values will be protected by mitigating high and moderate resource risks. The risk-need table will be updated to incorporate public comment from the 2007 EA public comment period.
  - Treatment in EIS – The effects to the SR NRA will be analyzed in the recreation analysis of the EIS.

## IMPACTS TO NATURAL RESOURCES

- **Issue: Botanical Resources** - Impacts to TES & FSS plants will result from allowing motorized use on routes. The use of barriers to reduce impacts associated with motorized use on TES & FSS botanical species is ineffective. Impacts to TES & sensitive species will result from the proposed action due to the introduction and spread of noxious weeds.
  - Determination & Consideration - This is a significant issue. The TE & FSS species found within the project area are of regional importance. There are no TE botanical species within 100 feet of the unauthorized routes proposed for addition to the NFTS as motorized trails. The botanical resources of concern are impacts to FSS plants and unique plant assemblages resulting from allowing motorized use on routes. Designating routes in this area is highly controversial due to the uncertainty about the potential impacts to FSS species and to unique serpentine plant assemblages in the foreseeable future.
  - Treatment in EIS – This will be responded to through alternative development.
    - *Alternative Element* – Unauthorized routes with FSS plants occurring on them would not be added the NFTS and would be barricaded to prevent motorized travel on them.
- **Issue: Port orford-Cedar** – The POC resource threatened by allowing motorized use and/or ineffective mitigations. The use of gates to limit illegal off-road use and the spread of *pythophthora lateralis*, POC root rot disease, is not effective. The lack of mitigation measures to slow the rate of spread of POC root rot disease in watersheds which are already infected is not consistent with Forest Plan and will not lead to the attainment of ACS objectives.
  - Determination & Consideration - This is a significant issue. Port orford-Cedar is regionally important. The efficacy of mitigations on routes proposed for designation in drainages with uninfected stands of POC, and the absence of mitigation on proposed routes in drainages with infected stands of POC, is highly controversial due to the uncertainty of the long-term effects to POC.
  - Treatment in EIS – This will be responded to through alternative development.
    - *Alternative Element* - A broader application of mitigations and additional mitigations to reduce the spread of POC.
- **Issue: Wildlife** – Proposed routes are duplicative and cause habitat fragmentation.
  - Determination & Consideration – This is *not* a significant issue. The route specific concern did (UAR) 405.103 does not occur within TES habitat for wildlife.
  - Treatment in EIS – Effects to wildlife will be analyzed in the EIS.
- **Issue: Water Quality & Aquatic Species**– Erosion on some of the routes proposed threatens meeting ACS Objectives in Key Watersheds.
  - Determination & Consideration –This is *not* a significant issue. The project must be compliant with Aquatic Conservation Strategy objectives. Treatments are identified for roads or trails with erosional features to mitigate risks to water quality and aquatic species.

- Treatment in EIS – The proposed action and alternatives will be crafted to meet ACS objectives. The effects to water quality will be analyzed and displayed in the EIS in the Aquatic Biota and Water Resources sections.

## IMPACTS TO CULTURAL RESOURCES

- **Issue: Traditional Cultural Properties (Helkau District & Mus yeh nait)** - Maintaining existing system roads and the addition of roads and trails to the NFTS in the Helkau District would cause sensory and cumulative impacts to cultural and spiritual values. The proposed action may increase the risk of spread of POC in the Helkau District, which is culturally significant to tribes.
  - Determination & Consideration – This is a significant issue. The values related associated with the Helkau District are important to Native American tribes in the surrounding region. The Helkau District is irreplaceable in its role of perpetuating spiritual values. The effects of designating routes in the Helkau District would be controversial and precedent setting, as it would likely cause cumulative effects on the cultural and spiritual values of regional tribes. Port orford-Cedar also occurs within the Helkau District; issues associated with the survival of Port orford-Cedar populations also affect cultural and spiritual values of regional tribes.
  - Treatment in EIS - The project scope will be modified to exclude Traditional Cultural Properties, including the Helkau District and Mus-yeh-sait-neh, from the project area in order to protect sacred sites. Travel management in these areas will be handled under a separate environmental analysis. For these reasons, this issue is not within the scope of the project and will not be addressed in alternatives.
    - *Alternative Element* – Will not be addressed in alternatives, but eliminated from geographic scope of project.
- **Issue: Subsistence Values** - Closing roads and trails would cause impacts to subsistence values by limiting access to traditional gathering areas.
  - Determination & Consideration – This is *not* a significant issue. This issue was originally recommended as a significant issue by the ID Team, however, further communication and clarification of the project with the Hmong Association identified that this is not an issue. After the scoping period was complete further communication with representatives of the Hmong Association of Del Norte County was initiated to identify concerns about specific roads and gathering areas. The main concern was that passenger car roads are would be closed, however, after reviewing the proposed action and maps in more detail, there was support for project because it maintains access on passenger car roads and proposes to restore and decommission some lower level unauthorized routes and roads. As this is no longer an issue for the commenting parties, this will not be addressed in the alternatives.
  - Treatment in EIS – This will be analyzed in the EIS within the context of Environmental Justice. (Executive Order 12898)

## ADEQUACY OF MONITORING PLAN

- **Issue: Adequacy of Monitoring Plans** - The monitoring plans are inadequate to protect the sensitive resources. The monitoring plans are too short lived to ensure adequate management and protection of resources. They allow for too great a loss of resources before corrective measures are taken, and will not lead to the attainment of the ACS objectives. The monitoring plans need to identify standards, thresholds, and implementation measures so as to form a baseline for monitoring and triggers for corrective action. Corrective actions need to include short-term closures if the threshold is exceeded.
  - Determination & Consideration – This is *not* a significant issue, but will be used to define the scope of the analysis and be addressed in the effects analysis.
  - Treatment in EIS - The monitoring plans that apply to the proposed action and all the alternatives considered in detail will be more fully developed in the EIS.

## ECONOMICALLY FEASIBILITY

- **Issue: Economic Feasibility** - The Proposed Action is economically infeasible to implement and puts valuable resources at risk. The protection of irreplaceable natural resources and human safety is dependent on the full implementation of the project as analyzed, including mitigations, monitoring, and enforcement. The proposed action is not economically viable given the current and projected federal budgets. The decision should be conditioned on adequate funding.
  - Determination & Consideration – This is *not* a significant issue, but will be used to define the scope of the analysis and be addressed in the effects analysis.
  - Treatment in EIS - The cost of implementing the project, including mitigations and monitoring, will be analyzed in the EIS for the proposed action and all alternatives considered in detail, and weighed in the decision making process.

## EFFECTS TO PRIVATE PROPERTY & SPECIAL USE PERMITEES

- **Issue: Access to Private Property** - Many of the routes that will not be added to the NFTS access private property or are in use by Special Use Permittees. Not including these routes on the NFTS will restrict legal access to private property.
  - Determination & Consideration – This is *not* a significant issue. The Forest Service addresses access to private property through the administration of Special Use Permits. Designating routes on the NFTS for the sole purpose of providing access to private property is not consistent with road management policies (FSM 2730) of the Forest Service. Providing access to private property is outside of the scope of this project and would need to be pursued by the landowner through the Special Use Permitting process.
  - Treatment in EIS -
- **Issue: Access & Right-of-Way** - Routes that have historic use on private property should not be rejected due to private property rights.

- Determination & Consideration - This is *not* a significant issue. The Forest Service addresses access to private property through the administration of Special Use Permits. Designating routes on the NFTS for the sole purpose of providing access to private property is not consistent with road management policies (FSM 2730) of the Forest Service. Providing access to private property is outside of the scope of this project and would need to be pursued by the landowner through the Special Use Permitting process.
- Treatment in EIS -
- **Issue: Private Property Values at Risk** - The proposed action may encourage trespassing onto private property. The proposed action may cause a decrease in private property values by limiting access to private property or requiring that a SUP be maintained.
  - Determination & Consideration – This is *not* a significant issue. The Forest Service must manage its roads system for a variety of resources; however, maintaining buffer zones between the public and private property is not within the Forest Service’s mandates. The Forest Service is required to work with landowners to ensure they have reasonable access to their property. When system roads do not access private property, the law (ANILCA) instructs the Forest Service to provide reasonable access through the special use permit process. In many markets, the road special use permit positively influences the market value of isolated parcels, by showing that the property has some form of legal access.
  - Treatment in EIS -

## PROJECT SCOPE

- **Issue: Scope too large** - Restoration of unauthorized routes, and the addition of new NFTS roads and trails should be considered under separate NEPA analyses.
  - Determination & Consideration – This is *not* a significant issue. The scope of the project is consistent with the purpose and need of the project, which is to provide for motorized recreation and administrative needs, while also reducing resource risks associated with the NFTS and inventoried unauthorized routes.
  - Treatment in EIS – In response to a significant issue identified concerning Traditional Cultural Properties, the geographic scope of the project is being narrowed to eliminate those areas from consideration in this environmental analysis.
- **Issue: For NF Smith River SIA Road Access Decision Reconsideration** - Request that roads closed under the High Plateau decision be reconsidered in this analysis.
  - Determination & Consideration – This is *not* a significant issue. The North Fork Smith River Special Interest Area Road Access Decision was formally reconsidered and found to still be warranted.
  - Treatment in EIS - Alternatives will not be developed that revisit decisions made under the previous decision.

- **Issue: Against NF Smith River SIA Road Access Decision Reconsideration** - Request that roads closed under the High Plateau decision remain closed to protect serpentine and endangered plants found there.
  - Determination & Consideration - This is *not* a significant issue. The North Fork Smith River Special Interest Area Road Access Decision was formally reconsidered and found to still be warranted.
  - Treatment in EIS - Alternatives will not be developed that revisit decisions made under the previous decision.

## DATA & INFORMATION

- **Issue: Botanical Surveys** - There is a lack of sufficient data to assess impacts to botanical resources. Many surveys are over 5 years old and need to be conducted again. No “species/habitat management guide” in place. Need to conduct population trend monitoring, population viability analyses, or science based research.
  - Determination & Consideration – This is *not* a significant issue. The surveys conducted in the past are adequate to support the effects analysis. Additional surveys have been completed where necessary. Baseline population data for TES and FSS plants associated with the routes to be added to the NFTS has been collected for use in assessing impacts to botanical resources. Science based research is beyond the scope of this project.
  - Treatment in EIS – The effects to botanical resources will be analyzed using field data collected over the life of the project.
- **Issue: Route Information & Map Representation** - Maps are not sufficient to allow public to effectively comment in the scoping process. The maps do not adequately reflect the on-the-ground route network. Many routes that should be identified on maps are not. The public requires more accurate information to adequately comment on the project. Extend the comment period and allow time for field visits and on-the-ground review of road/trail conditions. The use of terms restoration, decommission and stormproofing is confusing. Using multiple maps to display the proposed action is confusing.
  - Determination & Consideration – This is *not* a significant issue. Concerns about dispersed camping routes missing from the maps were recognized prior to scoping and will be addressed in the development of alternatives. Concerns about access to dispersed recreation sites will be addressed related to the "Impacts to Recreation Opportunity" issue. Errors to maps will be corrected where they exist in the publication of the DEIS, FEIS, & ROD.
  - Treatment in EIS – Mistakes on maps will be corrected where identified. Future public meetings will focus on clarifying terms and maps where there is confusion. Consideration of the complexity and opportunity for field visits will be weighed by the Responsible Official when determining the length of the comment period for the DIES.

## ROUTE SPECIFIC ISSUES

- **Issue: Route Specific** - Many route specific issues were identified. These route specific issues have been identified in conjunction with the overarching issue identified with them. Some common areas of concern are the North Fork/High Plateau/Gasquet Mountain Area and Shelley Creek dispersed recreation sites, Jones Flat, McGrew Trail. Also included here is the issue of unbarricaded unauthorized routes not added to NFTS, as there is concern that routes not physically blocked will be used illegally causing impacts to resources.
  - Determination & Consideration - Route specific issues will be addressed in relation to the identified issue for them. Where potentially significant issues are identified for a particular route, an alternative will be crafted to address the larger issue with particular consideration given to the individually identified routes.
  - Treatment in EIS – Route specific comments will be addressed in alternatives where they are within the scope of the project, within law, policy, and regulation, and meet the project’s purpose and need. The route-by-route response to issues is located in Appendix B of this scoping report.

### The Proposed Action & Alternatives

Alternatives are crafted to respond to significant issues and to reduce impacts where feasible. Alternatives must meet the purpose and need of the project, be within the scope of the project, and within law, policy and regulation for the Forest to implement. Alternative elements identified above are grouped by similar interests to develop a single alternatives that respond to similar types of issues.

ALTERNATIVE 1 (NO ACTION) — The no action alternative is required for analysis purposes. It proposes no change in status quo and the current MVUM would remain in place. The no action alternative provides a basis of comparison for other alternatives.

ALTERNATIVE 2 (THE PROPOSED ACTION) – In response to the issue of impacts to Traditional Cultural Properties (TCP), the geographic extent of the project’s scope was modified to exclude inventoried unauthorized routes (UAR), and National Forest Transportation System (NFTS) roads and trails within TCPs in order to protect sacred sites and cultural values related to those areas. The Proposed Action that was publicly scoped in April 2012, is dropped from detailed analysis as it exceeds the modified scope of the project.

ALTERNATIVE 3 (THE MODIFIED PROPOSED ACTION) – The geographic extent of the Proposed Action scoped in April 2012 is modified to exclude Traditional Cultural Properties originally within the project area and routes contained within them. The modification of the proposed action responds to the significant issue pertaining to Traditional Cultural Properties.

ALTERNATIVE 4 – This alternative adds and keeps more motorized trails and level 2 roads, adds routes to dispersed campsites, and adds parking areas. This alternative responds to the significant issue pertaining to impacts to motorized and dispersed recreation opportunity.

ALTERNATIVE 5 – This alternative removes more roads and does not add as many roads or motorized trails where there are identified high resource risks and low needs. It does not designate any additional motorized use within IRAs, and it increases protection for Port orford-Cedar and Botanical resources. This alternative responds to the significant issues pertaining to botanical resources, Port orford-Cedar, and Inventoried Roadless Areas.

ALTERNATIVE 6 – This alternative adds routes to popular dispersed campsites, restores dispersed campsites not added to the NFTS, barricades inventoried unauthorized routes not added to the NFTS, does not add high risk-low need routes to the NFTS, and addresses POC mitigations based on the updated risk analysis.

## Appendix A: Commenters for Comments Submitted During Scoping Period

Letter Number	Commentor	Organization
1	Sorenson, Lowell	
2	P, Patricia	
3	Brandt, Carl	
4	Themistersnoid@aol.com, Anon	
5	Mello, Jeff	
6	Deckard, Ralph	
8	Cavyeil, David	
9	mundy, keith	
11	Baldwin, Lee	
12	Themistersnoid@aol.com, Anon	
13	Fox, Cindy	
14	Deckard, Ralph	
15	Cheney, Mike	
16	Anon, Anon	
17	Strong, Craig	Crescent Coastal Research
18	Robinson, Terry	
19	Martinson, Tim	
20	Brown, Lolly	
21	Miller, Jim	
22	Maracci, Sylvie	
23	Futch, David	
24	Bowman, David	
25	Balding, Janet	
26	Blay, Nora	
27	Barnett, Phyllis	
28	Wright, Dale	
29	Belli, Joseph	
30	Beising, Norbert	
31	Wong, Liana	
32	Eiseman, Deborah	
33	Lee Escudero, Ana	
34	Black, Carlin	
35	Phillips, Jim	
36	Werschkull, Grant	
37	Welke, Ken	
38	Hazelton, Bob	
39	Cameron, Ruth	
40	Standard, Steven	

Letter Number	Commentor	Organization
41	Spurrier, Debbie	
42	Pfeffer, Gordon	
43	Haage, Lori	
44	Hammer, F	
45	Johnson, Linda	
46	Meyer, Janice	
47	Schloetel, Carl	
48	Hale, Eileen	
49	Pace, Felice	
50	Julie, Joanne	
51	Wolfe, Charles	
52	Demars, Roscoe	
53	Hahn, Virginia	
54	Neill, Laurie	
55	Wittl, Wendy	
56	Ollinger, Evin	
57	Walp, Susan	
58	Price, James	
59	Fricke, Kevin	
60	Forsen, Hal	
61	Mclaughlin, Diane	
62	Boes, Sondra	
63	Johansen, Ralph	
64	Mountjoy, Jan	
65	Burt, Mike	
66	Braden, Lori	
67	Casale, Veronica	
68	Iams, Vonnie	
69	Armigo, Victoria	
70	Fishman, Ted	
71	Sexton, George	
72	Tarquino, Georgina	
73	Doylel, Laurance	
74	Sanchez, Paul	
75	Fowler, Leslie	
76	Zemanek, Bill	
77	White, Kat	
78	Nierman, G.	
79	Margiot, Linda	
81	Sloneker, Sam	
82	Langan, Eileen	
83	Branch, Cheryl	

Letter Number	Commentor	Organization
84	Helmer, Kathleen	
85	Irwin, Melanie	
86	Freeman, Isabel	
87	Morley, Norman	
89	Black, Celeste	
90	Atkins, Ed	
91	Thompson, Stacy	
92	Spinner, David	
93	Sterling, Michele	
94	Weinberger, Mark	
95	Foot, Jimmy	
97	Doeppers, James	
98	Wood, Kirsten	
99	Kondo, Annette	
100	Walker, Verla	
101	Zimmer, Arlene	
102	Gherardi, Lisa	
103	Mackrell, Chris	
104	Oliver, Cheryl	
105	Oboruemuh, Abraham	
106	Hydeman, Jinx	
108	Graybill, Christina	
109	Vaughan, Monica	
110	Gallagher, Gloria	
111	Weissbuch, Ellen	
112	Diederichs, Barbara	
113	Morris, Alexis	
114	Andrews, Jean	
116	Hagiu, Ioana	
117	Aylward, Diana	
118	Donato, Karlene	
119	Burke, Bonnie	
120	Lau, Harry	
121	Perren, William	
122	Fritz, Nancy	
123	Gilkyson, Tony	
124	Steffes, Wayne	
125	Check, Pamela	
127	Roberts, Terri	
128	Milliken, Tulsie	
129	Aniello, Pete	
130	Pierce, John	

Letter Number	Commentor	Organization
131	McLaughlin, Michael	
132	Reed, Robert	
133	Mora, Stacy	
134	Carroll, Jane	
135	Ross, Kimberly	
137	Aram, Susaan	
138	Stevens, Andrea	
139	Lee, Virginia	
140	Nafziger, Nikki	
141	Gordon, Marc	
142	Kapty, Patrick	
143	Stone, Jeffrey	
144	Tomsky, Andy	
145	Paul, Karen	
147	Scott, Marilyn	
148	Ziegler, Michael	
149	Mcduffie, Holly	
150	Calhoun, Charles	
151	Wolf, Rachel	
152	Golden, Ellen	
153	Trauner, Priscilla	
154	Cohen, Natalie	
155	Robert, Lance	
156	Stark, Jan	
157	Dotta, John	
159	Oboruemuh, Abraham	
160	Flowers, Deborah	
161	Frank, Andrea	
162	Fidjeland, Eva	
163	Wolfe, Kathleen	
164	ouby, onsb	
165	Howard, Erin	
166	Barfield, Bonnie	
167	Bechtel, Paul	
168	Ashrow, Christine	
169	& Emma Hines, John	
170	Mcmahon, Sean	
171	Lindemann, Aleksander	
172	Moore, ML	
173	Valido, Gretchen	
174	Phillips, Benjamin	
175	SOULAS, Daniel	

Letter Number	Commentor	Organization
176	Thalmayer, Amber	
177	Cross, Merridy	
178	Bleckinger, Dana	
179	Singer, Ellen	
180	Brenneman, Beth	
181	Vibrans, Amy	
182	Clift, Liz	
183	Castle, William	
184	Sweet, Ed	
185	Paoluzzi, Sara	
186	Kevin Houshour, Deborah	
187	Kleiman, Christine	
188	Harmon, William	
189	Connors, Michael	
190	Steininger, Lorenz	
191	Nagel, Lawrence	
192	Hartel, Diana	
193	Marlow, Adam	
194	Dolan, Kathy	
195	smith, louis	
196	Hannagan, Brian	
197	Summers, Steve	
198	Iverson, Steve	
199	Fong, Christina	
200	Delaunay, Deborah	
201	Nichols, Karen	
202	Paxton, Dia	
203	David-Feyh, Sara	
204	Saul, David	
205	Canal, Sheila	
206	Riddle, Donna	
207	Buslot, Chantal	
208	Richkus, John	
209	Ellis, Robert	
210	Gee, Steffanie	
211	Cavner, Dave	
212	Cribb, Sarah	
213	Aslam, Nayeem	
214	Charnquist, Heidi	
215	McGowan, Wendy	
216	Townsend, Carlos	
217	Moore, Mary	

Letter Number	Commentor	Organization
218	Richardson, Carol	
219	Webb, Donna	
220	Houck, Kendall	
221	Crotty, John	
222	Rotermund, Kristy	
223	Danielson, Amu	
224	Pounds, Jacob	
225	Sierra, Claire	
226	Drumright, Chris	
227	Koch, Gene	
228	Rooney, Diane	
229	Tanaka, LJ	
230	Russell, Pat	
231	Kalla, Teresa	
232	Torrence, Paul	
233	Lim, Yee	
234	Anthes, Russell	
235	Abrams, Al	
236	Hollis-Franklyn, Candace	
237	Stephens, Beth	
238	Sommer, Curt	
239	Grauer, Jim	
240	Jr., Mark	
241	Terence, Susan	
242	Balten, Candace	
243	Dennison, Carolyn	
244	Tichenor, Steven	
245	Baker, Nelson	
246	Nuessle, Charlotte	
247	Andrews, Shane	
248	Airs, John	
249	Delaunay, Deborah	
250	Hicks, Maureen	
251	Matthews, Donna	
252	Niekerk, Julie	
253	Palermo, Michael	
254	Tetley, Richard	
255	Dalton, Rosemary	
256	Friedman, Winston	
257	Cohen, Elizabeth	
258	Mason, Andrew	
259	Ritter, Alicia	

Letter Number	Commentor	Organization
260	Riha, John	
261	Weber, Nicole	
262	Cox, Leslie	
263	Collins, Brenda	
264	Forest Alliance, Kyle	
265	Goodwin, Jayne	
266	Sikora, John	
267	Dunaway, Susan	
268	thiemann, eva	
269	Mason, Andrew	
270	heyerman, opie	
271	Coker, Elizabeth	
272	moffatt, alden	
273	Roorbach, John	
274	Scott, Drake	
275	Kwart, Mary	
276	Gilardi, Gary	
277	Nacrelli, Michael	
278	reineke, paul	
279	Brockway, Alan	
280	McSweeney, Charles	
281	Stone, Allyn	
282	Delgado, Dru	
283	Sullivan, Jerry	
284	Miller, Jason	
285	Fritz, Joslin	
286	Reese, John	
287	Harvey, Rob	
288	Dürrenberg, M.	
289	Jensen, Brent	
290	Assche, Gerard	
291	Sheehy, Steve	
292	jennings, courtlandt	
293	D'amore, Oceanah	
294	Ruwe, Ben	
295	philips, stu	
296	Rexford, Mary	
297	Barshis, Jan	
298	Weaver, Randy	
299	Cowin, Caryn	
300	evans, dinda	
301	Beausoleil, Claudia	

Letter Number	Commentor	Organization
302	bauer, bruce	
303	Götttert, Roland	
304	Edwards, David	
305	Grodhaus, BA	
306	bx, kx	
307	Sreiber, Andrea	
308	evans, bronwen	
309	Walker, Wandalea	
310	Götttert, Roswitha	
311	Barnes, Kirk	
312	Lyda, Mary	
313	Reha, Chelsea	
314	Holley, Nancy	
315	Shapiro, RJ	
316	Cobban, Ann	
317	Wennlund, Karen	
318	Thompson, Jeff	
319	Zercher, Linda	
320	Kreutz, Anna	
321	Peterson, Kimberly	
322	Brunton, James	
323	Peterson, Allan	
324	OUAI, Dalila	
325	Rose, Dana	
326	Panagin, GC	
327	Hanus, Jeffry	
328	Corey-Woodward, Linda	
329	Witte, John	
330	Bescript, Linda	
331	Sheridan, Gabriel	
332	Bechmann, Elisabeth	
333	Slawson, Wayne	
334	Dennis Fiedler, Rita	
335	Shomer, Forest	
336	McGuire, Brian	
337	Matejcek, Lynne	
338	Capobianco, Anthony	
339	Woodriff, Elaine	
340	Silvey, Kevin	
341	Waters, Michelle	
342	Hughes, Gary	
343	Libby, Dominic	

Letter Number	Commentor	Organization
344	little, christina	
345	Native Plant Society, Mark	
346	Levine, David	
347	Montapert, Anthony	
348	praskievicz, paul	
349	Nguyen, Nga	
350	williams, mary	
351	O'Connor, Kelly	
352	Montgomery, M	
353	Zucker, Marguery	
354	Frey, Michael	
355	Fidjeland, Eva	
356	Mrs. Andrew & Antonia Chianis, Mr.	
357	Kramer, Dave	
358	Mumby, Robert	
359	Immonen, Suzanne	
360	Cameron, Robert	
361	Faith-Smith, Bonnie	
362	O'Neal, Maureen	
363	Hill, Frank	
364	Lucas, Pam	
365	Newell, deborah	
366	Douglas, Dianne	
367	bennett, david	
368	Fetz, Margot	
369	good, renee	
370	Taracena, Diana	
371	Andries, Anneke	
372	Donahue, Nona	
373	Liningier, Jay	
374	Livingston, John	
375	Quackenbush, Emily	
376	Wishart, Ryan	
377	Sexton, George	
378	Russell, Wendy	
379	Lovato, Dominic	
380	Johnson, Joyce	
381	Panayi, Christopher	
382	Yoak, Chelsea	
383	Götttert, Antje	
384	Lapointe, Kenneth	

Letter Number	Commentor	Organization
385	Monahan, Gregory	
386	Sherrill, Valerie	
387	Hurley, Gaylene	
388	Swanson, Sandy	
389	White, Jeffrey	
390	Lovelady, Sara	
391	Erland, Bud	
392	Robe, Rolf	
393	Brennan, Denise	
394	Aleman, Corina	
395	Shaughnessy, Diane	
396	richardson, len	
397	Van Wicklen, Betty	
398	Campbell, Darren	
399	Thomas, Debbie	
400	Parrott, Blair	
401	- Author Journey Home, Paul	
402	Dunham, Frances	
403	LAIRD, DAVID	
404	Cheval, Asha	
405	landi, marialoreto	
406	Remy, Casey	
407	Freeberg, James	
408	Weatherwax, Lydia	
409	Krach, Judy	
410	Browning, Linda	
411	Kenneth Ampel, Carol	
412	Klopp, Basey	
413	SPAR, JON	
414	Modarelli, David	
415	pasqua, john	
416	Cornelius, Michele	
417	Nowakowska, Jutta	
418	LENTZ, HUGH	
419	Wickham, Brooke	
420	Casey, David	
421	Olson, David	
422	christel, person	
423	Riley, Matthew	
424	Reeves, Lenore	
425	Jones, Frances	
426	elkovich, shelley	

Letter Number	Commentor	Organization
427	Sylvae, Carla	
428	fazzari, angela	
429	Wyble, Angela	
430	Devine, Karla	
431	Wei, Annie	
432	Langford, Kerry	
433	Cooper, Jon	
434	Bescript, Ruth	
435	Giesen, Erika	
436	Rohde, Justin	
437	Peterson, Sean	
438	Stewart, Joel	
439	Kane, Christopher	
440	VourosCallahan, Pamela	
441	Comnes, Barbara	
442	Lanusse-Siegel, Steve	
443	Seidler, Jonathan	
444	dusen, terah	
445	Winter, Thomas	
446	Christiansen, Holly	
447	Kleshinski, Frank	
448	Kresh, Eric	
449	Horn, Karen	
450	Mercer, Michele	
451	Boyd, Donna	
452	McCreary, Jan	
453	Donelson, Bruce	
454	Lunde, David	
455	Comnes, Barbara	
456	Cuk, Jasmina	
457	CAPPELLO, DAN	
458	Limburg, Lars	
459	Johnson, Ellen	
460	Mollen, Phyllis	
461	Chasse, Joe	
462	lawford, rhonda	
463	Laughlin, Alison	
464	ozkan, dogan	
465	Roether, Evelyn	
466	Dobbins, Claudette	
467	Abel, Judith	
468	Tedesco-Kerrick, Terry	

Letter Number	Commentor	Organization
469	Martin, Albert	
470	Kruszynski, Yasiu	
471	Jackson, Jeff	
472	Lescher, George	
473	Cleland-Sipfle, Kate	
474	Palacky, Tami	
475	Vaile, Joseph	
476	Lenhart, Lauren	
477	Diener, B.	
478	Adisano, Toni	
479	Bruni, Curzio	
480	Blue, rain	
481	Brown, Kimberly	
482	Lowry, Sean	
483	Laranjeira, Michelli	
484	Vanderbush, Terry	
485	Dutton, Jane	
486	o'neill, stu	
487	Smith, Kellie	
488	Stewart, John	
489	Ljung, Elizabeth	
490	Borovicka, Richard	
491	tucker, craig	
492	Clancy, Nyack	
493	elko, dianne	
494	Kaminker, Matthew	
495	Adisano, Toni	
496	Cooke, D	
497	Lurie-Janicki, Ellaine	
498	Michael Lovejoy, Patricia	
499	fall, fred	
500	Goodman, Rachel	
501	Fioretti, Monica	
502	Johnson, Jenny	
503	Wisniewska, Dorota	
504	McAllister, Joan	
505	Roche, Maureen	
506	Schulz, Terry	
507	Barr, Cassie	
508	Chavez, Kathy	
509	Matthews, Lisa	
510	Tate, Ranjeet	

Letter Number	Commentor	Organization
511	Watola, Danuta	
512	Duffey, Kathy	
513	Cattell, June	
514	Amick, Brenda	
515	Gore, Jesse	
516	Kirpel, Kirpal	
517	Barrows, Gayla	
518	Nemec, Andrea	
519	Goff, Michael	
520	kalmenson, Karen	
521	Krach, Judy	
522	Journet, Alan	
523	Gore, Jesse	
524	Wobbe, Leona	
525	Clarridge, Jan	
526	Mitchell, Kristy	
527	Ralph, C.	
528	Gregoire, John	
529	Fulwiler, Fran	
530	Wei, Annie	
531	powell, regina	
532	Seavey, Norm	
533	Neste, Lisa	
534	Hamilton, Donna	
535	David, Carla	
536	Harde, Pragati	
537	Andries, Anneke	
538	Coleman, Edith	
539	Robinson, E.	
540	FIORENTINI, FULVIO	
541	Wrege, Janet	
542	Dennis, Gudrun	
543	Susie Flann, Nicholas	
544	Sonenshine, Kathryn	
545	Buslot, Chantal	
546	LeFebvre, Lenore	
547	Heinold, Christian	
548	Heiken, Doug	
549	Kelly, James	
550	Pitchford, Victoria	
551	silva, nicole	
552	Low, Grant	

Letter Number	Commentor	Organization
553	Hupp, Carol	
554	Delles, Susan	
555	Iudolphi, Nicolette	
556	Validzic, Simon	
557	Renneke, Jos.	
558	Forster, Wendy	
559	Mikasi, Ayani	
560	Mertes, John	
561	Montgomery, Edith	
562	Stewart, Peter	
563	Lifton, Fred	
564	Deputy, Glyn	
565	Hall, Mason	
566	Schlosser, Olivia	
567	Chieco, Eileen	
568	Wiley, Kimberly	
569	Davis, Ashlee	
570	Jones, Valentine	
571	Dowell, Vivian	
572	Abramova, Inna	
573	Roussy, Nancy	
574	Ignatovich, Cynthia	
575	Becker, Gudrun	
576	Dreste, Arlene	
577	Wittkopp, Serena	
578	Harding, Tracy	
579	Hoyer, Eric	
580	Warren, Laurie	
581	Tryggeseth, Jackie	
582	Rasmussen, Randy	
583	Gillette, Clayton	
584	Green, Jacqueline	
585	Hollyfield, Ann	
586	Gelzleichter, Elke	
587	Lee, Robert	
588	McAllister, Joan	
589	Mulcare, James	
590	Hoyer, Eric	
591	Eisenhut, Tamara	
592	DeFazio, Susanna	
593	McGough, Alice	
594	Schubert, Steve	

Letter Number	Commentor	Organization
595	Mauz, Barbara	
596	Bien, Michael	
597	Page, Marshall	
598	Yang, Pao	Hmong Association
599	Theuerkauf, John	
600	Theuerkauf, John & Don Amador	Blue Ribbon Coalition
601	Butler, Robert	
602	McLaughlin, James	
603	Beyerle, Karl	
604	Mouse, Anon	
605	Kalt, Jennifer	
606	Farley, Mimi	
607	Hervert, Carla	
608	Amador, Don	
609	Lytle, Denise	
610	thiemann, eva	
611	Takaro, Mark	
612	Garbrick, Kathe	
613	Landau, Doug	
614	Kalmykova, Elena	
615	Stewart, Cameron	
616	Cavyell, Dave	
617	Canning, Stephen	
618	Skophammer, Stephanie	US EPA
619	Bourscheidt, Hank	
620	Iverson, Jon	
621	messineo, michela	
622	Torres, Tatiana	
623	Rantala, Mervi	
624	Wandro, Monica	
625	Fernandez, Teresa	
626	sutherlin, kent	
627	Livwell, Melinda	
628	Bourscheidt, Hank	
629	Iverson, Jon	
630	messineo, michela	
631	Torres, Tatiana	
632	Rantala, Mervi	
633	Wandro, Monica	
634	Fernandez, Teresa	
635	sutherlin, kent	

Letter Number	Commentor	Organization
636	Livwell, Melinda	
637	Beyerle, Karl	
638	Amador, Don	Blue Ribbon Coalition
639	Thompson, Donna	
640	Cooper, Eileen	
641	Crosby, Earl	Karuk Tribe
642	Stewart, Kirk	
643	Anon, Anon	
644	Anon, Anon	
645	Werschull, Grant	
646	Anon, Anon	
647	Anderson, Perry	
648	Williams, Larry	
649	Hanley, Gary	
650	McLaughlin, Barbara	
651	McLaughlin, Jim	
652	Sullivan, Michael	
653	Edwards, Don	
654	Bullock, John	

## **Appendix B: Route Specific Issues & Consideration**

The route specific comments are listed in order of route/road number, and include the comment and how the forest responded to the comment in the development of the alternatives and scope of analysis. To find information about a particular route in question use the “find” function in MS Word. Some comments and routes are addressed multiple times if the issue or comment was either submitted by more than one commenter, or if the comment or issue about the road or route pertained to more than one resource.

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-4	199.111	"High" or "Moderate" risk routes to irreplaceable environmental values with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. A closer review of this route, found that clarification was needed. 199.111 goes to a dispersed campsite and is proposed to add. A spur comes off of this route and crosses the creek. This spur was renamed as a separate route as 199.111A and is proposed not to add in PA. Both routes will be proposed not to add in Alternative 5.	Y	Y				Barricade.		High Risk Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	305.100	305.100 is an old wagon trail that was used in the late 1800's. The vista on top of the ridge looks down into the North Fork of the Smith River from this road.	The route will be assessed as a cultural resource and analyzed for potential impacts to resource.	N							Cultural
#599-1	305.100	305.100 is an old wagon trail that was used in the late 1800's. The vista on top of the ridge looks down into the North Fork of the Smith River from this	NA	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		road.									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	305.107	Add road to motorized trail network.	Adding 305.107 to the NFTS will be considered as an alternative.	Y	N	Y	Road 305.107 terminates in a steep area north of the Oregon border. <u>At</u> the state border, the road is also on steep ground that				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							would not provide good turnaround or a good rec opportunity; so this route does not support P&N.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-8	305.107	Add as motorized trail	Adding 305.107 to the NFTS will be considered as an alternative.	Y	N	Y	Road 305.107 terminates in a steep area north of the Oregon border. <u>At</u> the state border, the road is also on steep ground that				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							would not provide good turnaround or a good rec opportunity; so this route does not support P&N.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	305.109	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. High Large occurrences of LEOP, ERPE, SISE & STHO grow on the flats along this Pine Flat Mountain Road. This is the road that leads to the rare skipper butterfly meadow.	The effects to Forest Service Sensitive species will be analyzed in the EA. Because the designation of 305.109 may effect Sensitive plant species, this route will be included in the Conservation Alternative which should recommend that this route not be added to the trail or road system.	Y	Y				Barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		<p>Much of this area is open to off-road trespass. Barricading sensitive areas is infeasible. Portions of these roads are within an Inventoried Roadless Area.</p>									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	305.109	Road 305.109 is shown inside a roadless area. The corridor should match the motorized trail.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. The corridor does not always match the road or motorized trail.	N							IRA
#600-1	305.109	shows it inside a roadless area on the map.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA
#599-1	305.109	Road 305.109 is shown inside a roadless area. The corridor should match the motorized trail.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	305.109	Adding motorized trail in roadless area will impact non-motorized recreation opportunity and impact IRA characteristics.	Not adding this route to the NFTS will be considered as an alternative.	Y	Y				Do not add & Barricade		IRA - Added
#599-1	305.109	Road 305.109 is shown inside a roadless area. The corridor should match the motorized trail.	Roads do occur within Roadless Areas. The corridor does not always match the road or motorized trail.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	305.109	shows it inside a roadless area on the map.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							Map / Editorial
#600-1	305.109	shows it inside a roadless area on the map.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							NRA
#599-1	305.109	Road 305.109 is shown inside a roadless area. The corridor should match the motorized trail.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. The corridor does not always match the road or motorized trail.	N							NRA

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analysis	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
#599- 1	305.109	Road 305.109 is shown inside a roadless area. The corridor should match the motorized trail.	Roads do occur within Roadless Areas. The corridor does not always match the road or motorized trail.	N							Recrea tion
#637- 3	305.11	Add road to motorized trail network.	305.11 is not an inventoried route and is therefore beyond the scope of the project. Therefore it will not be considered as an alternative.	N							Recrea tion
#648- 1	305.11	Add as motorized trail	305.11 is not an inventoried route and is therefore beyond the scope of the project. Therefore it will not be considered as an alternative.	N							Recrea tion

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	305.115	Add road to motorized trail network.	Adding 305.115 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Do not Add (MK)	Federally listed botanical species on travel way; not compatible w/ values for which the Botanical Area was created. (MK)				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	305.115	Add as motorized trail	Adding 305.115 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Do not Add (MK)	Federally listed botanical species on travel way; not compatible w/ values for which the Botanical Area was created. (MK)				Recreation
#637-3	305.117	Add road to motorized trail network.	This route was analyzed in the RAP but is not in any GIS layers as of 6/19/13.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	305.117	Add as motorized trail	This route was analyzed in the RAP but is not in any GIS layers as of 6/19/13.	N							Recreation
#71-6	305.118	Issue with adding this route, passes through seeps/springs and POC found along route and limited non motorized rec opportunities	Proposed Action would install gate at beginning of road and barricade last 0.4 miles. Alternatives will consider gravel/rocking wet areas of the trail. The Alternatives will also consider not adding this route and barricading it.	Y				seasonal gate & rock; barricade end	barricade	barricade	POC
#71-34	305.118	Use of gates to mitigate threat to POC is "misplaced and lacked support or analysis"	The correct placement of a gate is critical so that traffic cannot go around it. Alternatives will consider gravel/rocking wet areas of the trail. The Alternatives will also consider not adding this route and barricading it.	Y							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-53	305.118	This route has a high risk of spreading PL, eXtreme hydrological impacts, and provides good hiking opportunities.	Proposed Action would install gate at beginning of road and barricade last 0.4 miles. Alternatives will consider gravel/rocking wet areas of the trail. The Alternatives will also consider not adding this route and barricading it.	Y				seasonal gate & rock; barricade end	barricade	barricade	POC
#637-3	305.121	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as motorized trail			Recreation
#648-1	305.121	Add as motorized trail	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as motorized trail			Recreation
#637-3	305.123	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as motorized trail			Recreation
#648-5	305.123	Add as motorized trail	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as motorized trail		Same as PA	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	305.124	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	N	Y	This is an anadromous fish-bearing stream, the road enters the creek several times with low water crossings, and is in very bad shape - it would				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							d be cost-prohibitive to bring to standard. Multiple stream crossings. Anadromous stream habitat concerns.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	305.124	Add as motorized trail	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	N	Y	This is an anadromous fish-bearing stream, the road enters the creek several times with low water crossings, and is in very bad shape - it would				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							d be cost-prohibitive to bring to standard. Multiple stream crossings. Anadromous stream habitat concerns.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#601-1	305.124	All access to Hardscrabble Creek will be lost in the Proposed Plan. Water access while recreating on the Forest is vital.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	N	Y	This is an anadromous fish-bearing stream, the road enters the creek several times with low water crossings, and is in very bad shape - it would				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							<p>d be cost-prohibitive to bring to standard. Multiple stream crossings. Anadromous stream habitat concerns. (MK)</p>				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-13	305.125	Low need/high risk route. Why add? How will meadows be barricaded?	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. This route was identified in the collaborative group meetings as a high recreation need route. Barricading will be considered as an alternative in Alternative 5.	Y	Y				Barricade		Botany
#71-4	305.125	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. This route was one that the Collaborative Group made a recommendation on to add with mitigations. The Risk-Need table should be updated for public need.	Y	Y				Barricade.		High Risk / Low Need

Comm ent #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-13	305.125	Low need/high risk route. Why add? How will meadows be barricaded?	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS.	Y	Y				Barricade.		High Risk / Low Need
#637-3	305.126	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as motorized trail (MK)		Same as PA (MK)	Recreation
#648-1	305.126	Add as motorized trail	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as motorized trail (MK)		Same as PA (MK)	Recreation
#71-29	305.129	Routes within uninfected watersheds with POC, analyze for impacts to POC.	The DEIS will analyze the effects to POC of the full range of alternatives. This route was rated as low risk.	N							POC
#637-3	305.130	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as Motorized Trail			Recreation

Comm ent #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-7	305.130	Add as motorized trail	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as Motorized Trail			Recreation
#637-3	314	Dispersed campsites off this road	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Map / Editorial
#637-3	314	Dispersed campsites off this road	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Map / Editorial
#637-3	314	Dispersed campsites off this road	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recreation
#637-3	314	Dispersed campsites off this road	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-4	314.1	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated.	N							High Risk / Low Need
#71-53	314.1	Please include as OML1 for hiking in a roadless area.	Roads managed as level 1 are on the system for future administrative use. Route 314.1 is currently an unauthorized route, by not adding it to the NFTS motorized use would be prohibited, however non-motorized use is allowed. Not adding 314.1 will be considered in an alternative.	Y	Y				Barricade.		IRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	314.1	Adding motorized trail in roadless area will impact non-motorized recreation opportunity and impact IRA characteristics.	Not adding this route to the NFTS will be considered as an alternative.	Y	Y				Do not add & Barricade		IRA - Added
#649-1	314.1	Route not shown properly, loop at end	Map B depicts this route as inventoried. Maps A-1 & A-2 reflect the proposed action on this route, which is to barricade the route at the end of the inventoried section.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	314.1	Road missing on new maps	Map B depicts this route as inventoried. Maps A-1 & A-2 reflect the proposed action on this route, which is to barricade the route at the end of the inventoried section.	N							Map / Editorial
#71-53	314.1	Please include as OML1 for hiking in a roadless area.	Roads managed as level 1 are on the system for future administrative use. Route 314.1 is currently an unauthorized route, by not adding it to the NFTS motorized use would be prohibited, however non-motorized use is allowed. Not adding 314.1 will be considered in an alternative.	Y	Y				Barricade.		NRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-53	314.1	Please include as OML1 for hiking in a roadless area.	Roads managed as level 1 are on the system for future administrative use. Route 314.1 is currently an unauthorized route, by not adding it to the NFTS motorized use would be prohibited, however non-motorized use is allowed. Not adding 314.1 will be considered in an alternative.	Y	Y				Barricade.		Recreation
#637-3	314.105	Add road to motorized trail network.	This route was analyzed in the RAP but is not in any GIS layers.	N							Recreation
#648-1	314.105	Add as motorized trail	This route was analyzed in the RAP but is not in any GIS layers.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	314.106	Add road to motorized trail network.	This route was analyzed in the RAP but is not in any GIS layers.	N							Recreation
#71-29	314.107	Routes within uninfected watersheds with POC, analyze for impacts to POC.	The DEIS will analyze the effects to POC of the full range of alternatives.	N							POC
#71-76	315	consider a coordinated closure of roads 4402, 18N14, 316, 19N01, 315 to prevent the spread of Allysium. If you choose not to close road access to Oregon motorized users, then the EA must	Roads 315 and 316 are Del Norte County roads, outside the authority of the Forest Service. Road 4402 is managed by the Rogue River Siskiyou NF, and is beyond the scope of this project. 18N14 is currently closed to motorized travel. Closing roads 19N01 to motorized travel will be considered in an alternative.	N							Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		analyze the dire consequences of the spread of Allysum into the serpentine landscape									
#637-3	315	Dispersed campsites shown on this road do not address access to sites.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	315.100	should be a motorized trail. This is a good route to mine sites and to two lakes. This road has been used for hunting, ATV's and viewing upper Diamond creek area and for dispersed camping.	This UAR will be considered to add to the NFTS for motorized travel in an alternative.	Y							Cultural
#600-1	315.100	should be a motorized trail. This is a good route to mine sites and to two lakes. This road has been used for hunting, ATV's and	This UAR will be considered to add to the NFTS for motorized travel in an alternative.	Y	Y			Add as motorized trail			Recreation

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
		viewing upper Diamond creek area and for dispersed camping.									
#637- 3	315.100	Add road to motorized trail network.	This UAR will be considered to add to the NFTS for motorized travel in an alternative.	Y	Y			Add as motoriz ed trail			Recrea tion
#648- 1	315.100	Add as motorized trail	This UAR will be considered to add to the NFTS for motorized travel in an alternative.	Y	Y			Add as motoriz ed trail			Recrea tion
#600- 1	315.102	shown in road less areas on the maps	Actions such as restoration are proposed to occur with the Inventoried Roadless Areas.	N							Map/ Editori al

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-29	315.103	Routes within uninfected watersheds with POC, analyze for impacts to POC.	The DEIS will analyze the effects to POC of the full range of alternatives.	N							POC
#637-3	315.104	Add road to motorized trail network.	This route was analyzed in the RAP but is not in GIS layers .	N							Recreation
#648-1	315.104	Add as motorized trail	This route was analyzed in the RAP but is not in GIS layers .	N							Recreation
#637-3	315.3	Add road to motorized trail network.	Providing motorized access on this route will be considered in an alternative.	Y	Y	N		Add as Motorized Trail			Recreation
#648-1	315.3	Add as motorized trail	Providing motorized access on this route will be considered in an alternative.	Y	Y	N		Add as Motorized Trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-76	316	consider a coordinated closure of roads 4402, 18N14, 316, 19N01, 315 to prevent the spread of Allysum. If you choose not to close road access to Oregon motorized users, then the EA must analyze the dire consequences of the spread of Allysum into the serpentine landscape	Roads 315 and 316 are Del Norte County roads, outside the authority of the Forest Service. Road 4402 is managed by the Rogue River Siskiyou NF, and is beyond the scope of this project. 18N14 is currently closed to motorized travel. Closing roads 19N01 to motorized travel will be considered in an alternative.	N							Botany

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
#637- 3	316	Dispersed campsites off this road	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recrea tion
#637- 3	316	Dispersed campsites off this road	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recrea tion
#637- 3	316	Dispersed campsites shown on this road do not address access to sites.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recrea tion
#71- 29	316.1	Routes within uninfected watersheds with POC, analyze for impacts to POC.	The DEIS will analyze the effects to POC of the full range of alternatives.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	324.100	is proposed for decommissioning. This road is used by Caltrans as a disposal site for road clean up. This may be under permit.	Roads under Special Use Permit are handled under a different authority and are not part of the scope of this project.	N							Private Property
#637-3	327	Dispersed campsites off this road	County Road 327 is Lado Del Rio Drive and is not within the Forest Service boundary. Commenter may have been referring to County Road 427, instead. Dispersed Campsites off Road 427 were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	327	Dispersed campsites off this road	County Road 327 is Lado Del Rio Drive and is not within the Forest Service boundary. Commenter may have been referring to County Road 427, instead. Dispersed Campsites off Road 427 were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recreation
#600-1	405	Your maps shows no road access above Dry Lake to the east of Co. road 40S. This is an old mine road to Gilmore mine.	If route is to be added, it will be assessed for cultural resources and analyzed for potential impact.	NA							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	405	Your maps shows no road access above Dry Lake to the east of Co. road 40S. This is an old mine road to Gilmore mine.	This route is not an inventoried route, and has not been identified as a short route to a dispersed recreation site, therefore it is outside the scope of this analysis and will not be considered in an alternative.	N							Map / Editorial
#637-3	405	Dispersed campsites shown on this road do not address access to sites.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Map / Editorial
#637-3	405	Dispersed campsites shown on this road do not address access to sites.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-15	405.10	Were botanical surveys conducted? What were the results. Explain why the recommendation has changed.	Surveys of habitat suitable for FS Sensitive and Federally list plant species were surveyed and the results used to analyze effects. The results of the analysis will be displayed in the EIS and supporting specialist reports.Route 405.10 was a "key route" discussed by the collaborative group, who made a collection recommendation to carry this route forward for designation with mitigations and monitoring in place.	N							Botany
#71-4	405.10	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS.	Y	Y				Barricade.	Barricade	High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-15	405.103	Were botanical surveys conducted? What were the results. Explain why the recommendation has changed.	Surveys of habitat suitable for FS Sensitive and Federally list plant species were surveyed and the results used to analyze effects.	N							Botany
#71-4	405.103	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. This route was identified as a high need for recreation.	N							High Risk / Low Need
#71-51	405.103	Present serious habitat fragmentation problem, and duplicates a cut across route 17N07.	UAR 405.103 does not occur within TES habitat for wildlife. 405.103, 17N07 and 16N19 do not access the same areas; therefore they do not provide duplicate access	N							Wildlife/Fish

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
		(16N19 and 405.103)									
#600-1	411.102	is the only access to privately owned property and homes. This road has been under use permit in past years.	There is no Special Use Permit over this routes. Other access is available to via 17N14	N							Privat e Propert y
#637-3	427	Dispersed campsites shown on this road do not address access to sites.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recrea tion
#71-29	427.106	Routes within uninfected watersheds	The DEIS will analyze the effects to POC of the full range of alternatives.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		with POC, analyze for impacts to POC.									
#71-76	4402	Spread of Alyssum murale on this road into the NRA could have significant adverse impacts to native plants.	Road 4402 is managed by the Rogue River Siskiyou National Forest, not the Six Rivers NF, and is therefore beyond the scope of this project.	N							Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-76	4402	consider a coordinated closure of roads 4402, 18N14, 316, 19N01, 315 to prevent the spread of Allysum. If you choose not to close road access to Oregon motorized users, then the EA must analyze the dire consequences of the spread of Allysum into the serpentine landscape	Roads 315 and 316 are Del Norte County roads, outside the authority of the Forest Service. Road 4402 is managed by the Rogue River Siskiyou NF, and is beyond the scope of this project. 18N14 is currently closed to motorized travel. Closing roads 19N01 to motorized travel will be considered in an alternative.	N							Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	4E05	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	The Doe Flat and Island Lake Trailhead Relocation decision are still valid and in place which converted 16N10 to a nonmotorized trail to protect POC values. This route will not be considered to designate for motorized use.	N							Cultural
#637-3	4E05	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	The Doe Flat and Island Lake Trailhead Relocation decision are still valid and in place which converted 16N10 to a nonmotorized trail to protect POC values. This route will not be considered to designate for motorized use.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	4E05	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	The Doe Flat and Island Lake Trailhead Relocation decision are still valid and in place which converted 16N10 to a nonmotorized trail to protect POC values. This route will not be considered to designate for motorized use.	N							Recreation
#648-1	4E05	Add as motorized trail	The Doe Flat and Island Lake Trailhead Relocation decision are still valid and in place which converted 16N10 to a nonmotorized trail to protect POC values. This route will not be considered to designate for motorized use.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-53	2E19	(no evaluation found). The downgrade spur that goes to the North Fork, should be blocked and OML1, or eliminated.	2E19 is an existing motorized trail. Only roads and unauthorized routes were included in the inventory and Roads Analysis Process are within the scope of the project unless they are short routes which provide access to dispersed recreation sites. Therefore this motorized trail is beyond the scope of the project.	N							High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-18	15N01.102	How does adding gravel mitigate a moderate POC risk? 16N23 is proposed for improved road drainage at all stream ford crossings and management as a motorized trail. Please explain what improved road drainage is and how it will address the spread of POC root disease.	Mitigation will be closing right fork (south) road at junction. The majority of POC on route grows on proposed closure segment. At terminus, adding sufficient gravel reduces water flow velocity to minimize potential spore travel distance, and removing nearby POC seedlings significantly increases distance to nearest mature POC.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N51	18N51 has never been closed to the public as shown on the map. This road is drivable to the end of the landing.	The PA proposes to upgrade the first section of this UAR to a level 2 road in order to access the motorized trail 18N51.100. The second portion of the road past 18N51.100 is proposed to keep as an OML 1 which is closed to the public. Upgrading the second portion of the road to an OML 2 will be considered as an alternative.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N51	18N51 has never been closed to the public as shown on the map. This road is drivable to the end of the landing.	The PA proposes to upgrade the first section of this road, currently ML1 for its whole length (0.7 mi), to a level 2 road in order to access the motorized trail 18N51.100 at MP 0.27. The second portion of the road past the intersection with 18N51.100 is proposed to keep as an OML 1 which is closed to the public. Upgrading the second portion of the road upto 0.70 miles to an OML 2 will be considered as an alternative.	Y	Y	N		Upgrade entire length (0.7 mi) to ML2			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	(199.111A ) from closer review of 199.111 Goes to dispersed rec site.		A closer review of this route found that 199.111A is the spur off of 199.111 that crosses the creek and was proposed for barricading in the Proposed action. This action route has been split into two routes to clearly identify which route is proposed for addition for dispersed camping and which is proposed for barricading.	Y	Y				Do not add.		
#71-4	13N27A.1	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated.	N							High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-18	13N27A.1	Routes rated as moderate for POC risk should be gated during the wet season.	Based on current Risk model, this route was identified as having a low risk so no mitigation would be needed.	N							POC
#605-18	13N41	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with no POC mitigations:	New Risk model has rated this route as High and mitigation will be needed. Existing gate on 14N01 restricts travel to this route. There is high need for this road to support fire suppression and veg management. Downgrading this road to an OML 1 will be considered in an alternative.	Y				Seasonal Closure on 14N01, provides for seasonal closure.	Downgrade to OML 1 and barricade.	Seasonal Closure on 14N01, provides for seasonal closure.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	13N41	High Risk POC- Close-crosses many uninfected POC, dead end. Can a get work with a road like this that has so many water crossings and risks?	New Risk model has rated this route as High and mitigation will be needed. Existing gate on 14N01 restricts travel to this route. There is high need for this road to support fire suppression and veg management. Downgrading this road to an OML 1 will be considered in an alternative.	Y	Y			Seasonal Closure on 14N01, provides for seasonal closure.	Downgrade to OML 1 and barricade.	Seasonal Closure on 14N01, provides for seasonal closure.	POC
#605-18	13N42	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with no POC	Based on current Risk model, this route was identified as having a low risk. No mitigation needed.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		mitigations:									
#605-18	13N44	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with no POC mitigations:	New Risk model has rated this route as High and mitigation will be needed. Existing gate on 14N01 restricts travel to this route. There is high need for this road to support fire suppression and veg management. Downgrading this road to an OML 1 and barricading will be considered in an alternative.	Y	Y			Seasonal Closure on 14N01, provides for seasonal closure.	Downgrade to OML 1 and barricade.	Seasonal Closure on 14N01, provides for seasonal closure.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	13N44	High Risk POC	New Risk model has rated this route as High and mitigation will be needed. Existing gate on 14N01 restricts travel to this route. There is high need for this road to support fire suppression and veg management. Downgrading this road to an OML 1 and barricading will be considered in an alternative.	Y	Y			Seasonal Closure on 14N01, provides for seasonal closure.	Downgrade to OML 1 and barricade.	Seasonal Closure on 14N01, provides for seasonal closure.	POC
#71-4	13N44.100	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated.	N							High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-18	13N44.100	Routes rated as moderate for POC risk should be gated during the wet season.	Based on current Risk model, this route was identified as having a low risk. No mitigation needed.	N							POC
#605-18	13N44D	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with no POC mitigations:	New Risk model has rated this route as High and mitigation will be needed. Existing gate on 14N01 restricts travel to this route. There is high need for this road to support fire suppression and veg management. Downgrading this road to an OML 1 and barricading will be considered in an alternative.	Y				Seasonal Closure on 14N01, provides for seasonal closure.	Downgrade to OML 1 and barricade.	Seasonal Closure on 14N01, provides for seasonal closure.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	13N44D	Very high risk to large wilderness POC- close-needs fire-gate	New Risk model has rated this route as High and mitigation will be needed. Existing gate on 14N01 restricts travel to this route. There is high need for this road to support fire suppression and veg management. Downgrading this road to an OML 1 and barricading will be considered in an alternative.	Y				Seasonal Closure on 14N01, provides for seasonal closure.	Downgrade to OML 1 and barricade.	Seasonal Closure on 14N01, provides for seasonal closure.	POC
#640-25	14N01D	High risk POC	Seasonal POC gate currently on 14N01 closes access to this route. The admin need for this road is low. Downgrading this to OML 1 and barricading will be considered in an alternative.	Y				Seasonal Closure on 14N01, provides for seasonal closure.	Downgrade to OML 1 and barricade.	Seasonal Closure on 14N01, provides for seasonal closure.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	14N15	High Risk POC needs fire-gate	Seasonal POC gate currently on 14N01 closes access to this route. There is a high need for this road for fire suppression. Downgrading to OML1 and barricading will be considered as an alternative.	Y					Downgrade to OML 1 (MK) and barricade.		POC
#601-1	14N15 and 14N15.1	Improvement to 14N15/14N15.1 is a waste of money. The bridge is out; has been for 30 years.	14N15 does not cross any drainage; 14N15.1 crosses Goose Creek. The two connect indistinguishably. Not adding 14N15.1, which crosses the creek, will be considered as an alternative given the cost of investment to bring this road to an OML 2 status.	Y	Y				Not adding 14N15.1. (14N15 remains same as PA, per MK).	Do not add 14N15.1. (14N15 remains same as PA, per MK).	Economics

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#601-1	14N15 and 14N15.1	Improvement to 14N15/14N15.1 is a waste of money. The bridge is out; has been for 30 years.	14N15 does not cross any drainage; 14N15.1 crosses Goose Creek. The two connect indistinguishably. Not adding 14N15.1, which crosses the creek, will be considered as an alternative given the cost of investment to bring this road to an OML 2 status.	Y	Y				Not adding 14N15.1. (14N15 remains same as PA, per MK).	Do not add 14N15.1. (14N15 remains same as PA, per MK).	Recreation
#599-1	14N32	The maps do not show 14N32 connecting to any other road. Road 14N32 should be connected to road 14N01.	This was a mapping error and has been corrected. 14N32 connects to 14N33, which stems from 14N01.								Map / Editorial
#599-1	14N32	The maps do not show 14N32 connecting to any other road. Road	This was a mapping error and has been corrected. 14N32 connects to 14N33, which stems from 14N01.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		14N32 should be connected to road 14NOI.									
#71-29	14N38	Routes within uninfected watersheds with POC, analyze for impacts to POC.	Route will be analyzed. New Risk model has rated this route as High.	Y				Downgrade and barricade last 0.1 miles before hairpin turn.	Downgrade and barricade last 0.1 miles before hairpin turn.	Downgrade and barricade last 0.1 miles before hairpin turn.	POC
#640-25	14N38	High Risk POC, needs fire-gate	A Gate currently exists for seasonal closure. There is a high need for this road for Fire Suppression. The last segment of this route which poses the risk to POC will be considered for downgrading to OML1 and barricading.	Y				Downgrade and barricade last 0.1 miles before hairpin turn.	Downgrade and barricade last 0.1 miles before hairpin turn.	Downgrade and barricade last 0.1 miles before hairpin turn.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	14N39	High Risk POC, needs fire-gate	A seasonal gate closure already exists on this route. Downgrading to OML 1 and barricading will be considered as an alternative.	Y					Downgrade to OML 1 and barricade.		POC
#600-1	14N39C	goes to a recreation site. The recreation site is not shown on the map.	This route is beyond the modified geographic scope of the project.	N							Map / Editorial
#640-25	14N39C	High Risk POC, needs fire-gate	A seasonal gate closure already exists on this route. Downgrading to OML 1 and barricading will be considered as an alternative.	Y					Downgrade to OML 1 and barricade.		POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	15N01 & 15N01P	Marlow campsite is not on your maps. This campsite is located just off 15N01 onto road 15NOIP. Road 15N01P is shown as being closed to the public. The USFS has never closed 15NOIP to the public. Marlow campsite should be on the maps with motorized access to it.	Providing motorized access to the Marlow campsite will be considered as an alternative.	Y							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	15N01 & 15N01P (Note that 15N01Q is the first 0.79 mi, then becomes 15N01P. Per staff, Marlow Campsite is 0.32 mi down 15N01Q.)	Marlow campsite is not on your maps. This campsite is located just off 15N01 onto road 15N01P. Road 15N01P is shown as being closed to the public. The USFS has never closed 15NOIP to the public. Marlow campsite should be on the maps with motorized access to it.	Providing motorized access to the Marlow campsite will be considered as an alternative. Note that 15N01Q is the first 0.79 mi, then becomes 15N01P. Per staff, Marlow Campsite is 0.32 mi down 15N01Q.	Y	Y			Convert first 0.32 mi of 15N01Q to Motorized Trail (MK).		Convert first 0.32 mi of 15N01Q to Motorized Trail (MK).	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-18	15N01.102	Routes rated as moderate for POC risk should be gated during the wet season.	New Risk model has rated this route as High and mitigation consists of barricading the south fork and gravel at terminus.	Y					restore last segment through barricade and gravel terminus	restore last segment through barricade and gravel terminus	POC
	15N01.102	High Risk - Low Need	New Risk model has rated this route as High and mitigation consists of barricading the south fork and gravel at terminus.	Y					restore last segment through barricade and gravel terminus	restore last segment through barricade and gravel terminus	
#605-18	15N01.3	Routes rated as moderate for POC risk should be gated during the wet season.	Based on current Risk model, this route was identified as having a low risk. No mitigation needed.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	15N01A.4	on the maps shows this road closed. This road goes to Del Norte Co. land. Also this road has been the only access to Lower Goose creek and should be shown as a recreation site. This site has a long history of fishing, camping, hunting, swimming and kayaking at Dan's cabin site.	This route is currently an unauthorized route proposed for addition to the NFTS as an OML1.	NA							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	15N01A.4	on the maps shows this road closed. This road goes to Del Norte Co. land. Also this road has been the only access to Lower Goose creek and should be shown as a recreation site. This site has a long history of fishing, camping, hunting, swimming and kayaking at Dan's cabin site.	This route is currently an unauthorized route proposed for addition to the NFTS as an OML1.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	15N01A.4	on the maps shows this road closed. This road goes to Del Norte Co. land. Also this road has been the only access to Lower Goose creek and should be shown as a recreation site. This site has a long history of fishing, camping, hunting, swimming and kayaking at Dan's cabin site.	This route is currently an unauthorized route proposed for addition to the NFTS as an OML1. The route will be considered as an alternative to add as OML 2.	Y	Y			OML 2		Keep as described in PA as OML 1. (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-18	15N01-X.100	Routes rated as moderate for POC risk should be gated during the wet season.	Based on current Risk model, this route was identified as having a low risk. No mitigation needed.	N							POC
#71-4	15N02.101	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated.	N							High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	15N02.101	shows a barricade (that's okay), but the rest of the road to Bar Rick mine is not shown. The Bar Rick mine needs to be cleaned up as there is haz/mat and a lot of debris/trash in the area. Road to Bar Rick mine should be decommissioned or restored.	The Proposed Action proposes to add this as a motorized trail. The DEIS will consider restoring this route in an alternative.	na							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-18	15N02.101	Routes rated as moderate for POC risk should be gated during the wet season.	New Risk model has rated this route as High and mitigation will be needed. Second segment of this route is proposed for closure, which is the one that accesses POC stands. Mitigation is to barricade the last 0.4 miles of this route. Alternative 5 will consider not adding the route.	Y	Y			barricade last 0.4 miles	barricade entire route.	barricade last 0.4 miles	POC
#640-25	15N02.101	(goes to POC watershed) These trails put POC at great risk and do not contribute to a loop trail- they are dead ends with HIGH POC Risk. Do not add these. They need effective	New Risk model has rated this route as High and mitigation will be needed. Second segment of this route is proposed for closure, which is the one that accesses POC stands. Mitigation is to barricade the last 0.4 miles of this route. Alternative 5 will consider not adding the route.	Y	Y			barricade last 0.4 miles	barricade entire route.	barricade last 0.4 miles	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		barricades or gates, as this is a high access area with little to no protection for POC.									
#71-53	15N02.103	The downgrade along the last half of road should be closed.	15N02.103 is an unauthorized route with an identified high need proposed to add to the NFTS as a motorized trail. However not adding 15N02.103 will be considered as alternative.	Y					Barricade.		High Risk / Low Need
#605-18	15N02.106	Routes rated as moderate for POC risk should be gated during the wet season.	Based on current Risk model, this route was identified as having a low risk. No mitigation needed.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-4	15N02.106	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated.	N							High Risk / Low Need
#640-25	15N02.107	(goes to POC watershed) These trails put POC at great risk and do not contribute to a loop trail- they are dead ends with HIGH POC Risk. Do not add these. They need effective barricades or	Route currently rated as low risk route. Needs to be revisited to confirm. For now, Alternative 5 will consider barricading this route.	Y	Y				The route that leads to this route will be barricaded in this alternative, eliminating access to this route.		POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		gates, as this is a high access area with little to no protection for POC.									
#637-3	15N02.108	Add road to motorized trail network.	15N02.108 is located on private land, and the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate routes in such cases, this will therefore not be considered as an alternative.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	15N02.108	Add as motorized trail	15N02.108 is located on private land, and the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate routes in such cases, this will therefore not be considered as an alternative.	N							Private Property
#637-3	15N02.108	Add road to motorized trail network.	15N02.108 is located on private land, and the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate routes in such cases, this will therefore not be considered as an alternative.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	15N02.108	Add as motorized trail	15N02.108 is located on private land, and the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate routes in such cases, this will therefore not be considered as an alternative.	N							Recreation
#637-3	15N02.5	Add road to motorized trail network.	Providing motorized access on this route will be considered in an alternative.	Y	Y	N		Add first 1000 ft Of 18N02.5 to Alt 4 (MK)		Add first 1000 ft Of 18N02.5 to Alt 6 (MK)	Recreation
#648-1	15N02.5	Add as motorized trail	Providing motorized access on this route will be considered in an alternative.	Y	Y	N		Add first 1000 ft Of 18N02.5 to Alt 4 (MK)		Add first 1000 ft Of 18N02.5 to Alt 6 (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	15N13.100	Add road to motorized trail network.	The great majority of 15N02.100 is located on private land, including the beginning and end of the road, for which the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate public roads in such cases, and does not have access to barricade from the south. This route will therefore not be considered in detail as an alternative.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	15N13.100	Add as motorized trail	The great majority of 15N02.100 is located on private land, including the beginning and end of the road, for which the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate public roads in such cases, and does not have access to barricade from the south. This route will therefore not be considered in detail as an alternative.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	15N13.100	Add road to motorized trail network.	The great majority of 15N02.100 is located on private land, including the beginning and end of the road, for which the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate public roads in such cases, and does not have access to barricade from the south. This route will therefore not be considered in detail as an alternative.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	15N13.100	Add as motorized trail	The great majority of 15N02.100 is located on private land, including the beginning and end of the road, for which the Forest Service does not have right-of-way. It is outside the authority of the Forest Service to designate public roads in such cases, and does not have access to barricade from the south. This route will therefore not be considered in detail as an alternative.	N							Recreation
#600-1	15N34	Gunbarrel's trailhead symbol is not on the map at the end of road 15N34	The Gunbarrel trailhead symbol has been added.	N							Map / Editorial
#645-2	15N36N	Provide cost estimate of road improvement	The cost of implementing the alternatives will be analyzed and presented in the DEIS.	N							Economics

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		t to upgrade to OML 2.									
#645-2	15N36N	Provide cost estimate of road improvement to upgrade to OML 2.	The cost of implementing the alternatives will be analyzed and presented in the DEIS.	NA							Map / Editorial
#600-1	15N42	shows that this road has been closed. The USFS has never closed 15N42 to the public.	A clarification is needed here. The map shows the proposed NFTS given the proposed action were to be implemented. The proposed action is to downgrade 15N42 from its current status an OML 2 to an OML 1. Maintaining 15N34 as an OML 2 will be considered in an alternative.	Y	Y	N		Upgrade to ML2			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	15N45	is the access to several home sites and private properties. This road has never been closed by the USFS.	The portion of 15N45 proposed for outsliping and barricading leads only the National Forest System lands with no private inholdings	N							Private Property
#71-67	16 N system roads	mid slope erosion threatens Key Watershed. Threatens ability to meet ACS and goals of SR NRA.	Approximately 30% of roads in the 16N group are proposed for decommissioning and 65 % are proposed for stormproofing.	N							water quality
#600-1	16N02	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	16N02	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							Map / Editorial
#600-1	16N02	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							NRA
#605-18	16N02.1	Routes rated as moderate for POC risk should be gated during the wet season.	Based on current Risk model, this route was identified as having a low risk.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	16N02.1	Bear Basin Meadows; high risk-low need;	The admin need for this route is high for drafting water for fire. The risk-need table should be updated.	N							
#640-25	16N02G	High POC Risk is gate effective here?	A seasonal gate closure already exists on this route. Downgrading to OML 1 and barricading will be considered as an alternative.	Y	Y				Downgrade to OML 1 and barricade.		POC
#605-18	16N02L	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with no POC mitigations:	A seasonal gate closure already exists on this route. Downgrading to OML 1 and barricading will be considered as an alternative.	Y	Y				Downgrade & barricade		POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	16N02L	High Risk POC, fire-gate, walk in camp- what mitigation?	A seasonal gate closure already exists on this route. Downgrading to OML 1 and barricading will be considered as an alternative.	Y	Y				Downgrade & barricade		POC
#599-1	16N03	16N03 shows the road going in and out of a road less area, as well as several other roads on the maps. I understand K.S. Wild plans on a lawsuit if any of the forest service roads are shown inside inventoried roadless areas. The forest service needs to be	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		accurate in mapping out the road less areas, these roads do not go thru the roadless areas.									
#600-1	16N03	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	16N03	16N03 shows the road going in and out of a road less area, as well as several other roads on the maps. I understand K.S. Wild plans on a lawsuit if any of the forest service roads are shown inside inventoried roadless areas. The forest service needs to be accurate in mapping out the road less areas, these roads do not go thru the	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		roadless areas.									
#600-1	16N03	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	16N03	16N03 shows the road going in and out of a road less area, as well as several other roads on the maps. I understand K.S. Wild plans on a lawsuit if any of the forest service roads are shown inside inventoried roadless areas. The forest service needs to be accurate in mapping out the road less areas, these roads do not go thru the	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							NRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		roadless areas.									
#600-1	16N03	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							NRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	16N03A	Add as Level 2	The road is currently an OML 1, which leads to a peak in the middle of a fairly flat/open ridge area of Hurdygurdy Butte. Providing motorized access will be consider in an alternative.	Y	Y			Convert to Motorized Trail or upgrade to OML 2 for access to a small peak on Hurdygurdy Butte.		Convert to Motorized Trail or upgrade to OML 2 for access to a small peak on Hurdygurdy Butte.	Recreation
#637-3	16N03A	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	The road is currently an OML 1, which leads to a peak in the middle of a fairly flat/open ridge area of Hurdygurdy Butte. Providing motorized access will be consider in an alternative.	Y	Y			Convert to Motorized Trail or upgrade to OML 2 for access to a small peak on Hurdygurdy		Convert to Motorized Trail or upgrade to OML 2 for access to a small peak on Hurdygurdy	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
								Butte.		Butte.	
#637-3	16N03D	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	The proposed action is to outslope/ add waterbars on 16N03D, while keeping it as OML 1. The project will considered upgrading 16N03D as an OML 2 in an alternative.	Y	Y			Upgrade to OML 2			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	16N03D	Add as Level 2	The proposed action is to outslope/ add waterbars on 16N03D, while keeping it as OML 1. The project will considered upgrading 16N03D as an OML 2 in an alternative.	Y	Y			Upgrade to OML 2			Recreation
#640-25	16N03F	High Risk POC, fire gate – what mitigation?	The road is proposed for barricading.	N							POC
#640-25	16N03K NSPU	High Risk POC, fire gate- what mitigation?	Seasonally gating, and barricading will be considered as alternatives.	Y				Seasonally gate	Downgrade & barricade at approximately 0.87 miles	Seasonally gate	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	16N10	is shown as a non-motorized trail. This road is a gated road to private land.	Road 16N10 was converted from a road to a non-motorized trail in an earlier NEPA decision, the Doe Flat Trail and Trailhead Relocation Project / Island Lake Trail Trailhead Relocation Project. Special Use may be permitted for owners of private inholdings to access their property.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	16N10.1	shows your intent to "restore unauthorized route" without any motorized access to this road. The road has been converted to a non-motorized trail on your maps.	The map reflects the proposed NFTS, should the proposed action be implemented. 16N10.1 is an unauthorized route that is proposed to be restored by barricading. Commenter is correct that this route is only accessed by the non-motorized Island Lake Trail; the Forest maintains interest in restoring hydrologic function of this non-system route.	N							Recreation
#605-10	16N15	Risk rating should be high for botany.	This is currently a OML 2 road. There is no change proposed. The risk rating should be changed to low for botany, as Moderate to steep cross slopes preclude off road travel.	Y		Y	No change proposed in current status				Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-18	16N16	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with no POC mitigations:	Based on current Risk model, this route was identified as having a low risk. No mitigation needed.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	16N19	system appears to have infected large stands of POC, why is this low risk?- is the gate working?	New Risk model has rated this road as High and mitigation will be needed.	Y	Y			reinforce creek crossings with gravel and sections of road with POC 0.29 - 0.46 miles west of 16N19E intersection	Downgrade to OML 1 and barricade	reinforce creek crossings with gravel and sections of road with POC 0.29 - 0.46 miles west of 16N19E intersection	POC
#71-51	16N19	Present serious habitat fragmentation problem, and duplicates a cut across route 17N07. (16N19 and 405.103)	16N19 stems off of 17N07, and provides access to NFS lands on to the south of Coon Creek, while 17N07 provides access to NFS lands to the north of Coon Creek. 16N19 is an OML 3 road and is therefore beyond the scope of the project.	N							Wildlife/Fish

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	16N19 & 16N34	These roads fragment an otherwise extensive roadless area. Shows a gate at this junction, yet two entire watersheds appear to be contaminated by these roads, that traverse above watersheds.	The headwaters to the watersheds in question are accessed by County road, and the watersheds have been infected prior to 1999.	N							POC
#600-1	16N19.2	is a water source for fire suppression and road maintenance . It is the only tanker fill for several miles. It also provides	Allowing motorized travel by adding 16N19.2 to the NFTS will be considered in an alternative. This route is also valuable for fire suppression.	Y	Y	N		Add as motorized trail or ML2 road		Add for access to Coon Creek.	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		Coon creek access and campsites.									
#640-25	16N19E	High Risk POC, what mitigation?-close	Proposed action is to permanently barricade road.	N							POC
#71-52	16N23	High risk of spreading PL and moderate risk to wildlife & fishery. EXclude vehicle access.	Downgrading, and seasonally gating will be considered in alternatives to reduce risk to POC.	Y	Y			Seasonal Gate	Downgrade & barricade	Seasonal Gate	POC
#605-18	16N23	Routes rated as high for POC should be gated during the wet season or	Downgrading, and seasonally gating will be considered in alternatives to reduce risk to POC.	Y	Y			Seasonal Gate	Downgrade & barricade	Seasonal Gate	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		barricaded.									
#605-18	16N23	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with no POC mitigations:	Downgrading, and seasonally gating will be considered in alternatives to reduce risk to POC.	Y	Y			Seasonal Gate	Downgrade & barricade	Seasonal Gate	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-52	16N23	High risk of spreading PL and moderate risk to wildlife & fishery. EXclude vehicle access.	This road is proposed for stormproofing and will help to reduce the risk to fish habitat from moderate to low. These actions will effectively reduce the risk to water quality and fish habitat. Downgrading, and seasonally gating will be considered in alternatives to reduce risk to POC.	Y				Seasonal Gate	Downgrade & barricade	Seasonal Gate	water quality
#71-52	16N23	High risk of spreading PL and moderate risk to wildlife & fishery. EXclude vehicle access.	This road is proposed for stormproofing and will help to reduce the risk to fish habitat from moderate to low. These actions will effectively reduce the risk to water quality and fish habitat. Downgrading, and seasonally gating will be considered in alternatives to reduce risk to POC.	Y	Y			Seasonal Gate	Downgrade & barricade	Seasonal Gate	Wildlife

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-52	16N23	High risk of spreading PL and moderate risk to wildlife & fishery. EXclude vehicle access.	The lower mile occurs within the Rock Creek Riparian Reserve. Rock Creek contains FSS coastal cutthroat and steelhead trout, and foothill yellow-legged frog, and is designated Critical Habitat for SONCC coho salmon. This road segment also exists within the Recreation River 300 ft corridor.	Y	Y			Seasonal Gate	Downgrade & barricade	Seasonal Gate	Wildlife/Fish
#640-25	16N23	High Risk POC- not appropriate for horses- what mitigation?	Downgrading, and seasonally gating will be considered in alternatives to reduce risk to POC.	Y	Y			Seasonal Gate	Downgrade & barricade	Seasonal Gate	POC
#648-1	16N31	Add as motorized trail	Upgrading 16N31 to an OML 2 will be consider in an alternative.	Y	Y			Upgrade as OML 2			Recreation
#637-3	16N31	Road/Trail need for public historic use. add the	16N31 will be consider in an alternative as upgrading to an OML 2.	Y	Y			Upgrade as OML 2			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		following roads to level 2. (Reference map 2/24/10).									
#600-1	16N31B	has not been closed to the public by the USFS as shown on maps. It is shown on the maps as being closed.	The map reflects the proposed NFTS, should the proposed action be implemented. 16N31B will be considered in an alternative to upgrade to an OML 2.	NA							Map / Editorial
#600-1	16N31B	has not been closed to the public by the USFS as shown on maps. It is shown on the maps as being closed.	The map reflects the proposed NFTS, should the proposed action be implemented. 16N31B will be considered in an alternative to upgrade to an OML 2.	Y	Y			Convert to motorized trail			Recreation

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
#648- 1	16N31B	Add as motorized trail	The map reflects the proposed NFTS, should the proposed action be implemented. Providing motorized access to 16N31B will be considered in an alternative.	Y	Y			Convert to motoriz ed trail			Recrea tion
#637- 3	16N31B	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	The map reflects the proposed NFTS, should the proposed action be implemented. Providing motorized access to 16N31B will be considered in an alternative.	Y	Y			Convert to motoriz ed trail			Recrea tion
#605- 18	16N32	roads are rated as Moderate for risk of POC infection are proposed for addition to the road	New Risk model has rated this road as High. A seasonal gate closure is currently in place. Downgrading to OML 1 and barricading will be considered as an alternative.	Y	Y				Downgr ade to OML1 & barricad e		POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		system for use by high-clearance vehicles (OML 2) with no POC mitigations:									
#640-25	16N32	High Risk POC, fire gate- what mitigation?	New Risk model has rated this road as High. A seasonal gate closure is currently in place. Downgrading to OML 1 and barricading will be considered as an alternative.	Y	Y				Downgrade & barricade		POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	16N33	shows it being closed. This road has never been closed by the USFS. The first two miles are open to high clearance vehicles. The last mile is partly washed out but okay for ATV's to access Hurdygurdy creek. Road 16N33 accesses private land. Road 16N33 has a long history of hunting, fishing, camping, and	Currently 16N33 is closed (OML 1) from mile post 0.7 to 3.4, and an OML 2 from mile post 0 to 0.7. The proposed action is to close the first 0.7 miles to motorized travel. The map reflects the proposed NFTS, should the proposed action be implemented. Maintaining the first segment as an OML 2 will be considered in an alternative .	Na	Y			Maintain first 0.7 miles as OML 2.		Maintain first 0.7 miles as OML 2.	Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		waterfall viewing. Road 16N33 should be kept open as a motorized trail and a star placed at upper Hurdygurdy creek campsite.									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	16N33	shows it being closed. This road has never been closed by the USFS. The first two miles are open to high clearance vehicles. The last mile is partly washed out but okay for ATV's to access Hurdygurdy creek. Road 16N33 accesses private land. Road 16N33 has a long history of hunting, fishing, camping, and	Currently 16N33 is closed (OML 1) from mile post 0.7 to 3.4, and an OML 2 from mile post 0 to 0.7. The proposed action is to close the first 0.7 miles to motorized travel. The map reflects the proposed NFTS, should the proposed action be implemented. Maintaining the first segment as an OML 2 will be considered in an alternative .	Y				Maintain first 0.7 miles as OML 2.		Maintain first 0.7 miles as OML 2.	Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		waterfall viewing. Road 16N33 should be kept open as a motorized trail and a star placed at upper Hurdygurdy creek campsite.									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	16N33	shows it being closed. This road has never been closed by the USFS. The first two miles are open to high clearance vehicles. The last mile is partly washed out but okay for ATV's to access Hurdygurdy creek. Road 16N33 accesses private land. Road 16N33 has a long history of hunting, fishing, camping, and	Currently 16N33 is closed (OML 1) from mile post 0.7 to 3.4, and an OML 2 from mile post 0 to 0.7. The proposed action is to close the first 0.7 miles to motorized travel. The map reflects the proposed NFTS, should the proposed action be implemented. Maintaining the first segment as an OML 2 will be considered in an alternative .	Y	Y			Maintain OML2 for the first 0.7 mi. (MK)		Maintain first 0.7 mi as OML2, for future non-mot. trailhead access to Hurdygurdy Ck. planned acquisition area. (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		waterfall viewing. Road 16N33 should be kept open as a motorized trail and a star placed at upper Hurdygurdy creek campsite.									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	16N33	The end .7 miles appear to place POC at High Risk-what mitigation?	The first segment (0-0.7) is proposed to be downgraded to OML1 (closed) in the proposed action. Alternative 6 and 4 will consider maintaining this segment as an OML 2 while putting a seasonal gate closure in place to mitigate the risk to POC. Alternative 5 will consider downgrading this segment to an OML 1 (closed) and adding a barricade to restrict motorized travel.	Y	Y			Seasonal gate closure	barricade	seasonal gate closure	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	16N33A	Add as motorized trail	Providing motorized access to 16N33A will be considered as an alternative.	Y	N	Y	This route does not lead to any current motorized recreation opportunity; the road has not been passable to motor vehicles for years.				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	16N33A	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	Providing motorized access to 16N33A will be considered as an alternative.	Y	N	Y	This route does not lead to any current motorized recreation opportunity; the road has not been passable to motor vehicles for years.				Recreation

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analysis	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
#640- 25	16N34	High Risk POC, what mitigation?- walk in camping/hu nting	Currently seasonal gate on route. Barricading the last portion of this road prior to the POC stand will be analyzed in the alternatives.	Y				barricad e 350' before POC stand.	barricad e 350' before POC stand.	barricad e 350' before POC stand.	POC
#640- 25	16N35C	High Risk POC, remove- what mitigation?	The prosed action is to remove from system	N							POC
#649- 1	16N36	Road missing from maps	16N36 is shown on all three maps shared with the proposed action.	N							Map / Editori al
#637- 3	16N36	Road missing on new maps	16N36 is shown on all three maps shared with the proposed action.	N							Map / Editori al

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	16N36.1	roads do not connect to any road system. They are floating out in the middle of nowhere.	16N36 was inventoried as 2 miles in length in the RAP; however, the existing system road is only 1.2 miles. The difference between these segments should be captured as an Unauthorized Route, and will be added to the length of 16N36.1, which covered 0.11 miles of that difference. The action identified for this segment of 16N36 will differ across alternatives.	Y				Add as OML 2; repair or replace culverts.		Add as OML 2; repair or replace culverts.	Map / Editorial
#640-25	16N37	High Risk POC, fire gate- what mitigation?	POC at road crossing currently infected. Improve area with rock and gravel to minimize transporting infected soil.	Y				Gravel creek crossings	downgrade and barricade	install culvert at creek crossing and gravel.	POC
#640-25	16N38	High Risk POC, what mitigation?	POC at road crossing currently infected. Improve area with rock and gravel to minimize transporting infected soil.	Y					downgrade and barricade	gravel creek crossings	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	16N41	High Risk POC, fire gate- what mitigation?	POC at road crossing currently infected. Improve area with rock and gravel to minimize transporting infected soil.	Y				culvert creek crossing and gravel	culvert creek crossing and gravel	culvert creek crossing and gravel	POC
#599-1	16N55	Road 16N55 shows a high clearance road on the map, which a majority of it is not a high clearance road. About 2/3rds of that road is an old mine road and has been closed for about 20 years. Roads like this need to be looked at on the ground by your mapmaker.	The map reflects the proposed NFTS should the proposed action be implemented. The proposed action is to upgrade this road from OML 1 to OML 2 to provide access for fire needs.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	17N01	with high POC risk there should be mitigation here	System road in infested stand. Mitigation would be to improve gravel to reduce infested soil movement.	Y	Y			rock/gravel road as needed	rock/gravel road as needed	rock/gravel road as needed	POC
#637-3	17N01	Dispersed campsites shown on this road do not address access to sites.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Recreation
#600-1	17N03	has never been closed by the USFS. This is a high clearance road to the top of the ridge. The map shows this road as closed.	The map reflects the proposed NFTS should the proposed action be implemented. This road is currently an OML 1 and is therefore administratively closed for motorized travel, the proposed action would maintain the road as an OML 1 and put a barricade in place. This road will be considered in an alternative to allow for motorized use.	Y	Y	N		Convert to motorized trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N04.18	Add road to motorized trail network.	17N04.18 is not an inventoried route and is therefore beyond the scope of the project. Therefore it will not be considered as an alternative.	N							Recreation
#600-1	17N04.3	has been closed off for several years to the public. This area is no longer used as a recreation site. No access, no use. Remove the star at the Coon mountain shelter as it is unsafe for the public.	Currently no motorized access available (already currently barricaded); <b>the shelter is unstable/ unsafe and therefore would present a liability if we encouraged access to it by designating motorized access to that site - so it doesn't meet P&amp;N for that reason.</b> (Therefore, no change in rec alt. to PA for 17N04.3, for which PA=restore: barricade, etc.)	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N04.3	has been closed off for several years to the public. This area is no longer used as a recreation site. No access, no use. Remove the star at the Coon mountain shelter as it is unsafe for the public.	Currently no motorized access available (already currently barricaded); <b>the shelter is unstable/ unsafe and therefore would present a liability if we encouraged access to it by designating motorized access to that site - so it doesn't meet P&amp;N for that reason.</b> (Therefore, no change in rec alt. 4 to PA for 17N04.3, for which PA=restore: barricade, etc.)	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N04L	this road was not closed to the public by the USFS as shown on maps. There are several other old logging roads in this area that are not shown on the maps as well.	The great majority of this road is on private land. This road is not addressed in the proposed action as the Forest Service does not have legal authority to authorize access on it. The map only shows roads that the FS maintains or UARs that are on FS lands which have been inventoried.	N							Map / Editorial
#600-1	17N04L	this road was not closed to the public by the USFS as shown on maps. There are several other old logging roads in this area that are not shown on the maps	The great majority of this road is on private land. This road is not addressed in the proposed action as the Forest Service does not have legal authority to authorize access on it. The map only shows roads that the FS maintains or UARs that are on FS lands which have been inventoried.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		as well.									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N04L	this road was not closed to the public by the USFS as shown on maps. There are several other old logging roads in this area that are not shown on the maps as well.	This road is administratively closed and no change is proposed for this project. Upgrading this road to ML2 will be considered in an alternative.	Y	Y			Upgrade to OML 2			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N05E	shows it as being closed on the map. This road 17N05E has never been closed by the USFS.	The map reflects the proposed NFTS should the proposed action be implemented. 17N05F is currently administratively closed as an OML1. No change proposed is proposed. This road leads only to private property, along a steep hillside. The route does not lead to any sort of recreation opportunity or even flat landing area. Private property access is handled via special use permitting, which is outside the scope of this process.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N05E	shows it as being closed on the map. This road 17N05E has never been closed by the USFS.	The map reflects the proposed NFTS should the proposed action be implemented. 17N05F is currently administratively closed as an OML1. No change proposed is proposed. This road leads only to private property, along a steep hillside. The route does not lead to any sort of recreation opportunity or even flat landing area. Private property access is handled via special use permitting, which is outside the scope of this process.	Y	Y	Alt. 4=Y	Alt 4: Road 17N05E does not lead to any sort of recreation opportunity or even flat landing area.		Recommend Decommission / barricade while not obliterating the road prism. This change would require specifically contacting the potentially affected landowner to whose property this ML1 road accesses. Line approval pending	Recommend Decommission / barricade while not obliterating the road prism. This change would require specifically contacting the potentially affected landowner to whose property this ML1 road accesses. Line approval pending	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N05F	shows it as closed on the map. This 17N05F has never been closed by the USFS.	The map reflects the proposed NFTS should the proposed action be implemented. 17N05E is currently closed as an OML1. No change proposed is proposed. Upgrading this road to an OML 2 will be considered as an alternative.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N05F	shows it as closed on the map. This 17N05F has never been closed by the USFS.	The map reflects the proposed NFTS should the proposed action be implemented. 17N05E is currently administratively closed as an OML1. No change proposed is proposed. Upgrading this road to an OML 2 road or downgrading to a motorized trail will be considered as an alternative.	Y	Y	N		Upgrade to ML2			Recreational
#8-7	17N07.102	Important route for family and cultural sites. Request to	Allowing motorized travel by adding 17N07.102 to the NFTS will be considered in an alternative.	Y							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		leave open									
#600-1	17N07.102	should be left as a motorized trail. This road offers ATV access to several old mine sites. It has been used in the past as access for hunting, fishing, camping and scenery viewing.	Allowing motorized travel by adding 17N07.102 to the NFTS will be considered in an alternative.	Y							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N07.102	Add road to motorized trail network.	Allowing motorized travel by adding 17N07.102 to the NFTS will be considered in an alternative. The impacts to cultural resources will be analyzed in the EIS.	Y							Cultural
#600-1	17N07.102	should be left as a motorized trail. This road offers ATV access to several old mine sites. It has been used in the past as access for hunting, fishing, camping and scenery viewing.	Allowing motorized travel by adding 17N07.102 to the NFTS will be considered in an alternative.	Y	N	Y (MK)	Adding this UAR is outside the scope of this project because it is inconsistent w/ regulation and	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							policy, specifically ACS S&G's (MK)				
#637-3	17N07.102	Add road to motorized trail network.	Allowing motorized travel by adding 17N07.102 to the NFTS will be considered in an alternative.	Y	N	Y (MK)	Adding this UAR is outside the scope of this project because it is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							inconsistent w/ regulation and policy, specifically ACS S&G's (MK)				
#8-7	17N07.102	Important route for family and cultural sites. Request to leave open	Allowing motorized travel by adding 17N07.102 to the NFTS will be considered in an alternative.	Y	N	Y (MK)	Adding this UAR is outside the scope of this project because it is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							inconsistent w/ regulation and policy, specifically ACS S&G's (MK)				
#8-8	17N07.102	Request to leave open.	Adding this UAR is outside the scope of this project because it is inconsistent w/ regulation and policy.	Y	N	Y (MK)	Adding this UAR is outside the scope of this project because it is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							inconsistent w/ regulation and policy, specifically ACS S&G's (MK)				
#600-1	17N07.4	shows to be "restore as an unauthorized route," there is no road shown on the maps to 17N07.4.	This is an unauthorized route that stems off of a Special Use Permit road, which is not and should not be shown on the maps, and will not be adopted to the NFTS or barricaded as to allow access for the permitted use.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N07.4	roads do not connect to any road system. They are floating out in the middle of nowhere.	This is an unauthorized route that stems off of a Special Use Permit road, which is not and should not be shown on the maps, and will not be adopted to the NFTS or barricaded as to allow access for the permitted use.	N							Map / Editorial
#600-1	17N07.4	shows to be "restore as an unauthorized route," there is no road shown on the maps to 17N07.4.	This is an unauthorized route that stems off of a Special Use Permit road, which is not and should not be shown on the maps, and will not be adopted to the NFTS or barricaded as to allow access for the permitted use.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N07.4	roads do not connect to any road system. They are floating out in the middle of nowhere.	This is an unauthorized route that stems off of a Special Use Permit road, which is not and should not be shown on the maps, and will not be adopted to the NFTS or barricaded as to allow access for the permitted use.	N							Private Property
#640-25	17N07G	High Risk POC, fire gate- what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock and gravel stretch with infected POC, ~ milepost 0.2 - 0.22	downgrade & barricade	rock and gravel stretch with infected POC, ~ milepost 0.2 - 0.22	POC
#605-10	17N07J	Risk rating should be high for botany.	Proposal is to repair a culvert. The culvert repair has a low botany risk.	Y		Y	No change proposed in current				Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							status				
#637-3	17N09.105	Add road to motorized trail network.	This route is not an inventoried route, and has not been identified as a short route to a dispersed recreation site, therefore it is outside the scope of this analysis and will not be considered in an alternative.	N							Recreation
#640-25	17N13	High Risk POC, what mitigation-close?	Mitigations will be considered in the alternatives.	Y	Y			rock and gravel POC crossing	downgrade & barricade	downgrade and barricade	POC
#640-25	17N14	High Risk POC, fire gate- what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock and gravel infested POC site	downgrade & barricade	rock and gravel POC crossing	POC
#600-1	17N16	shown in road less areas on the maps	This road is not shown to occur in an inventoried roadless area in the proposed action maps.	N							IRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N16	shows it closed on the maps. It has never been closed to the public.	The map reflects the proposed NFTS should the proposed action be implemented. The Proposed Action is to downgrade 17N16 from OML2 to OML1, which would close this road. Maintaining this road as an OML 2 will be considered as an alternative.	NA							Map / Editorial
#600-1	17N16	shown in road less areas on the maps	This road is not shown to occur in an inventoried roadless area in the proposed action maps.	NA							Map / Editorial
#600-1	17N16	shown in road less areas on the maps	This road is not shown to occur in an inventoried roadless area in the proposed action maps.	N							NRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N16	shows it closed on the maps. It has never been closed to the public.	The map reflects the proposed NFTS should the proposed action be implemented. The Proposed Action is to downgrade 17N16 from OML2 to OML1, which would close this road. Maintaining this road as an OML 2 will be considered as an alternative.	Y	Y	N		Upgrade to OML2			Recreation
#640-25	17N18C	High Risk POC, fire gate- what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock and gravel length of road as needed	downgrade & barricade	rock and gravel length of road as needed	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	17N22B	17N22B is not shown on the maps. This road is used by the Pacific Power Co., commercial brush pickers and mushroom hunters. This road should be a high clearance road on the maps. This road has been maintained by Pacific Power under a special use permit with the USFS.	This road is currently ML2, over a distance of 0.63 miles. No change to this road is proposed. It was a mapping error that kept it from displaying in the Proposed Action, and this will be corrected in future versions.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	17N22B	17N22B is not shown on the maps. This road is used by the Pacific Power Co., commercial brush pickers and mushroom hunters. This road should be a high clearance road on the maps. This road has been maintained by Pacific Power under a special use permit with the USFS.	This road is currently ML2, over a distance of 0.63 miles. No change to this road is proposed. It was a mapping error that kept it from displaying in the Proposed Action, and this will be corrected in future versions.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	17N22B	17N22B is not shown on the maps. This road is used by the Pacific Power Co., commercial brush pickers and mushroom hunters. This road should be a high clearance road on the maps. This road has been maintained by Pacific Power under a special use permit with the USFS.	This road is currently ML2, over a distance of 0.63 miles. No change to this road is proposed. It was a mapping error that kept it from displaying in the Proposed Action, and this will be corrected in future versions.	N							Recreation
#640-25	17N22C	High Risk POC, fire gate- what mitigation?	This road has no mapped POC and is rated as a low risk. No POC mitigation is proposed for this road.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N23	has never been closed by the USFS. Road 17N23 is access to several homes and private property.	This road is proposed to be removed from the NFTS from 0.35 mp to 1.5 mp where the road crosses through private land, access to private property will not be affected. At mp 1.5 road passes back onto FS lands, the road will be barricaded there.	NA							Map / Editorial
#600-1	17N23	has never been closed by the USFS. Road 17N23 is access to several homes and private property.	This road is proposed to be removed from the NFTS from 0.35 mp to 1.5 mp where the road crosses through private land, access to private property will not be affected. At mp 1.5 road passes back onto FS lands, the road will be barricaded there.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	17N26	High Risk POC, fire gate- dead end short road- should not be OHV candidate- what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock and gravel length of road as needed	downgrade & barricade	rock and gravel length of road as needed	POC
#640-25	17N26A	High Risk POC, fire gate- dead end short road- should not be OHV candidate- what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock and gravel length of road as needed	downgrade & barricade	rock and gravel length of road as needed	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N31	shows it as being closed. This road 17N31 has never been closed by the USFS. Road 17N31 had been brushed and maintained by the USFS about 3 years ago.	The map reflects the proposed NFTS should the proposed action be implemented. The proposed action is to downgrade 17N31 from OML 2 to OML 1. Maintaining this road as an OML2 will be considered as an alternative.	Y	Y	N		Upgrade to OML2			Recreation
#640-25	17N32	High Risk POC, fire gate- what mitigation?	This area has history of lightning strikes. This road is the primary access road for fire suppression purposes and hence has a high admin need. A season gate closure and rock/gravel through POC crossing as needed will be included in the alternatives to mitigate the risk to POC.	Y	Y			seasonal gate closure, rock/gravel POC crossing as needed	seasonal gate closure, rock/gravel POC crossing as needed	seasonal gate closure, rock/gravel POC crossing as needed	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N35.100	roads do not connect to any road system. They are floating out in the middle of nowhere.	17N35.100 is an unauthorized route that is shown to connect to 17N35 on the proposed action map A-2 as proposed to restore. It should have also been shown in Map B.	NA							Map / Editorial
#600-1	17N36 and 17N04 intersection	this is known as 5 corners, two roads are missing on the map.	The road to the south is a private road occurring on private land, and the FS does not have right-of-way, therefore this road will not be displayed on the map. The road leading to the east is 17N04N which is decommissioned and is therefore not shown on the project maps.	NA							Map / Editorial
#640-25	17N39	High Risk POC, fire gate- what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock & gravel stretch with infected POC	downgrade & barricade	rock & gravel stretch with infected POC	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N39A	part of this road has been decommissioned for several years.	The proposed action is to decommission this OML 1 road (closed).								Map / Editorial
#600-1	17N39B	shows part of this road closed, it has never been closed by the USFS.	The map reflects the proposed NFTS, should the proposed action be implemented. 17N39B is currently an OML1 road.	NA							Map / Editorial
#600-1	17N40	shows it closed. This road is a good high clearance road. The USFS has never closed this road to the public as shown on the maps.	The last 1.2 miles of 17N40 was decommissioned in the 1990s.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	17N40	Photo Two – 17N40 continues down on the left side of the vehicle. Map A-1 describes the road to the right of the vehicle as 17N46 yet the carsonite on that route – Photo Three – is marked 17N40A.	The 17N40A sign is erroneous. A new sign plan will be implemented after the Record of Decision is signed.	NA							Map / Editorial
#638-5	17N40	On Map A-1, 17N40 is marked as closed as closed to the public yet it obviously a popular public route that continues on	Map A-1 illustrates the proposed action for 17N40, which includes further decommissioning. Adding 17N40 to the NFTS as a motorized trail will be considered as an alternative.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		past this intersection for quite a ways according to the 1994 NRA Forest Map.									
#640-25	17N40	This road is listed twice differently. Please correct mistake.	The road is listed twice in the proposed action table because different actions apply to different segments of the road. The Beginning Mile Post (BMP) and Ending Mile Post (EMP) describe the segment of road each action applies to.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N40	shows it closed. This road is a good high clearance road. The USFS has never closed this road to the public as shown on the maps.	Adding 17N40 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Y	Adding 17N40 to the NFTS does not meet P/N because it is unsafe for motor vehicle travel, due to an active landslide that is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							taking out the road prism, with a steep drop-off below. (MK)				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N40	Add road to motorized trail network.	Adding 17N40 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Y	Adding 17N40 to the NFTS does not meet P/N because it is unsafe for motor vehicle travel, due to an active landslide that is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							taking out the road prism , with a steep drop-off below. (MK)				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	17N40	On Map A-1, 17N40 is marked as closed as closed to the public yet it obviously a popular public route that continues on past this intersection for quite a ways according to the 1994 NRA Forest Map.	Adding 17N40 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Y	Adding 17N40 to the NFTS does not meet P/N because it is unsafe for motor vehicle travel, due to an active landslide that is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							taking out the road prism, with a steep drop-off below. (MK)				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-3	17N40	Add as motorized trail	Adding 17N40 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Y	Adding 17N40 to the NFTS does not meet P/N because it is unsafe for motor vehicle travel, due to an active landslide that is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							taking out the road prism, with a steep drop-off below. (MK)				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	17N40 Craigs Ck R2E, T17-16N Section 20, 17, 19.	Add as motorized trail	Adding 17N40 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Y	Adding 17N40 to the NFTS does not meet P/N because it is unsafe for motor vehicle travel, due to an active landslide that is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							taking out the road prism, with a steep drop-off below. (MK)				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N40 TO CRAIGS CREEK R2E,T17& 16N SECTION 33,4,8,9	Add road to motorized trail network.	Adding 17N40 to the NFTS as a motorized trail will be considered as an alternative.	Y	N	Y	Adding 17N40 to the NFTS does not meet P/N because it is unsafe for motor vehicle travel, due to an active landslide that is	Same as PA (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							taking out the road prism, with a steep drop-off below. (MK)				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	17N40B	Photo Four – 17N40B is marked closed to the public on Map A-1, yet the FS has recently brushed it and it is being used by the public.	17N40B is currently an OML 2 road, open for motorized use. Map A-1 illustrates the actions proposed for road 17N40B, which is to downgrade this road to an OML 1 road (closed to motorized use). Adding 17N40B to the NFTS as a motorized trail will be considered as an alternative.	Y	Y			Convert to motorized trail.			Recreation
#638-5	17N41	Photo One – This is a popular short route that is not on any of the maps. It is just a few yards south on 17N41 from where 17N41 branches off of the 411 road.	This route was not inventoried and appears to be longer than 300' to a dispersed recreation opportunity, it is therefore beyond the scope of this analysis for consideration in an alternative.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#650-1	17N41	Road missing from maps.	This route was not inventoried and appears to be longer than 300' to a dispersed recreation opportunity, it is therefore beyond the scope of this analysis for consideration in an alternative.	NA							Map / Editorial
#637-3	17N41	Road missing on new maps	This route was not inventoried and appears to be longer than 300' to a dispersed recreation opportunity, it is therefore beyond the scope of this analysis for consideration in an alternative.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	17N41	Photo One – This is a popular short route that is not on any of the maps. It is just a few yards south on 17N41 from where 17N41 branches off of the 411 road.	This unmapped route was not inventoried and appears to be longer than 300' to a dispersed recreation opportunity, it is therefore beyond the scope of this analysis for consideration in an alternative.	N							Recreation
#640-25	17N41A	High Risk POC, what mitigation-OML 1	This a closed road. The mitigation is to barricade.	Y	Y			Barricade	Barricade	Barricade	POC
#640-25	17N41H	High Risk POC, what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock & gravel stretch with infected POC	downgrade & barricade	rock & gravel stretch with infected POC	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#650-1	17N42.100	Road missing from maps. Access to USFS Tree Plantation + historic mine; put on new maps.	This route occurs on private land. The FS does not have Right-of-Way across this property. It is therefore eliminated from detailed analysis for consideration in an alternative.	NA							Map / Editorial
#649-1	17N42A.100	Road missing from maps, access to USFS Tree Plantation + historic Mine	17N42A.100 is an unauthorized route that was inventoried but not included in the proposed action. It is illustrated in Map B as such. Providing motorized access on this route will be considered as an alternative.	Y				Add as motorized trail			Map / Editorial
#637-3	17N42A.100	Road missing on new maps	17N42A.100 is an unauthorized route that was inventoried but not included in the proposed action. It is illustrated in Map B as such. Providing motorized access on this route will be considered as an alternative.	Y				Add as motorized trail			Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N42A.100	Road missing on new maps	17N42A.100 is an unauthorized route that was inventoried but not included in the proposed action. It is illustrated in Map B as such. Providing motorized access on this route will be considered as an alternative.	Y	Y	N		Add as motorized trail			Recreation
#649-1	17N42A.100	Road missing from maps, access to USFS Tree Plantation + historic Mine	17N42A.100 is an unauthorized route that was inventoried but not included in the proposed action. It is illustrated in Map B as such. Providing motorized access on this route will be considered as an alternative.	Y	Y	N		Add as motorized trail			Recreation

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
#650-1	17N42A.100 (previously listed as 17N42.100 - that was a typo; see letter)	Road missing from maps. Access to USFS Tree Plantation + historic mine; put on new maps.	17N42A.100 is an unauthorized route that was inventoried but not included in the proposed action. It is illustrated in Map B as such. Providing motorized access on this route will be considered as an alternative.	Y	Y	N		Add as motorized trail			Recreation
#640-25	17N43	high POC risk- what mitigation?	Mitigations will be considered in the alternatives.	Y				rock & gravel stretch with infected POC	downgrade & barricade	rock & gravel stretch with infected POC	POC
#640-25	17N46	High Risk POC, what mitigation?	Seasonal gate closure on 17N40 restricts access to this route seasonally.	Y	N	Y					POC
#640-25	17N48	High Risk POC, what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock & gravel stretch with infected POC	downgrade & barricade	rock & gravel stretch with infected POC	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#642-1	17N48.1 (see map)	keep open for private property emergency access.	The Forest Service is required by law to grant one reasonable access route to owners of private land inholdings, if they have no other access. The private property accessed by this route, is already accessed by French Hill Road (County Road 411).	NA							Map / Editorial
#642-1	17N48.1 (see map)	keep open for private property emergency access.	The Forest Service is required by law to grant one reasonable access route to owners of private land inholdings, if they have no other access. The private property accessed by this route, is already accessed by French Hill Road (County Road 411).	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N48.3	had been closed by the USFS about 20+ years ago. This road is so grown overgrown, the public can not walk it. Your maps have this road as being proposed for decommissioning.	The map accurately depicts the proposed action for this route. This is currently an UAR, and the PA is to restore and barricade this route.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	17N48.3	had been closed by the USFS about 20+ years ago. This road is so grown overgrown, the public can not walk it. Your maps have this road as being proposed for decommissioning.	Commenter <u>may</u> be indicating that decommissioning actions are unnecessary because of the natural regrowth in the road - but this is not clear. Consider adding as an alternative.	Y	N	Y	Adding as a motorized trail was eliminated from detailed analysis, as the route travels into an uninfected stand of POC.				Recreation
#640-25	17N49	high POC risk- what mitigation?	Mitigations will be considered in the alternatives.	Y	Y			rock & gravel stretch with infected POC	rock & gravel stretch with infected POC	rock & gravel stretch with infected POC	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	17N49.100	Adding motorized trail in roadless area will impact non-motorized recreation opportunity and impact IRA characteristics.	Not adding this route to the NFTS will be considered as an alternative.	Y	Y				Do not add & Barricade		IRA - Added
#648-1	17N49.100	Add as motorized trail	Allowing motorized travel on this route will be considered in an alternative.	Y	Y	N		Add as motorized trail			Recreation
#648-1	17N49.100	Add as motorized trail	Allowing motorized travel on this route will be considered in an alternative.	Y	Y	N		Add as motorized trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	17N49.104	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. These old mining roads in the Gasquet Mtn area all have <i>Streptanthus howellii</i> (STHO/ List 1B/ Forest Sensitive) and/or <i>Silene serpentinicola</i> (SISE/ 1B/ Forest Sensitive) documented in 2005 and 2006 in and/or immediately adjacent to the roadbed.	The effects to Forest Service Sensitive species will be analyzed in the EIS. Because the designation of 17N49.104 may effect Sensitive plant species, this route will be included in the Alternative 5 which should recommend that this route not be added to the trail or road system and barricaded.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-4	17N49.104	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. This route was identified as a high need for recreation.	N							High Risk / Low Need
	17N49.104	Adding motorized trail in roadless area will impact non-motorized recreation opportunity and impact IRA characteristics.	Not adding and barricading the portion of this route that traverses IRAs will be considered as an alternative.	Y	Y				Barricade at intersection with 17N49.8		IRA - Added
#637-3	17N49.104	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y				Add as motorized trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	17N49.104	Add as motorized trail	The proposed action proposes to designate 17N49.104 as a motorized trail.	Y				Add as motorized trail			Recreation
#605-12	17N49.104A & B spur	goes to darlingtonia bog. Why is this not barricaded?	A spur route off of 17N49.104 does access a darlingtonia bog. 17N49.104A & 17N49.104B will be analyzed in an alternative 5 as barricading.	Y	Y				barricade		Botany
#648-1	17N49.105	Add as motorized trail	Allowing motorized travel on this route will be considered in an alternative.	Y	N	Y	Uninfected POC stands along this route warrant restricting motorized travel along this				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							route				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	17N49.11	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. In addition to the presence of ERPE near the road, this road dissects a couple of Darlingtonia (List 4) fens, one of which has Viola occidentalis var. lanceolata (VIPRO/ List 1B/ Forest Sensitive) and Gentiana setigera (GESE/ List 1B/ Forest	The Darlingtonia fen with VIPRO is 130 meters below 17N49.11 and is not bisected by it. Recent survey data indicates a healthy population of VIPRO persists there and could be negatively impacted by trying to remove a motorized trail that has stabilized over the past 25 years. There is no Gentiana setigera in this fen. The other species mentioned are not Forest Service Sensitive because they are not so rare that there is a concern for maintaining viable populations. The recommendation to not add this route will be included in an alternative.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-29	17N49.11	Routes within uninfected watersheds with POC, analyze for impacts to POC.	The DEIS will analyze the effects to POC of the full range of alternatives.	N							POC
#637-3	17N49.12	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	Y	N		Add as motorized trail			Recreation
#648-1	17N49.12	Add as motorized trail	Allowing motorized travel on this route will be considered in an alternative.	Y	Y	N		Add as motorized trail			Recreation
#71-4	17N49.13	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated.	N							High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	17N49.14	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. These old mining roads in the Gasquet Mtn area all have <i>Streptanthus howellii</i> (STHO/ List 1B/ Forest Sensitive) and/or <i>Silene serpentinicola</i> (SISE/ 1B/ Forest Sensitive) documented in 2005 and 2006 in and/or immediately adjacent to the roadbed.	Rare plant surveys covering routes analyzed and 100 feet either side found that over 90 % of the STHO and SISE plants were growing in the travel way indicating a tolerance for the level of use these routes are experiencing. Rehabilitating the route could have negative impacts on plants growing therein. The recommendation to not add this route will be included in an alternative.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	17N49.7	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. These old mining roads in the Gasquet Mtn area all have <i>Streptanthus howellii</i> (STHO/ List 1B/ Forest Sensitive) and/or <i>Silene serpentinicola</i> (SISE/ 1B/ Forest Sensitive) documented in 2005 and 2006 in and/or immediately adjacent to the roadbed.	The effects to Forest Service Sensitive species will be analyzed in the EIS. Because the designation of 17N49.7 may effect Sensitive plant species, this route will be included in Alternative 5 which should recommend that this route not be added to the trail or road system and barricaded.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-4	17N49.7	"High" or "Moderate" risk routes with a "low" need proposed to be added	This route has an identified high recreation need and is proposed to add in the proposed action from mile post 0 to 3.06, however the segment of this route from mile post 3.6 to 3.35 is proposed to restore.	N							High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	17N49.7A	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. These old mining roads in the Gasquet Mtn area all have <i>Streptanthus howellii</i> (STHO/ List 1B/ Forest Sensitive) and/or <i>Silene serpentinicola</i> (SISE/ 1B/ Forest Sensitive) documented in 2005 and 2006 in and/or immediately adjacent to the roadbed.	Rare plant surveys covering routes analyzed and 100 feet either side found that over 90 % of the STHO and SISE plants were growing in the travel way indicating a tolerance for the level of use these routes are experiencing. Rehabilitating the route could have negative impacts on plants growing therein. The recommendation to not add this route will be included in an alternative.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-29	17N49.7A	Routes within uninfected watersheds with POC, analyze for impacts to POC.	The DEIS will analyze the effects to POC of the full range of alternatives.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	17N49.8	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. These old mining roads in the Gasquet Mtn area all have <i>Streptanthus howellii</i> (STHO/ List 1B/ Forest Sensitive) and/or <i>Silene serpentinicola</i> (SISE/ 1B/ Forest Sensitive) documented in 2005 and 2006 in and/or immediately adjacent to the roadbed.	Rare plant surveys covering routes analyzed and 100 feet either side found that over 90 % of the STHO and SISE plants were growing in the travel way indicating a tolerance for the level of use these routes are experiencing. Rehabilitating the route could have negative impacts on plants growing therein. The recommendation to not add this route will be included in an alternative.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	17N63	POC high risk- why no mitigation	Mitigations will be considered in the alternatives.	Y				rock & gravel stretch with infected POC	downgrade & barricade	rock & gravel stretch with infected POC	POC
#640-25	17N69	High Risk POC, what mitigation?	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	17N85	High POC risk, remove from system	This road was erroneously identified as a system road, however it is not. Until September 2013, it has been a private road occurring on private land, however 1.4 miles of this road, which were inventoried and analyzed in the RAP occur on tracts of land acquired through the Hurdygurdy Land Acquisition, Phase 3. The need for this road has increased since originally assessed given that it now access NFS lands. The POC risk will be mitigated and the status of this road will be addressed in the alternatives.	Y				Add as OML 1, barricade. Repair or replace culverts	Restore & barricade	Add as OML 1, barricade. Repair or replace culverts	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#649-1	17N92	Road missing from maps	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps. Upgrading this road to an OML2 will be considered as an alternative.	NA							Cultural
#650-1	17N92	Road missing from maps.	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps. Upgrading this road to an OML2 will be considered as an alternative.	NA							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#649-1	17N92	Road missing from maps	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps. Upgrading this road to an OML2 will be considered as an alternative.	Na							Map / Editorial
#650-1	17N92	Road missing from maps.	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps. Upgrading this road to an OML2 will be considered as an alternative.	Na							Map / Editorial
#640-25	17N92	High POC risk, oml 1	This road is an OML 1 road (closed), a barricade already exists.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	17N92	Add as motorized trail	Allowing motorized travel on this road as a motorized trail will be considered in an alternative.	Y	N	Y	Bringing 17N92 up to ML2 is beyond scope of project bc. It would be cost prohibitive & leads to no attractive recreation.				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#649-1	17N92	Road missing from maps	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps.	Y	N	Y	Bringing 17N92 up to ML2 is beyond scope of project bc. It would be cost prohibitive & leads to no attractive rec destination. (MK)				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#650-1	17N92	Road missing from maps.	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps.	Y	N	Y	Bringing 17N92 up to ML2 is beyond scope of project bc. It would be cost prohibitive & leads to no attractive rec destination. (MK)				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N92	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps. Upgrading this road to an OML2 will be considered as an alternative.	Na							Cultural
#637-3	17N92	Road missing on new maps	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps. Upgrading this road to an OML2 will be considered as an alternative.	Y							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N92	Road missing on new maps	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps.	Na							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N92	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	Upgrading this road to an OML2 will be considered as an alternative.	Y	N	Y	Bringing 17N92 up to ML2 is beyond scope of project bc. It would be cost prohibitive & leads to no attractive rec destination. (MK)				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	17N92	Road missing on new maps	17N92 is an OML1 road that was erroneously left off the project map. This error will be corrected in future maps.	Y	N	Y	Bringing 17N92 up to ML2 is beyond scope of project bc. It would be cost prohibitive & leads to no attractive rec destination. (MK)				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-67	18N system roads	mid slope erosion threatens Key Watershed. Threatens ability to meet ACS and goals of SR NRA.	Approximately 37% of roads in the 18N group are proposed for decommissioning and 88 % are proposed for stormproofing. These actions will effectively reduce the risk to water quality and fish habitat.								NRA
#71-67	18N system roads	mid slope erosion threatens Key Watershed. Threatens ability to meet ACS and goals of SR NRA.	Approximately 37% of roads in the 18N group are proposed for decommissioning and 88 % are proposed for stormproofing. These actions will effectively reduce the risk to water quality and fish habitat.	N							water quality

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	18N02	POC high risk- why no mitigation	There is currently a seasonal gate closure on 18N07, which 18N02 stems off of. To reduce the risk of spread of POC the segment of 18N02 100' either side of Sanger Lake with an infected POC stand will be identified for rocking/graveling as needed in the alternatives. To further reduce the risk of spread of POC root disease to the uninfected stand on 18N02 south of the 18N02/18N07 intersection, downgrading to OML 1 (closing) and barricading this segment will be considered in an alternative.	Y				rock and gravel through POC stands.	Downgrade & barricade the southern portion; rock and gravel through POC stand near lake.	Downgrade & barricade the southern portion; rock and gravel through POC stand near lake.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N05	Road 18N05 has never been closed to the public as shown on the maps. This road is being used by commercial and recreational mushroom hunters.	No change for 18N05 is proposed. Mushroom hunting is handled through special forest products permitting. Keeping this road open for motorized travel will be considered as an alternative.	NA							Map / Editorial
#599-1	18N05	Road 18N05 has never been closed to the public as shown on the maps. This road is being used by commercial and recreational mushroom hunters.	No change for 18N05 is proposed. It is currently administratively closed under the existing system and MVUM. Mushroom hunting is handled through special forest products permitting. Keeping this road open for motorized travel will be considered as an alternative.	Y	Y			Convert to motorized trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	18N05	Add as motorized trail	Keeping this road open for motorized travel will be considered as an alternative.	Y	Y			Convert to motorized trail			Recreation
#637-3	18N05	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	Keeping this road open for motorized travel will be considered as an alternative.	na							Map / Editorial
#637-3	18N05	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	Keeping this road open for motorized travel will be considered as an alternative.	Y	Y			Convert to motorized trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	18N08F	POC high risk- why no mitigation	barricade/close near milepost 0.70, before POC crossing	Y				barricade/close near milepost 0.70, before POC crossing	barricade/close near milepost 0.70, before POC crossing	barricade/close near milepost 0.70, before POC crossing	POC
#71-50	18N09	NFTS potentially hazardous to the resource values of the SR NRA values. Old roads not constructed to NFTS standards.	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	N							NRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	18N09	POC high risk- why no mitigation	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	Y				Install Seasonal Gate Closure at beginning of road.	Install Seasonal Gate Closure at beginning of road.	Install Seasonal Gate Closure at beginning of road.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	18N09	Add road to motorized trail network.	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	Y	N	Y	See Draft Response.				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-50	18N09	NFTS potentially hazardous to the resource values of the SR NRA values. Old roads not constructed to NFTS standards.	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	N							water quality

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	18N09	Add as motorized trail	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	Y	N	Y	See Draft Response				Recreation
#637-3	18N09.102	Add road to motorized trail network.	This UAR will be considered to add to the NFTS as a motorized trail in an alternative. 18N09.102 is on W side Diamond Ck, with no bridge access to that side. New bridge construction is outside the scope of this project.	Y	N	Y	New bridge construction is outside the scope of				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							this project.				
#648-1	18N09.102	Add as motorized trail	This UAR will be considered to add to the NFTS as a motorized trail in an alternative. 18N09.102 is on W side Diamond Ck, with no bridge access to that side. New bridge construction is outside the scope of this project.	Y	N	Y	New bridge construction is outside the scope of this project.				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N09.105	is a recreation site. Camping, fishing and swimming, this should show a star for dispersed camping.	18N09.105 will be consider in an alternative for dispersed recreation site access.	NA							Map / Editorial
#600-1	18N09.105	should show a star for each of the two recreation campsites at Bear creek and at Plateau creek. Also Bear creek and Plateau creek are not marked on the map.	18N09.105 will be consider in an alternative for dispersed recreation site access.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N09.105	is a recreation site. Camping, fishing and swimming, this should show a star for dispersed camping.	18N09.105 will be consider in an alternative for dispersed recreation site access. 18N09.105 is accessed by 18N09.102,which is on W side Diamond Ck, with no bridge access to that side.	Y	N	Y	New bridge construction is outside the scope of this project.				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N09.105	should show a star for each of the two recreation campsites at Bear creek and at Plateau creek. Also Bear creek and Plateau creek are not marked on the map.	18N09.105 will be consider in an alternative for dispersed recreation site access. 18N09.105 is accessed by 18N09.102, which is on W side Diamond Ck, with no bridge access to that side.	Y	N	Y	New bridge construction on 18N09.102 is outside the scope of this project.				Recreation
#600-1	18N10	At the end of road 18N10, there is no trailhead signage on the map for Elk camp ridge trail.	The Elk Camp Ridge trailhead symbol was added to the map.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N12A	Road 18N12A has been closed for about 20 years, should it be on the map?	18N12A is currently on OML1 (closed road) in the Forest Service Infra Database. The proposed action is to decommission, or remove this road from the NFTS. Map A1 illustrates the NFTS if the proposed action was implemented. Note that 18N12A does not appear on this map. Map A-2 illustrates what is proposed to change on the system.	N							Map / Editorial
#600-1	18N13	shows the road closed at Co. road 315. This part of the road has never been closed to the public. About 1/4 to 1/2 mile is open to vehicle	The North Fork Smith River Special Interest Area Road Access Decision Notice, states that the first quarter mile of 18N13 east of the Gasquet Toll road will be open for motorized use. The map will be edited to reflect this.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		access for Pacific Power company's line access.									
#637-3	18N13	Add road to motorized trail network.	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	18N13	Add road to motorized trail network.	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	Y	N	Y	See Draft Response.				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-2	18N13	Add as motorized trail	The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	Y	N	Y	See Draft Response.				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-76	18n14	consider a coordinated closure of roads 4402, 18N14, 316, 19N01, 315 to prevent the spread of Allysum. If you choose not to close road access to Oregon motorized users, then the EA must analyze the dire consequences of the spread of Allysum into the serpentine landscape	Roads 315 and 316 are Del Norte County roads, outside the authority of the Forest Service. Road 4402 is managed by the Rogue River Siskiyou NF, and is beyond the scope of this project. 18N14 is currently closed to motorized travel, and no change is proposed the proposed action.	N							Botany
#600-1	18N15	shown in road less areas on the maps	This road goes does occur within an IRA.	N							IRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N15	shown in road less areas on the maps	This road goes does occur within an IRA.	N							Map / Editorial
#600-1	18N15	shown in road less areas on the maps	This road goes does occur within an IRA.	N							NRA
#600-1	18N16	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA
#600-1	18N16	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N16	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							NRA
#640-25	18N16	POC high risk- why no mitigation	Mitigation will be considered in alternatives.	Y				rock/gravel first 0.28 miles within infected POC	rock/gravel first 0.28 miles within infected POC	rock/gravel first 0.28 miles within infected POC	POC
#605-18	18N17	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles	New Risk model has rated this route as High and mitigation will be addressed in the alternatives.	Y				Install Seasonal Gate Closure.	downgrade & barricade	Install Seasonal Gate Closure.	POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		(OML 2) with no POC mitigations:									
#640-25	18N17A	POC high risk- why no mitigation	A seasonal gate closure already exists on this route. Downgrading to OML 1 and barricading will be considered as an alternative.	Y					downgrade & barricade		POC
#605-18	18N17C	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high-clearance vehicles (OML 2) with	New Risk model has rated this route as High and mitigation will be needed. FS road 18N17 , which accesses this route, currently has seasonal gate to mitigate risk.	Y					downgrade & barricade		POC

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
		no POC mitigations:									
#640- 25	18N17C	POC high risk- why no mitigation	New Risk model has rated this route as High and mitigation will be needed. FS road 18N17 , which accesses this route, currently has seasonal gate to mitigate risk.	Y					downgr ade & barricad e		POC
#605- 18	18N17C	roads are rated as Moderate for risk of POC infection are proposed for addition to the road system for use by high- clearance vehicles	New Risk model has rated this route as High and mitigation will be needed. FS road 18N17 , which accesses this route, currently has seasonal gate to mitigate risk.	Y					downgr ade & barricad e		POC

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
		(OML 2) with no POC mitigations:									
#640- 25	18N17E	POC high risk- why no mitigation	FS road 18N17 , which accesses this route, currently has seasonal gate to mitigate risk.	Y					downgr ade & barricad e		POC
#600- 1	18N17F	shown in road less areas on the maps	18N17F runs adjacent to or parrellel to IRA boundary at some points.	N							IRA
#600- 1	18N17F	shown in road less areas on the maps	18N17F runs adjacent to or parrellel to IRA boundary at some points.	N							Map / Editorial
#600- 1	18N17F	shown in road less areas on the maps	18N17F runs adjacent to or parrellel to IRA boundary at some points.	N							NRA

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	18N17F	POC high risk- why no mitigation	FS road 18N17 , which accesses this route, currently has seasonal gate to mitigate risk.	Y					Rock & gravel near POC		POC
#600-1	18N18	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA
#600-1	18N18	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N18	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							NRA
#600-1	18N19	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							IRA
#600-1	18N19	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N19	shown in road less areas on the maps	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. Some roads do occur within roadless areas. This road is one of those.	N							NRA
#599-1	18N22	18N22 has never been closed to the public as shown on map A-I.	Map A1 illustrates the NFTS if the proposed action was implemented. The proposed action is to downgrade 18N22 from OML2 to OML1, therefore it is not shown on Map A1.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N22	18N22 has never been closed to the public as shown on map A-I.	Map A1 illustrates the NFTS if the proposed action was implemented. The proposed action is to downgrade 18N22 from OML2 to OML1, therefore it is not shown on Map A1. This route will be in an alternative not .	Y	N	Y	Not considered in detail because site does not provide an attractive recreation use so does not support P&N, and has not been easily passa				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							ble for years . (MK)				
#599-1	18N24	18N24 has never been closed to the public. This road has been used by ATV and OHV riders for years.	This road is currently administratively closed to motorized travel and therefore does not show on Map A-1.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N24	18N24 has never been closed to the public. This road has been used by ATV and OHV riders for years.	This road is currently closed to motorized travel. Opening this road for motorized travel will be considered as an alternative.	Y	Y			Convert to Motorized Trail			Recreation
#648-1	18N24	Add as motorized trail	This road is currently closed to motorized travel. Opening this road for motorized travel will be considered as an alternative.	Y	Y			Convert to Motorized Trail			Recreation
#637-3	18N24	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	This road is currently closed to motorized travel. 18N24 will be considered in an alternative to upgrade to an OML2.	Y	Y			Convert to Motorized Trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	18N26	Add as motorized trail	18N26 will be considered in an alternative to upgrade to an OML2.	Y	Y			Convert to Motorized Trail			Recreation
#637-3	18N26	Road/Trail need for public historic use. add the following roads to level 2. (Reference map 2/24/10).	18N26 will be considered in an alternative to upgrade to an OML2.	Y	Y			Convert to Motorized Trail			Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N28	If 18N28 is the access to the North Fork campground shown on map A-I, that tells the public there is no access to the North Fork river in this area. The North Fork river access is a high use area all year for kayaking, white water rafting and swimming.	18N28 is an OML 3 road and no change in the status of 18N28 is proposed. Due to the scale of the project maps distributed with the proposed action summary this road cannot be seen because it is hidden under the recreation symbol. Larger scale quad maps are available for viewing the details not apparent on the large map on the project webpage at <a href="http://www.fs.usda.gov/goto/srnf/srnra">http://www.fs.usda.gov/goto/srnf/srnra</a>	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N28	If 18N28 is the access to the North Fork campground shown on map A-1, that tells the public there is no access to the North Fork river in this area. The North Fork river access is a high use area all year for kayaking, white water rafting and swimming.	18N28 is an OML 3 road and no change in the status of 18N28 is proposed. Due to the scale of the project maps distributed with the proposed action summary this road cannot be seen because it is hidden under the recreation symbol. Larger scale quad maps are available for viewing the details not apparent on the large map on the project webpage at <a href="http://www.fs.usda.gov/goto/srnf/srnra">http://www.fs.usda.gov/goto/srnf/srnra</a>	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18N31 & 18N31.2	Road 18N31 and 18N31.2 has been closed for about 20 years. This old road bed is used for a foot trail to the Middle Fork of the Smith River and to Broken Rib mountain.	The information presented on the proposed action map A1 is consistent with what is described by the commenter. 18N31 is an OML 1 road and 18N31.2 is an unauthorized route, they are proposed for decommissioning and restoration respectively.	N							Map / Editorial
#71-4	18N51.100	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated, but will be considered for barricading under alternative 5.	Y	Y				Barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	18N51.100	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. High <i>Lewisia oppositifolia</i> (LEOP/ List 1B/ Forest Sensitive) grows adjacent to the roadbed on flats accessible to vehicles and campers. The road leads to <i>Arabis macdonaldia</i>	The effects to Forest Service Sensitive species will be analyzed in the EIS. Because the designation of 18N51.100 may effect Sensitive plant species, this route will be included in Alternative 5 which should recommend that this route not be added to the trail or road system, and barricaded.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		na occurrences (List 1B/ Federally Endangered/ Forest Sensitive).									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-4	18N51.100	"High" or "Moderate" risk routes with a "low" need proposed to be added	Routes with high or moderate risk and low need will be analyzed in an alternative to not be added to the NFTS. Public input received in the 2007 EA was used to update the need rating. This route was identified as a high need and its rating is updated.	Y	Y				Do not add & Barricade		High Risk / Low Need
	18N51.100	Adding motorized trail in roadless area will impact non-motorized recreation opportunity and impact IRA characteristics.	Not adding this route to the NFTS will be considered as an alternative.	Y	Y				Do not add & Barricade		IRA - Added

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	18N56	is shown stopping at private land. USFS 18N56 ties in with USFS 19N01.	The Forest Service does not hold legal right of way to this section of road crossing private property, it can therefore not be shown as part of the NFTS for public access.	N							Map / Editorial
#640-25	18N56	POC high risk- why no mitigation	Mitigations will be considered in the alternatives.	Y				rock/gravel 100' either side of infected creek crossing near mile post 0.15	downgrade & barricade	rock/gravel 100' either side of infected creek crossing near mile post 0.15	POC
#600-1	18N56	is shown stopping at private land. USFS 18N56 ties in with USFS 19N01.	The Forest Service does not hold legal right of way to this section of road crossing private property, it can therefore not be shown as part of the NFTS for public access.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	18NI6.100	Road 18NI6.100 is a jeep trail that has been closed at each end for about 20+ years, should it be on the map?	The proposed action is to restore this route so that it is free draining. The route is shown as part of the proposed action, which is to barricade this route.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-76	19N01	consider a coordinated closure of roads 4402, 18N14, 316, 19N01, 315 to prevent the spread of Allysum. If you choose not to close road access to Oregon motorized users, then the EA must analyze the dire consequences of the spread of Allysum into the serpentine landscape	Roads 315 and 316 are Del Norte County roads, outside the authority of the Forest Service. Road 4402 is managed by the Rogue River Siskiyou NF, and is beyond the scope of this project. 18N14 is currently closed to motorized travel. Closing roads 19N01 is managed by the Six Rivers and is currently open to motorized use with no proposed change. Closing 19N01 to motorized travel, and barricading will be considered in an alternative.	Y	Y				Downgrade & barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-30	19N01	POC: opportunity to slow infection of POC, agency giving up on opportunity to slow or reduce spread of disease.	There is no mapped POC on this route along FS segments. No mitigation proposed.	N							POC
#71-30	19N01	POC: opportunity to slow infection of POC, agency giving up on opportunity to slow or reduce spread of disease.	There is no mapped POC on this route along FS segments. No mitigation proposed.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	2E04 / 314.1	Elk Camp Ridge trail No. 2E04 has a cut off that ties into road 314.1. This trail is a good access to water and camping at Eighteen Mile creek. Trail 2E04 is critical to trail maintenance . This trail has been used for years by the Forest Service to save time and monies maintaining the Elk Camp Ridge trail.	Consider as an alternative.	Y		Y	Outside scope as it is well over 300 feet beyond an inventoried route .				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	305.101A	305.101A is an old jeep road to private land.	The provision of access to private property is handled through Special Use Permitting and is beyond the scope of this project. SUP roads are not open to public use and are therefore not shown on the maps, and will not be shown on the MVUM.	N							Map / Editorial
#599-1	305.101A	305.101A is an old jeep road to private land.	The provision of access to private property is handled through Special Use Permitting and is beyond the scope of this project.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	305.101B	305.101B is not shown on the A-I map. This road is an access to private lands with residents on it.	There is no existing Special Use Permit for this route. Private property access is administered through special use permitting. Special Use Permit (SUP) roads are not open for general public use, but rather to provide access for a specified purpose to those authorized in the permit. Roads permitted for SUP purposes are not shown as NFTS roads on the maps or the MVUM.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	305.101B	305.101B is not shown on the A-I map. This road is an access to private lands with residents on it.	There is no existing Special Use Permit for this route. Private property access is administered through special use permitting. Special Use Permit (SUP) roads are not open for general public use, but rather to provide access for a specified purpose to those authorized in the permit. Roads permitted for SUP purposes are not shown as NFTS roads on the maps or the MVUM.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	305.101B	Add road to motorized trail network.	Adding 305.101B to the NFTS will be considered as an alternative. Connects to 305.101 across private parcels (in & out of NF boundary) over which USFS has no legal access.	Y	N	Y	305.101B does not connect to any FS Road or trail. The west side ends at the Forest boundary, while the north side ends at private				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							property. As this route would not be legally accessible via the NFTS, it will not be considered in detail.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-6	305.101B	Add as motorized trail	Adding 305.101B to the NFTS will be considered as an alternative. Connects to 305.101 across private parcels (in & out of NF boundary) over which USFS has no legal access.	Y	N	Y	305.101B does not connect to any FS Road or trail. The west side ends at the Forest boundary, while the north side ends at private				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							property. As this route would not be legally accessible via the NFTS, it will not be considered in detail.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-15	305.109 (aka Pine Flat)	Upset to see road proposed to be kept open past the "compromise point". Limiting travel on the flat land will be difficult past this point and put rare plants at risk.	The proposed action & maps reflect the end point agreed to during a field visit that was attended by user group and environmental representatives. The proposed action reflects the agreed upon location identified during the collaborative group field trip and marked with a GPS point in the field that day by the project Botanist.	N							Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-15	305.109 (aka Pine Flat)	Upset to see road proposed to be kept open past the "compromise point". Limiting travel on the flat land will be difficult past this point and put rare plants at risk.	The proposed action & maps reflect the end point agreed to during a field visit that was attended by user group and environmental representatives. The proposed action reflects the agreed upon location identified during the collaborative group field trip and marked with a GPS point in the field that day by the project Botanist.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	305.109 and road 305.109A's	intersection road to the east is to be non-motorized agreed to by USFS and user groups.	The proposed action & maps reflect the proposed end point of motorized use of 305.109 agreed to during a field visit that was attended by collaborative group members. Barricading 305.109 and 305.109a to the NFTS will be considered as an alternative.	Y	Y				barricade		Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	305.109 and road 305.109A's	Road 305.109 and road 305.109A's intersection road to the east is to be non-motorized agreed to by USFS and user groups.	Not adding 305.109 and 305.109a to the NFTS will be considered as an alternative.	Y	N	Y	Road 305.109, east of intersection w/ 305.109A, leads to a camp site and was agreed upon by the collaborative group as acceptable. FS				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							Sensitive spp. are present on 305.109A, and the 305.109A road does not provide good rec opportunities so does not support P&N.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	305.109A	is to stay open to the end of the road. Agreed to by the USFS and user groups.	The recommendation of the collaborative group members during the field trip was to not designate this route and to barricade it.	N							Botany
#599-1	305.109a	Road 305.109A should be kept as a motorized trail to the end of the ridge. This area has been used for camping, hunting, photo opportunities and viewing Still creek and the North Fork of the Smith River. A top of the world view	The corridor for the Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. The boundary of the IRA corridors are beyond the authority of the Forest to change.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		of the High Plateau mountains. This road needs to have a corridor shown on the maps.									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	305.109a	Road 305.109A should be kept as a motorized trail to the end of the ridge. This area has been used for camping, hunting, photo opportunities and viewing Still creek and the North Fork of the Smith River. A top of the world view of the High Plateau mountains. This road needs to have a corridor	Adding 305.109a to the NFTS will be considered as an alternative.	Y	N	Y	FS Sensitive spp. are present on 305.109A, and there are not good recreation opportunities here so does not support P&N. Area can be accessed				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		shown on the maps.					sed over this relatively flat, one-mile route w/out mot. veh. accesses.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	305.109A	is to stay open to the end of the road. Agreed to by the USFS and user groups.	Our records of the collaborative agreement differ from commenter's assessment; our records match the PA. Adding 305.109a to the NFTS will be considered as an alternative.	Y	N	Y	FS Sensitive spp. are present on 305.109A, and there are not good opportunities here so does not support P&N. Area can be acces				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							sed over this relatively flat, one-mile route w/out mot. veh. accesses. (MK)				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	305.121A	Add road to motorized trail network.	Adding this UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	N	Y	This UAR leads only to private property, rather than any recreation opportunity on NFS lands, and therefore adding this route would not meet				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							the P/N.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	305.121A	Special use needs	Private property access is administered through special use permitting. Special Use Permit (SUP) roads are not open for general public use, but rather to provide access for a specified purpose to those authorized in the permit. Roads permitted for SUP purposes are not shown as NFTS roads on the maps or the MVUM.	N				Restore, and provide for special use needs. (MK)	Restore, and provide for special use needs. (MK)	Restore, and provide for special use needs. (MK)	

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-4	305.121A	Add as motorized trail	Adding this UAR will be considered to add to the NFTS as a motorized trail in an alternative.	Y	N	Y	This UAR leads only to private property, rather than any recreation opportunity on NFS lands, and therefore adding this route would not meet				Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							the P/N.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#605-9	305.121b	ranked as Moderate to High Risk for botany and should not be considered for addition to the road system for the reasons described below. High STHO habitat.	The effects to Forest Service Sensitive species will be analyzed in the EIS. Because the designation of 305.121b may effect Sensitive plant species, this route will be included in Alternative 5 which should recommend that this route not be added to the trail or road system, and barricaded.	Y	Y				barricade		Botany
#600-1	315.9A	shows the road to be "restore as an unauthorized route," there is no road shown on the maps to 315.9A.	315.9A stems off of a private road occurring on private property which is outside the scope of the project, and therefore is not illustrated in the maps, this is why 315.9A appears to have no connecting route.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	315.9A	shows the road to be "restore as an unauthorized route," there is no road shown on the maps to 315.9A.	315.9A stems off of a private road occurring on private property which is outside the scope of the project, and therefore is not illustrated in the maps, this is why 315.9A appears to have no connecting route.	N							Private Property
#637-3	4402X1.100	Add road to motorized trail network.	This UAR originates on the Rogue-River Siskiyou National Forest (RRS NF). In addition it originates from a road managed by the RRS NF, the addition of roads or trails to the RRS NF Road or Trail network is beyond the scope of this project. Consideration of this route to the NFTS is under the purview of the RRS NF.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	4402x1.100	Add as motorized trail	This UAR originates on the Rogue-River Siskiyou National Forest (RRS NF). In addition it originates from a road managed by the RRS NF, the addition of roads or trails to the RRS NF Road or Trail network is beyond the scope of this project. Consideration of this route to the NFTS is under the purview of the RRS NF.	N	N						Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	4402X2.100	Add road to motorized trail network.	This UAR originates on the Rogue-River Siskiyou National Forest (RRS NF). In addition it originates from a road managed by the RRS NF, the addition of roads or trails to the RRS NF Road or Trail network is beyond the scope of this project. Consideration of this route to the NFTS is under the purview of the RRS NF.	N							Recreation
#648-1	4402x2.100	Add as motorized trail	Allowing motorized travel on this route will be considered in an alternative.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	4402X2.100A	Add road to motorized trail network.	This route is not an inventoried route, and has not been identified as a short route to a dispersed recreation site, therefore it is outside the scope of this analysis and will not be considered in an alternative.	N							Recreation
General Issue	All roads	Meet standards & guidelines.	Alternatives 4, 5, & 6 will include routine maintenance for roads.	Y				Routine Road Maintenance (MK)	Routine Road Maintenance (MK)	Routine Road Maintenance (MK)	
#600-1	Bear Basin	Bear Basin meadows recreation site does not show vehicle access. This access is needed for the tanker fill, fire suppression, road maintenance, campsites,	The proposed action includes adding 16N02.1 to the NFTS to provide motorized access to this site. The proposal to add this route to the NFTS is illustrated in Map A-1.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		wild life/wildflower viewing/photographing.									
#600-1	Bear Basin	Bear Basin meadows recreation site does not show vehicle access. This access is needed for the tanker fill, fire suppression, road maintenance, campsites, wild life/wildflower viewing/pho	The proposed action includes adding 16N02.1 to the NFTS to provide motorized access to this site. The proposal to add this route to the NFTS is illustrated in Map A-1.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		tographing.									
#648-1	Campsites off 427 Rd	Why are some private proposed roads not on the proposed map	Roads who sole purpose is to access private property are authorized through Special Use Permitting and are not open for general public use. SUP roads are beyond the scope of this project.								Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	Campsites off Shelly Cr - R3Em T18N Section 32-29.	Why are some private proposed roads not on the proposed map	Roads who sole purpose is to access private property are authorized through Special Use Permitting and are not open for general public use, and are therefore not shown on the maps or on the MVUM. SUP roads are beyond the scope of this project.	N							Map / Editorial
#648-1	Campsites off Shelly Cr - R3Em T18N Section 32-29.	Why are some private proposed roads not on the proposed map	Roads who sole purpose is to access private property are authorized through Special Use Permitting and are not open for general public use. SUP roads are beyond the scope of this project.								Private Property
#600-1	Cedar Trough Camp	No access road is shown at Cedar Trough camp.	Providing access to dispersed campsites, such as Cedar Trough Camp, will be considered in an alternative.	NA							Map / Editorial

Comm ent #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Cedar Trough Camp	No access road is shown at Cedar Trough camp.	Providing access to dispersed campsites, such as Cedar Trough Camp, will be considered in an alternative.	Y	Y			Add as motorized trail			Recreation
#648-1	County Road 216 - Historic camp-site off 216 Rd Patricks Cr Shelly Cr R3ET17N+ 18N Sec 8-5--32-11-2.	Why are some private proposed roads not on the proposed map	Roads who sole purpose is to access private property are authorized through Special Use Permitting and are not open for general public use, and are therefore not shown on the maps or on the MVUM. SUP roads are beyond the scope of this project.	N							Map / Editorial
#648-1	County Road 216 - Historic camp-site off 216 Rd Patricks Cr Shelly Cr R3ET17N+ 18N Sec 8-5--32-	Why are some private proposed roads not on the proposed map	Roads who sole purpose is to access private property are authorized through Special Use Permitting and are not open for general public use. SUP roads are beyond the scope of this project.								Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	11-2.										
#600-1	Craig's creek road to Jones Flat	Not on maps, has been maintained by USFS; popular camping, fishing area to Jones	17N41 does extend to site on USGS quad map. Infra and (pre-1959) 17N41 road construction records all show the length of 17N41 as 1.6 mi., which is consistent w/ the PA and RAP. Little Jones Camp is greater than 300 ft. from an inventoried route or system road/trail and therefore is beyond the scope of the project.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Craig's creek road to Jones Flat	Not on maps, has been maintained by USFS; popular camping, fishing area to Jones	17N41 does extend to site on USGS quad map. Infra and (pre-1959) 17N41 road construction records all show the length of 17N41 as 1.6 mi., which is consistent w/ the PA and RAP. Little Jones Camp is greater than 300 ft. from an inventoried route or system road/trail and therefore is beyond the scope of the project.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Craig's creek road to private property	Not on maps, has been maintained by USFS; popular camping, fishing area, show as dispersed site.	17N41 does extend to site on USGS quad map. Infra and (pre-1959) 17N41 road construction records all show the length of 17N41 as 1.6 mi., which is consistent w/ the PA and RAP. Little Jones Camp is greater than 300 ft. from an inventoried route or system road/trail and therefore is beyond the scope of the project.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Craig's creek road to private property	Not on maps, has been maintained by USFS; popular camping, fishing area, show as dispersed site.	The route to Little Jones Camp 1 and 2 crosses private property for which the Forest Service does not process legal right of way. This will not be considered as an alternative as the Forest Service does not have the legal authority to designate access across private property without an easement.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Craig's creek road to private property	Not on maps, has been maintained by USFS; popular camping, fishing area, show as dispersed site.	17N41 does extend to site on USGS quad map. Infra and (pre-1959) 17N41 road construction records all show the length of 17N41 as 1.6 mi., which is consistent w/ the PA and RAP. Little Jones Camp is greater than 300 ft. from an inventoried route or system road/trail and therefore is beyond the scope of the project.	N							Recreation
#603-2	Del Germaine property	Not shown on map	The Del Germain property has been added to the project's base layer information.	N							Map / Editorial
#603-2	Del Germaine property	Not shown on map	The Del Germain property has been added to the project's base layer information.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Dispersed Campsite	Photo Five – This a popular dispersed campsite(s) along Shelly Creek just off of Highway 199. None of these camp roads are shown.	Access to dispersed recreation sites,including the one illustrated here will be considered in an alternativeto provide access to dispersed recreation sites.	N							Map / Editorial
#638-5	Dispersed Campsite	Photo Six – This is a highly used road (about 150ft) down to a dispersed campsite along Shelly Creek. Not shown on the map.	Access to dispersed recreation sites,including the one illustrated here will be considered in an alternativeto provide access to dispersed recreation sites.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Dispersed Campsite	Photo Seven – This is about a ¼ mile in length road just north of the Shelly Creek bridge where there is a FS vault toilet and a number of campsites. Not shown on map.	Keeping this road on the NFTS will be considered as an alternative to provide access to dispersed recreation sites.	Na							Map / Editorial
#638-5	Dispersed Campsite	Photo Eight – This is a popular short road with campsite about ½ miles north of the Shelly Creek Bridge on the 316 Road. Not shown on the map.	Access to dispersed recreation sites, including the one illustrated here will be considered in an alternative to provide access to dispersed recreation sites.	Na							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Dispersed Campsite	There appears to be about 8-9 popular camping areas (some with multiple campsites) along Shelly Creek. None of the roads appear on any of the current maps.	Providing motorized access to dispersed campsites near Shelley Creek will be considered in an alternative.	Na							Map / Editorial
#638-5	Dispersed Campsite	Photo Six – This is a highly used road (about 150ft) down to a dispersed campsite along Shelly Creek. Not shown on the map.	Access to dispersed recreation sites, including the one illustrated here will be considered in an alternative to provide access to dispersed recreation sites.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Dispersed Campsite	Photo Seven – This is about a ¼ mile in length road just north of the Shelly Creek bridge where there is a FS vault toilet and a number of campsites. Not shown on map.	Keeping this road on the NFTS will be considered as an alternative to provide access to dispersed recreation sites.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation
#638-5	Dispersed Campsite	Photo Eight – This is a popular short road with campsite about ½ miles north of the Shelly Creek Bridge on the 316 Road. Not shown on the map.	Access to dispersed recreation sites, including the one illustrated here will be considered in an alternative to provide access to dispersed recreation sites.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Dispersed Campsite	There appears to be about 8-9 popular camping areas (some with multiple campsites) along Shelly Creek. None of the roads appear on any of the current maps.	Providing motorized access to dispersed campsites near Shelley Creek will be considered in an alternative.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation
#638-5	Dispersed Campsite, see dispersed Route Names 316.2 & 316.2A	Photo Five – This a popular dispersed campsite(s) along Shelly Creek just off of Highway 199. None of these camp roads are shown.	Access to dispersed recreation sites, including the one illustrated here will be considered in an alternative to provide access to dispersed recreation sites.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Dispersed Campsites	Middle Fork and Knopki creek campSites have road access. Access roads are not shown on maps.	Dispersed recreation sites will be shown on the map.	Na							Map / Editorial
#600-1	Dispersed Campsites	Patrick creek recreation sites 1, 2, 3, and 4 show no vehicle access.	Motorized access to Patrick Creek Recreation Sites 1, 2, 3 and 4 will be shown on the map.	Na							Map / Editorial
#600-1	Dispersed Campsites	China Flat, Horse Flat and Dry Lake show no vehicle access to the recreation sites.	Vehicle access to these sites was designated through the Hurdygurdy EA. The symbols showing access to these sites are included in the proposed action maps.	Na							Map / Editorial
#600-1	Dispersed Campsites	Baker Flat (old mill site) does not show road access to the	Dispersed Rec site will be shown at Baker Flat.	NA							Map / Editorial

Comm ent #	Route #	Issue	Response	Alt To Con sider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
		campsite.									
#649- 1	Dispersed campsites	dispersed campsite along roads 316, 315, 427, 405, 18N07 are not shown on maps.	Dispersed recreation sites along roads 316, 315, 427, 405, 18N07 will be shown on the map.	Na							Map / Editori al
#600- 1	Dispersed Campsites	Middle Fork and Knopki creek campSites have road access. Access roads are not shown on maps.	Motorized access to Middle Fork and Knopki Creek recreation sites will be considered in an alternative.	Y	Y			Add as motoriz ed trail		Add as motoriz ed trail	Recrea tion
#600- 1	Dispersed Campsites	Patrick creek recreation sites 1, 2, 3, and 4 show no vehicle access.	Motorized access to Patrick Creek Recreation Sites 1, 2, 3 and 4 will be considered in an alternative.	Y	Y			Add as motoriz ed trail		Add as motoriz ed trail	Recrea tion

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Dispersed Campsites	China Flat, Horse Flat and Dry Lake show no vehicle access to the recreation sites.	Vehicle access to these sites was designated through the Hurdygurdy EA. The symbols showing access to these sites are included in the proposed action maps.	Y							Recreation
#600-1	Dispersed Campsites	Baker Flat (old mill site) does not show road access to the campsite.	Motorized access to Baker Flat will be considered in an alternative.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation
#649-1	Dispersed campsites	dispersed campsite along roads 316, 315, 427, 405, 18N07 are not shown on maps.	Motorized access to dispersed campsite along roads 316, 315, 427, 405, 18N07 will be considered in an alternative.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation
#600-1	Dispersed Recreation	Boulder creek trail, shows the trailhead but no trail shown on map.	The map was corrected to show the Boulder Creek trail.	NA							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Dispersed Recreation	Boulder creek trail, shows the trailhead but no trail shown on map.	The map was corrected to show the Boulder Creek trail.	N							Recreation
#599-1	Doe Flat Trail	Your maps do not show Doe Flat trail going to the forest boundary.	The map was corrected to show Doe Flat trail going to the Forest boundary.	na							Map / Editorial
#599-1	Doe Flat Trail	Your maps do not show Doe Flat trail going to the forest boundary.	The map was corrected to show Doe Flat trail going to the Forest boundary.	N							Recreation
#639-4	General Issue	High risk routes should not be open.	The risk associated with the road will be weighed against the need for the road or trail in developing alternatives. Mitigation measures will be identified to reduce risks associated with these roads and trails.	Y							High Risk / Low Need

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	General Map Issue	Some areas you show as roadless areas overlap private land.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. In some cases private lands are included within these designations.	N							IRA
#600-1	General Map Issue	No landmarks such as mountain ranges.	This map is developed to emphasize transportation networks. In addition to roads and rivers, key landmarks such as recreation sites and trails, and large streams are included as reference.	N							Map / Editorial
#600-1	General Map Issue	Some private lands are not located on maps such as craig's creek.	The map was corrected to show the Del Germaine private parcel located near Craig's creek.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	General Map Issue	No Township & section numbers.	The Township and Range numbers are shown at the boarder of the map. Sections are not shown due to the scale of the map, however other important geographic features, such as major streams, trails, and roads are included in the map for reference.	N							Map / Editorial
#600-1	General Map Issue	Some road numbers are on some maps but not others.	Maps A1 & A2 illustrate different aspects of the project. A1 illustrates the proposed NFTS, while A2 draws attention to the proposed decommissioning and restoration that is not illustrated as part of the NFTS.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	General Map Issue	Some areas you show as roadless areas overlap private land.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. In some cases private lands are included within these designations.	N							Map / Editorial
#600-1	General Map Issue	Some maps show roads and other maps leave roads out completely, as in 15N42A.	15N42A is an OML1 road proposed to decommission, therefore it is only shown on A2 (Decommission, Restoration and Mitigation Actions) & not A1 (Proposed NFTS)	N							Map / Editorial
#600-1	General Map Issue	This should be worded as High Dome trail. Also the short trail to High Dome lookout site and High Dome meadow should not	This spur route is part of the 3E02A and is currently designated as a motorized trail.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		be motorized. Only the 3E02 route should be motorized.									
#600-1	General Map Issue	Elk Camp Ridge should say Elk Camp Ridge trailhead at the upper end of Elk Camp Ridge trail.	The trailhead symbol is used to denote that this is a trailhead. Using symbology in maps to communicate types of features on a map follows mapmaking convention.	N							Map / Editorial
#600-1	General Map Issue	Diamond creek road number should be inside CA.	Diamond Creek Road number 18N09 is labelled appropriately along the road.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	General Map Issue	North Fork campground is worded North Fork.	The campground symbol is used to denote that this is a campground. Using symbology in maps to communicate types of features on a map follows mapmaking convention. To describe which campground is represented the name of the campground is written next to the symbol.	N							Map / Editorial
#600-1	General Map Issue	The north and east fork's of Patrick creek are not marked on the maps.	The forks of the stream are shown on the map, but are not labelled in order to focus attention on roads while providing a reference to the streams. Note that the mainstem stream is labelled though. The North and East Forks may be inferred by the direction they stem from the mainstem.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	General Map Issue	The north fork of Diamond creek is not marked on the maps.	The forks of the stream are shown on the map, but are not labelled in order to focus attention on roads while providing a reference to the streams. Note that the mainstem stream is labelled though. The North Fork may be inferred by the direction it stems from the mainstem.	N							Map / Editorial
#600-1	General Map Issue	There is no road number for Bear Basin Butte cabin and lookout recreation site.	The label will be added to maps.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	General Map Issue	Some areas you show as roadless areas overlap private land.	Roadless Area boundaries are defined through a set of maps produced through the RAREII inventory. In some cases private lands are included within these designations.	N							NRA
#600-1	General Map Issue	High Dome trail is worded High Dome. This should be worded as High Dome trail. Also the short trail to High Dome lookout site and High Dome meadow should not be motorized. Only the 3E02 route	This spur route is part of the 3E02A and is currently designated as a motorized trail.	NA							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		should be motorized.									
	Go Road Camp	Remove Go Road Camp from maps.	The Go Road Camp symbol was removed from the map, which is consistent with the Forest Plan to not encourage recreation in ____.	N							Map / Editorial
#17-4	Goose Creek	The PA has too many high clearance only roads in Goose Creek to adequately preserve botanical	There are no known occurrences of FS Sensitive or Federally listed plant species associated with routes proposed for action in the Goose Creek	N							Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		resources.									
#600-1	Gordon Mountain	Your maps show no road access to the radio site on Gordon Mountain.	This road accesses a radio site used by the Forest and is open for administrative use only, therefore it is not shown on the NFTS open for public use.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#641-1	Helkau District	The Helkau District is eligible for the National Register of Historic Places. The district was established to provide a protective zone to minimize potential for conflicts between recreation and Native American spiritual uses. One of the goals of the district is to preserve and protect the solitude and privacy of Native American users. Another is to provide protection of the ceremonial	The Helkau District is removed from the geographic scope of the project in order to protect sacred sites and allow for more in-depth tribal consultation on actions within this culturally sensitive area. Therefore actions within the Helkau district are beyond the scope of this project, and will not be considered in an alternative.	N							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#641-1	Helkau District	Drastically reduce public access within the Helkau District through seasonal road closures of the following road systems based on input from cultural practitioners ; 1) 14N01 2) 15N01 Justification: The obliteration and seasonal road closures of the above road and road	The Helkau District is removed from the geographic scope of the project in order to protect sacred sites and allow for more in-depth tribal consultation on actions within this culturally sensitive area. Therefore actions within the Helkau district are beyond the scope of this project, and will not be considered in an alternative.	N							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		segments will achieve multiple Goals and be in accordance with these Standards and Guidelines;									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#641-1	Helkau District	Drastically reduce public access within the Helkau District through road obliteration of the following road systems; 1) 13N41 2) 13N36 3) 13N44 Complex (13N44, 13N44.100, 13N44D) 4) 13N35 Complex (South of Junction with 13N27) 5) 13N27 Complex 6) 13N34 Complex	The Helkau District is removed from the geographic scope of the project in order to protect sacred sites and allow for more in-depth tribal consultation on actions within this culturally sensitive area. Therefore actions within the Helkau district are beyond the scope of this project, and will not be considered in an alternative.	N							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		7) 13N26 Complex 8) 13N42 Complex 9) 14N01G 10) 14N29 11) 15N01.3									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#641-1	Helkau District 15N01, 14N03	The "trail" indicated on the map from the terminus of 15N01 and continues to the terminus of 14N03 is in actuality an "old jeep road" and the take off should be obliterated and blocked to prevent any type of vehicular access. In addition, the depictions of the "trail and old jeep road" should be removed from all maps and publications.	This feature will not be shown in future maps for this project.	N							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#641-1	Helkau District 15N01, 14N03	The "trail" indicated on the map from the terminus of 15N01 and continues to the terminus of 14N03 is in actuality an "old jeep road" and the take off should be obliterated and blocked to prevent any type of vehicular access. In addition, the depictions of the "trail and old jeep road" should be removed from all maps and publications.	This feature will not be shown in future maps for this project.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#641-1	Helkau District: Native American Trust Responsibility	Additional protective measures should be designated as necessary. As contemporary users come forth with additional information regarding NACUAs, Forest staff should evaluate and give consideration to the issues raised. Resolution could include relocating the protective zones, adopting additional protective measures, or revising existing	The Helkau District is removed from the geographic scope of the project in order to protect sacred sites and allow for more in-depth tribal consultation on actions within this culturally sensitive area. Therefore actions within the Helkau district are beyond the scope of this project, and will not be considered in an alternative.	N							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-53	High Dome Trail	(no number or evaluation found) is a highly scenic resource. Why not designate this trail for non-motorized use?	High Dome Trail is an existing motorized trail. Only roads and unauthorized routes were included in the inventory and Roads Analysis Process are within the scope of the project unless they are short routes which provide access to dispersed recreation sites. Therefore this motorized trail is beyond the scope of the project.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-53	High Dome Trail	(no number or evaluation found) is a highly scenic resource. Why not designate this trail for non-motorized use?	High Dome Trail is an existing motorized trail. Only roads and unauthorized routes were included in the inventory and Roads Analysis Process are within the scope of the project unless they are short routes which provide access to dispersed recreation sites. Therefore this motorized trail is beyond the scope of the project.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#652-2	High Plateau	Evaluate this area to add OHV opportunities; there has been a change in circumstances since the EA decision.	The Decision closing roads 18N09 and 18N13 was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore roads covered under the NF Smith SIA Road Access project are beyond the scope of this project, and will not be considered in an alternative. The report is located in the project record.								Map / Editorial
#652-2	High Plateau	Evaluate this area to add OHV opportunities; there has been a change in circumstances since the EA decision.	The Decision closing roads 18N09 and 18N13 was reconsidered and found conditions to still warrant the closure for the protection of POC. The report is located in the project record.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-5	High Plateau/North Fork Area	Keep closed to protect botanical values (TES species) and roadless values.	The Decision closing roads 18N09 and 18N13 was reconsidered and found conditions to still warrant the closure for the protection of POC. The report is located in the project record.	N							Botany
#639-3	High Plateau/North Fork Area	Keep closed to protect botanical values (TES species)	The Decision closing roads 18N09 and 18N13 was reconsidered and found conditions to still warrant the closure for the protection of POC. The report is located in the project record.	N							Botany
#638-12	High Plateau/North Fork Area	Evaluate this area to add OHV opportunities; there has been a change in circumstances since the EA decision.	The Decision closing roads 18N09 and 18N13 was reconsidered and found conditions to still warrant the closure for the protection of POC. The report is located in the project record.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-12	High Plateau/North Fork Area	Evaluate this area to add OHV opportunities; there has been a change in circumstances since the EA decision.	The Decision closing roads 18N09 and 18N13 was reconsidered and found conditions to still warrant the closure for the protection of POC. The report is located in the project record.	N							POC
#648-1	Holiday Mine Rd R3E, T18N Sec 20, 17, 19.	Add as motorized trail	The route leading directly to the Holiday Mine as shown on USGS maps in Sec. 17 has not been inventoried, and thus is outside the scope of this project. Route 315.100 is also called the Holiday Mine Road, and will be considered for addition in an alternative.	Y	Y			Add 315.100 as motorized trail (MK)		Same as PA (MK)	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	HOLIDAY MINE ROAD R3E,T18N SECTION 20,17,19	Add road to motorized trail network.	The route leading directly to the Holiday Mine as shown on USGS maps in Sec. 17 has not been inventoried, and thus is outside the scope of this project. Route 315.100 is also called the Holiday Mine Road, and will be considered for addition in an alternative.	Y	Y			Add 315.100 as motorized trail (MK)		Same as PA (MK)	Recreation
#603-2	Jones Flat Dispersed Camping	Not shown on map	Review of this location found that there is no route to the dispersed site to consider for designation. It will therefore not be considered as an alternative.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	LONG RIDGE ROAD R2E, T18N SECTION 34,33,32	Add road to motorized trail network.	This road was not inventoried in the RAP, but leads from an intersection with road 18N13 in Sec. 34, T18N R2E. The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	Long Ridge Road T18N 34, 33, 32.	Add as motorized trail	This road was not inventoried in the RAP, but leads from an intersection with road 18N13 in Sec. 34, T18N R2E. The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	McClendon Ford	On map A-1, McClendon Ford is 4 miles downstream on the South Fork of the Smith River from where it is shown on the map.	The map is corrected to reflect the accurate location of McClendon Ford.	N							Map / Editorial
#600-1	McClendon Ford	McClendon Ford is a location on the South Fork of the Smith River. The wording for McClendon Ford trail is not on the map.	The map is corrected to reflect the accurate location of McClendon Ford.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	McGrew Trail	McGrew OHV 450 road is not shown on the map.	The McGrew trail is managed by the Rogue River Siskiyou National Forest, not the Six Rivers National Forest. It is therefore outside the scope of this decision and will not be addressed in alternatives, but will be shown on the project maps for reference.	N							Map / Editorial
#71-50	McGrew Trail	NFTS potentially hazardous to the resource values of the SR NRA values. Old roads not constructed to NFTS standards.	The McGrew Trail is managed by the Rogue River Siskiyou National Forest, not the Six Rivers NF, and is therefore beyond the scope of this project.								NRA

Comm ent #	Route #	Issue	Response	Alt To Cons ider	Consid er in Detail	Elimin ate from Detail Analys is	Ration al for Elimin ating	Alternativ e 4	Alt 5	Alt 6	Issue
#71- 75	McGrew Trail	POC at risk. Needs a seasonal closure gate on the south end of the trail.	The McGrew Trail is managed by the Rogue River Siskiyou National Forest, not the Six Rivers NF, and is therefore beyond the scope of this project.	N							POC
#71- 50	McGrew Trail	NFTS potentially hazardous to the resource values of the SR NRA values. Old roads not constructed to NFTS standards.	The McGrew Trail is managed by the Rogue River Siskiyou National Forest, not the Six Rivers NF, and is therefore beyond the scope of this project.	N							water quality
#600- 1	Monume ntal town site	is not on the map in the appropriate location. The map shows Monumental where Baker Flat ( Old Baker sawmill site)	The correct location was identified and will be shown on future maps.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		should be.									
#600-1	Monumental town site	is neXt to private land and the Co. road 316 North of Baker Flat marked on the map.	The correct location was identified and will be shown on future maps.	N							Map / Editorial
#600-1	Monumental town site	shows no vehicle access or recreation site.	Access to this site will be considered as alternative for dispersed rec site access.	Na							Map / Editorial
#600-1	Monumental town site	shows no vehicle access or recreation site.	Motorized access to Monumental will be considered in an alternative.	Y	Y			Add as motorized trail		Add as motorized trail	Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	North end of LE Horton	The north end of the L.E. Horton road system should be on the map as a motorized trail for hunting and viewing the L.E.Horton Research Natural Area. It's also a photo-op area for the L.E.Horton R.N.A. On the maps there are no roads shown in this area.	305.118 is the northern boundary for the LE Horton RNA and is shown on maps as proposed to be added as a motorized trail. UARs within the LE Horton RNA are not proposed for addition, as this is not consistent with the management direction in the LRMP or identified in the designation papers for the RNA.	na							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#42-1	North Fork / High Plateau	Please close all older outdated and /or eroding roads to public use.	Closing roads with high risk will be considered as an alternative.	Y	N	Y	Closing all roads with High Risk would not meet the one of the needs of the project which is to provide administrative access. Mitig		High Use/Low need roads will not be added to the system or will be removed.		water quality

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
							ation measures will be used to reduce high or moderate risks while maintaining access.				

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#604-2	North Fork / High Plateau	There are fragile meadows in the area that will surely be run over and ruined by OHV users riding off road (it only takes a few). Soils will erode and sediment will wash into the rivers, harming fish habitat.	The EIS will disclose the direct, indirect, and cumulative impacts of the proposed action and alternative to be weighed in the decision making process.	N							water quality

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	North Fork Area	Most all of the unauthorized routes in the Gasquet Mountain and North Fork areas have been used all year round by family ATV users. There are many roads in this area alone that need to be addressed. Several roads in this area have been maintained by USFS and the Green Sticker OHV program in past years.	Unauthorized routes and existing NFTS roads are being evaluated in the environmental analysis and considered in alternatives for providing recreation opportunities.								Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	North Fork Area	Several roads are not shown on maps north of L. E. Horton Natural Research Area. These roads are heavily used by OHV and ATV's, hunting, and wildflower viewing/photographing.	Motorized use is not allowed in Natural Research Areas, as per the direction on the management of NRAs. Inventoried UARs are shown and identified for restoration opportunities.	Na							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	North Fork Area	Most all of the unauthorized routes in the Gasquet Mountain and North Fork areas have been used all year round by family ATV users. There are many roads in this area alone that need to be addressed. Several roads in this area have been maintained by USFS and the Green Sticker OHV program in past years.	Unauthorized routes and existing NFTS roads are being evaluated in the environmental analysis and considered in alternatives for providing recreation opportunities.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	North Fork Area	Several roads are not shown on maps north of L. E. Horton Natural Research Area. These roads are heavily used by OHV and ATV's, hunting, and wildflower viewing/photographing.	Motorized use is not allowed in Natural Research Areas, as per the direction on the management of NRAs. Inventoried UARs are shown and identified for restoration opportunities. Allowing motorized use in NRAs will not be considered in an alternative. North of the L.E. Horton RNA, the scope of the project includes all inventoried UARs. There may be uninventoried UARs, that were not covered in the RAP.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Pacific Power Line route	Photo Nine – This route is not shown on Map A-1, but is shown on Map A-2 as a route to be restored/closed. It has not been closed to the public via any public process that I am aware of and it provides access for Pacific Power line crews.	The Pacific Powerline access road is authorized for use under Special Use Permitting. It is not open for general public use, and is not shown on the maps for this reason. This route has not been inventoried and is beyond the scope of this project.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Pacific Power Line route	Photo Nine – This route is not shown on Map A-1, but is shown on Map A-2 as a route to be restored/closed. It has not been closed to the public via any public process that I am aware of and it provides access for Pacific Power line crews.	The Pacific Powerline access road is authorized for use under Special Use Permitting. It is not open for general public use. This route has not been inventoried and is beyond the scope of this project.								Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#638-5	Pacific Power Line route	Photo Nine – This route is not shown on Map A-1, but is shown on Map A-2 as a route to be restored/closed. It has not been closed to the public via any public process that I am aware of and it provides access for Pacific Power line crews.	The Pacific Powerline access road is authorized for use under Special Use Permitting. It is not open for general public use. This route has not been inventoried and is beyond the scope of this project.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	Pacific Power's right-of-ways	All of the Pacific Power's right of way roads are missing from the maps. Some of the right of way roads are used by motorized recreation. These roads should be shown on the maps as motorized trails.	Pacific Power use of "roads" is permitted under a Special Use Permit, which is handled under a different authority and separate process. These roads are not open for public use, and therefore are not shown on the project maps.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	Pacific Power's right-of-ways	All of the Pacific Power's right of way roads are missing from the maps. Some of the right of way roads are used by motorized recreation. These roads should be shown on the maps as motorized trails.	Pacific Power use of "roads" is permitted under a Special Use Permit, which is handled under a different authority and separate process. These roads are not open for public use, and therefore are not shown on the project maps.	N							Private Property

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#599-1	Pacific Power's right-of-ways	All of the Pacific Power's right of way roads are missing from the maps. Some of the right of way roads are used by motorized recreation. These roads should be shown on the maps as motorized trails.	Pacific Power use of "roads" is permitted under a Special Use Permit, which is handled under a different authority and separate process. These roads are not open for public use, and therefore are not shown on the project maps.	N							Recreation
#71-72	Pappas Flat	Encouraging more public use of this site could result in impacts to Toyon population.	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							Botany

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-73	Pappas Flat	Should be signed to identify cultural significance and protect the biological and cultural values.	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							Botany
#71-73	Pappas Flat	Should be signed to identify cultural significance and protect the biological and cultural values.	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							Cultural
#71-72	Pappas Flat	Encouraging more public use of this site could result in impacts to Toyon population.	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-73	Pappas Flat	Should be signed to identify cultural significance and protect the biological and cultural values.	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							Cultural
#71-71	Pappas Flat	Trying to provide parking at the meadow, will only create more harmful impacts. Rock barricades will not be effective in stopping dirt bikes, excessive shooting, excessive camp fire	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		building, littering, or dumping of garbage. Should make this area a non-motorized trail.									
#71-71	Pappas Flat	Trying to provide parking at the meadow, will only create more harmful impacts. Rock barricades will not be effective in stopping dirt bikes,	This road is excluded from the scope of the project due to resource concerns and will be addressed in a future analysis.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		<p>eXcessive shooting, eXcessive camp fire building, littering, or dumping of garbage. Should make this area a non-motorized trail.</p>									

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#637-3	PERIDOTITE CANYON ROAD R2E, T18N SECTION 22,27,28	Add road to motorized trail network.	This road was not inventoried in the RAP, but leads from an intersection with roads 18N09 & 18N13 in Sec. 34, T18N R2E. The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	Peripotie Canyon R2E, T18N Sec 22, 27, 28	Add as motorized trail	This road was not inventoried in the RAP, but leads from an intersection with roads 18N09 & 18N13 in Sec. 34, T18N R2E. The Decision closing roads 18N09 south of Diamond Creek and 18N13 1/4 mile west of the Gasquet Toll Road (County Road 314) was reconsidered and found conditions to still warrant the closure for the protection of POC. Therefore providing motorized access on these road segments will not be in an alternative considered in detail. The report is located in the project record.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#648-1	Private roads off 427 Rd	Why are some private proposed roads not on the proposed map	Roads whose sole purpose is to access private property are authorized through Special Use Permitting and are not open for general public use, and are therefore not shown on the maps or on the MVUM. SUP roads are beyond the scope of this project.	N							Map / Editorial
#600-1	Rattlesnake Lookout	not shown on the map.	Rattlesnake Mountain Lookout no longer exists, therefore it will not be shown on the map. However, Ship Mtn and Red Mtn Lookout sites will be added to the maps.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#640-25	Routes with POC near by	Within the SRNRA risk analysis, if a gate exists, no matter how risky the location of the road itself, the road was given either a moderate, and in some cases a low risk evaluation. The review should take a careful look at those roads that pose the highest risk to POC, regardless of gates. Untimely rains, vandalism and circumvention of gates should be taken into consideration	New Risk model has rated all routes within 100' of mapped POC or within 50' of infected POC as High regardless of gates. These routes have been analyzed with this consideration and mitigation will be suggested as circumstances warrant.	N							POC

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-76	Shelley Creek Camp	it shows a small decommissioned road. This road is part of the Shelly creek camp which is highly used all year long for dispersed camping. Also this was the old Patrick creek road before the new bridge was built in the late 60's or 70's.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#71-76	Shelley Creek Camp	it shows a small decommissioned road. This road is part of the Shelly creek camp which is highly used all year long for dispersed camping. Also this was the old Patrick creek road before the new bridge was built in the late 60's or 70's.	Routes to dispersed recreation sites near Shelley Creek will be considered as an alternative.	Y	Y			Add motorized trail and/or maintain existing road for access to Shelley Creek Camp		Add motorized trail and/or maintain existing road for access to Shelley Creek Camp	Recreation
#488-4	Shelley Creek Dispersed Campsites	Routes to access dispersed campsites along Shelley creek are not on maps.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#488-4	Shelley Creek Dispersed Campsites	Routes to access dispersed campsites along Shelley creek are not on maps.	Routes to dispersed recreation sites near Shelley Creek will be considered as an alternative.	Y	Y			Add motorized trail and/or maintain existing road for access to Shelley Creek Camp		Add motorized trail and/or maintain existing road for access to Shelley Creek Camp	Recreation
#600-1	Soldier Well's cabin	The road to Soldier Well's cabin is not shown on the map. This old cabin is camped in by locals. It is a high clearance road to the cabin and the springs.	Dispersed Campsites were inventoried and analyzed since the scoping to consider for addition to the NFTS.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Soldier Well's cabin	The road to Soldier Well's cabin is not shown on the map. This old cabin is camped in by locals. It is a high clearance road to the cabin and the springs.	The route to Soldier Well is not an inventoried unauthorized route and is longer than 300', it is therefore beyond the scope of the project.	N							Recreation
#600-1	Sourdough camp road	not shown on Map	The road to Sourdough Camp is managed by the Rogue River Siskiyou NF and is therefore beyond the scope of analysis for this project and will not be considered as an alternative. The road however will be shown on the map for reference purposes.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
	Trail from Go Road Camp	Remove trail from end of Go Road to 14N03	The symbol for the nonmotorized trail from the Go Road Camp was removed from the map, in compliance with Forest Plan guidelines regarding recreation within Native American Cultural Use Areas.	N							Cultural
	Trail from Go Road Camp	Remove trail from end of Go Road to 14N03	The symbol for the nonmotorized trail from the Go Road Camp was removed from the map, in compliance with Forest Plan guidelines regarding recreation within Native American Cultural Use Areas.	N							Map / Editorial
#599-1	Trail to Pigeon Roost	The trail to Pigeon Roost spring is not shown on the maps. This is a non-motorized trail that should be	The trail to Pigeon Roost Spring while shown on USGS maps, is not an official FS trail and therefore will not be shown on the map.	N							Map / Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		shown on the maps.									
#599-1	Trail to Pigeon Roost	The trail to Pigeon Roost spring is not shown on the maps. This is a non-motorized trail that should be shown on the maps.	The trail to Pigeon Roost Spring while shown on USGS maps, is not an official FS trail and therefore will not be shown on the map.	N							Recreation

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Tyson Mine Road	Not shown on Map A-1 or A-2	This is shown on Map B of the proposed action summary maps. This routes traverses through private lands where the FS does not possess right of way, therefore designation as part of the NFTS would not be consistent with law, regulation and policy, and therefore will not be considered as an alternative or shown on the project maps.	N							Cultural

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
#600-1	Tyson Mine Road	Not shown on Map A-1 or A-2	This is shown on Map B of the proposed action summary maps. This routes traverses through private lands where the FS does not possess right of way, therefore designation as part of the NFTS would not be consistent with law, regulation and policy, and therefore will not be considered as an alternative or shown on the project maps.	N							Map / Editorial
#600-1	Young's Valley Trailhead	Young's Valley trailhead is located about 1 1/2 miles short of the trailhead location. It should show the trailhead at a sharp turn in the	The symbology is adjusted to reflect the location of Young's Trailhead in relation to Steven's camp.	N							Map/ Editorial

Comment #	Route #	Issue	Response	Alt To Consider	Consider in Detail	Eliminate from Detail Analysis	Rational for Eliminating	Alternative 4	Alt 5	Alt 6	Issue
		trail, not at Stevens camp.									

## Appendix C: Consideration of Routes to Dispersed Recreation Sites (Short Routes)

The following summarizes the consideration given to the issue on how to address access to dispersed recreation sites.

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A	14N39C	14N39C Campsite	Road is blocked to prevent crossing creek, people camp near intersection, PA does not affect current access.	Already on NFTS	Already on NFTS, nothing to add.	--	--	--	--
N/A	16N02.1	Bear Basin Meadows	Seems likely that this will move to Do Not Add tab if there is no additional route to add here (beyond 16N02.1, which is already proposed to add in the PA.)	Already in PA to add	PA on 16N02.1 = add as ML2; this should suffice	--	--	--	--
15N36N.1A		Black Hawk	Staff knowledge is that 15N36N.1 is proposed to add to this popular area. All uninventoried route lengths are >300 feet. (Route 15N36.1A forms an 855 ft loop, with the two sites' direct distance from 15N36N.1, if they weren't connected by the loop, are 460 ft and 525 ft.	--	--	Add (MK)	Recommend to Add (MK)	This area is in the PA. Note: all uninventoried dispersed route lengths at site are >300 ft. (On route 15N36.1A, loop is total of 855 ft long.)	Trail

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
15N36N.1B		Black Hawk	Staff knowledge is that 15N36N.1 is proposed to add to this popular area. All uninventoried route lengths are >300 feet. (Route 15N36.1B is 1,100 ft long.)	--	--	Add (MK)	Recommend to add (MK)	This area is in the PA, but note that route lengths are >300 ft. (Route 15N36.1B is 1,100 ft long.)	OML 2
15N36N.1C		Black Hawk	Staff knowledge is that 15N36N.1 is proposed to add to this popular area. All uninventoried route lengths are >300 feet. (Route 15N36.1C is 170 ft from its intersection with 15N36.1B and ~520 ft from its intersection with (inventoried) 15N36.1.)	--	--	Add (MK)	Recommend to Add (MK)	This area is in the PA, but note that route lengths are >300 ft. (Route 15N36.1C is 170 ft from its intersection with 15N36.1B and ~520 ft from its intersection with (inventoried) 15N36.1.)	Trail
N/A	15N01.3	Cedar Camp Springs	Cedar Camp Springs is off 15N01.3, for which PA= add.	Already in PA to add	No additional route to add.	--	--	--	--
315.110		Cedar Trough Camp	Identified by Forest	--	--	Add (MK)	Add (MK)	--	Trail

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A	17N04.3	Coon Mountain Shelter	Currently no motorized access available (already currently barricaded); <b>the shelter is unstable/ unsafe and therefore would present a liability if we encouraged access to it by designating motorized access to that site - so it doesn't meet P&amp;N for that reason.</b> (Therefore, no change in rec alt. to PA for 17N04.3, for which PA=restore: barricade, etc.)	Do Not Add	Outside P&N due to safety concerns at site of shelter.	--	--	--	
NA	199.103	Griffin Bridge	Is 199.103 which is recommended to add in the PA.	Already in PA to add	199.103 in PA to add.	NO change (MK)	No Change (MK)	--	NA
N/A		Hardscrabble	No route to add per Chris; IDT identified this as a parking area - no route to add. (This is at the base of a UAR not in the PA - 199.107 - which may be a powerline SUP access route.	Do Not Add	Hardscrabble is a parking area/ No route to add/ UAR 199.107 not assoc. w/ Hardscrabble	--	--	--	
18N07.14		Knopki	Overflow dispersed camping area northwest of Knopki 1, identified by IDT during field trip.	--	--	Add (MK)	Add (MK)	--	Trail
-	18N07.3	Knopki 1	Knopki 1, campsite above creek, is in PA to add as an OML 2 (18N07.3)	Already in PA to add	18N07.3 in PA to add	-	-	--	-

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
-	427.103	Little Jim	Already in PA to add as ML2. Nothing novel to add; already covered by the PA.	Already in PA to add	Already in PA to add as 427.103	--	--	--	N/A
N/A		Little Jones 1	Wide spot in the road, 2 car lengths, no route to add.	Do Not Add	No additional route to add.	--	--	--	--
See Longer Routes list		Marlow Campsite	See Longer Routes list			Convert to Trail - 1st 0.30 miles of 15N01Q to campsite (MK)	Convert to Trail - 1st 0.30 miles of 15N01Q to campsite (MK)	See Longer Routes list	trail
N/A		Mary Adams Peacock	No route to add per staff knowledge - it's a parking area and the terrain provides natural delineation.	Do Not Add	No additional route to add.	--	--	--	--
N/A	15N36	Muslatt Lake	Correction to the route location in corporate data, to show that 15N36 leads to the lake, rather than around the west side above the lake.	Do Not Add	No additional route to add.	--	--	--	--
15N02.5A		Rattlesnake Lake	Campsites accessed by 15N02.5A	--	--	Add loop too, new route. (MK)	Add 15N02.5 to intersection; Restore the rest of the UAR. Add loop too, new route. (MK)	Affects PA on 15N02.5 - See also Longer Routes list	Trail
N/A		Redwood Flat TH	Per staff notes (group) - trailhead	Do Not Add	No additional route to add.	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
			accesses non-motorized trail.						
N/A		Sandy Beach	No route, foot trail day-use area.	Do Not Add	No additional route to add.	--	--	--	--
N/A		Sanger Lake	No spur, just a turn-out, no route.	Do Not Add	No additional route to add.	--	--	--	--
18N02.1		Sanger Meadows	Longer of two routes at Sanger Meadows - this route accesses both campsites. Safety concerns due to steepness.	--	--	Do not add (MK)	Do not add (MK)	--	na
18N02.2		Sanger Meadows	Better of two routes around the meadow at Sanger meadows. Could possibly designate just this one <u>plus</u> the longer tail end of 18N02.1, which extends to the campsites.	--	--	add this route (MK)	add this route (MK)	--	Trail
Pending?		Sanger Peak	75-ft spur on steep ground; lacks a flat landing. (currently no route in the dispersed routes layer)	--	--	Rec Alt	--	--	Trail
N/A	314.107	Three Ponds	Accessed by 314.107, already in PA.	Already in PA to add	Already in PA to add as 314.107	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
427.107		W1 / Craigs Beach	Craigs Beach. Field verified (CCG, CP, JE) on 5/3/13.	--	--	Add (MK)	Add (MK)	--	OML2
316.11		W10 / Monumental	Monumental 9/21/2012 GPS field visit.	--	--	Add (MK)	Add (MK)	--	Trail
N/A		W100 / Jones Flat Camp #2	See also W99/Jones Flat Camp #1. Jones Camp - BD notes say 17N41 extends to this site (and W99?) & needs to be corrected in GIS. 17N41 does extend to site on USGS quad map. Infra and (pre-1959) 17N41 road construction records all show the length of 17N41 as 1.6 mi., consistent w/ the PA and RAP. W100 is >300 ft. from an inventoried route and therefore is beyond scope.	Do Not Add	Beyond 300' of inventoried route; therefore Beyond Scope	--	--	--	--
See Longer Routes list		W101	See Longer Routes list	Do Not Add	See Longer Routes list				

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
See Longer Routes list		W102	See Longer Routes list			Add part of route to Rec Alt. west side up to W102, Restore beyond that (team)	Add 18N09.100 from the west up to rec site. Barricade beyond site. (team)	See Longer Routes list	Trail
See Longer Routes list		W103	See Longer Routes list			Add 18N09.101 to Rec Alt. (team)	Add 18N09.101 to Pref Alt. (team)	See Longer Routes list	Trail
18N09.106		W104 / Diamond Crk N.	(Co. map – Diamond Crk 3) - Most popular spot on Diamond Ck; 4 hot tub-sized pools, waterfall viewing, clean/no trash.	--	--	Add (MK)	Add (MK)	--	Trail
18N09.107		W104 / Diamond Crk S.	Overflow site associated with W104/ Diamond Creek North.	--	--	Add (MK)	Add (MK)	--	Trail
N/A		W105	V. flat, swimming hole, nothing to designate, but something nice here would deter use on other side of river.	Do Not Add	No Route to add	--	--	--	--
N/A		W106	Wide spot in road; no route to add	Do Not Add	No Route to add	--	--	--	--
18N09.108		W107	150' spur (needs mapping), people camp there	--	--	Add (MK)	Add (MK)	--	Trail

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
18N02.3		W108 / Steven's Camp	120' spur <del>(needs mapping)</del> , regular use.	--	--	Add (MK)	Add (MK)	--	Trail
See Longer Routes list		W109	See Longer Routes list	Do Not Add	See Longer Routes list				
N/A		W11	Across from Madrona	Do Not Add	Dumping area/ attractive nuisance.	--	--	--	--
See Longer Routes list		W110	See Longer Routes list			Rec Alt			
-	199.111	W12 / Cooper Flat	Route parallels creek to dispersed campsite area. (It's near W74/ Cooper Flat). Field verified (CCG, CP, JE) on 5/3/13. In PA.	Already in PA to add	199.111 in PA, add	-	-	--	-
-	199.111A	W74 / Cooper Flat				Do not add (MK)	Do not add (MK)	-	-
199.113		W13 / Middle Fork Gorge	Middle Fork Gorge take-out (near W13)	--	--	Add (MK) - shorten length	Add (MK) - shorten length	--	Trail
N/A		W14	Turn-out/ county disposal area; no route to add.	Do Not Add	No additional route to add	--	--	--	--
18N07.12		W15 / Upper Middle Fork	Knopki Creek, near first bridge, well above creek bed. 9/18/2012 GPS field visit.	--	--	Add (MK)	Add (MK)	--	Trail
-	18N07.2	W16 / Upper Middle Fork 2	Knopki Creek, w/ some foot traffic-caused erosion; campsite not in meadow. 9/18/2012 GPS field visit.	Already in PA	Already in PA	--	--	--	N/A

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
17N01.1A		W17	Siskiyou Fork first UAR, first dispersed site, up to fire ring that had vegetation apparent during 9/18/2012 GPS field visit. Delineate route to prevent motorized access much beyond the campsite (retaining room to turn around if available). (Terminal campsite spur, off this route, needs no route due to its short length/width).	--	--	Add (MK)	Add (MK)	--	Trail
17N01.1B		W18/ Top of Hill	Siskiyou Fork first UAR, second dispersed site, the one small loop around tree for top campsite.	--	--	Add (MK)	Add (MK)	--	Trail
17N01.1C		W18 / Bottom of Hill	Siskiyou Fork first UAR, second dispersed site, with a small loop at top campsite around tree (no issues there), and an additional steep route to river that has rilling and leads to second campsite near river. Delineate route to prevent motorized access beyond the loop route; restore the downhill route.	Do Not Add	Mitigating erosion issues would be difficult due to steepness of route. See nearby W18 and dispersed route 17N01.1B	--	--	--	--
See Longer Routes list		W19	See Longer Routes list						
427.104		W2	This is the route with timber cutting but no evidence of rec use. North of intersection is a wide pullout/gravel dump. Field verified (CCG, CP, JE) on 5/3/13.	--	--	Add	--	--	Trail

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A		W20	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W21	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W22	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W23	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W24	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W25	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W26	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W27	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W28	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W29	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
-	427.106	W3 / Goose Creek	PA on 427.106 = add as motorized trail; near W71/Goose Creek. 427.106 has been field verified (5/3/13); there would be nothing unique to add here beyond what's in the PA.	Already in PA	Already in PA	--	--	--	N/A
N/A		W30	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W31	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W32	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A		W33	>600 ft beyond end of where 18N46 is blocked. Beyond that was not inventoried in RAP so is outside scope of the project.	Do Not Add	Beyond 300' of inventoried route; therefore Beyond Scope	--	--	--	--
See Longer Routes list		W34	See Longer Routes list						
See Longer Routes list		W35	See Longer Routes list						
N/A		W36	An intersection only (no route to add/ no rec use apparent there), at base of 305.105, for which the PA=add as motorized trail.	Do Not Add	No Route to add	--	--	--	--
N/A		W37 / Shooting Area	Shooting area. Ample parking exists near road. Not a desirable site to designate an OHV play area - site is very close to private property.	Do Not Add	No additional route to add	--	--	--	--
N/A		W38S	Intersection of 305 & 18N50 (level 2) road to plantation, overgrown, no sign of rec use.			--	--	--	--
305.120		W38N	Large dumping area, no recreation use, attractive nuisance.	Do Not Add	No additional route to add	Do not add (MK)	Do not add (MK)	--	--
N/A		W39	In vicinity of a bermed trail w/ no evidence of rec use.	Do Not Add	No additional route to add	--	--	--	--
N/A		W4	Pull-off, no route to add.	Do Not Add	No additional route to add	--	--	--	--
N/A		W40	Turn-out or wide spot; no active rec use; no	Do Not Add	No additional route to add	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
			route to add.						
N/A		W41	Notes for SR68 do not appear to match this site/ aerial photo. However, this is a wide spot along the road which could potentially serve as a hunter's camp without adding a route. No evidence of rec use, per my site visit. (JEverta)	Do Not Add	No additional route to add	--	--	--	--
305.133		W42 North	Hunter's camp, route 0.01 mi long. Trash, fire ring observed during 10/18/2012 GPS field visit. <b>(Not the same as W42/SR79, which is 'Do not add')</b> .	--	--	Add as trail (MK)	Add as trail (MK)	--	Trail
305.132		W42 South	<b>Different from W42(A?)/SR80 on the RoutesToAdd list (or see its new ID).</b> <u>This</u> route is 0.041 mi long, and extends south of 305. No rec use evident here; this is an old mining route or landing - was GPS'd during exploration prior to finding W42 (North)/SR80 point.	Do Not Add	Rec use is absent here, but was found at a nearby site	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
-	18N28	W43 / North Fork Campground	This is actually our North Fork campground - already on a system road >ML2. <b>Nothing novel to add; already covered by the Existing System (no changes proposed).</b>	Already on NFTS	Level 3 Road w/ no changes proposed	--	--	--	N/A
N/A		W44	This is a wide spot in the road, in the vicinity of two intersections between 305 and routes to restore under the PA. Both intersections showed no evidence of rec use, or trash. No route to add.	Do Not Add	No additional route to add	--	--	--	--
N/A		W45	No dispersed access route, no site, no pullout, one-lane width on 305 here	Do Not Add	No additional route to add	--	--	--	--
N/A		W46	Intersection of Wimer Rd & 18N09 - no rec use evident or dispersed access route to add	Do Not Add	No additional route to add	--	--	--	--
N/A		W47	No site or dispersed access route present	Do Not Add	No additional route to add	--	--	--	--
N/A		W48	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W49	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
316.3		W5 / Patrick 2	aka Patrick Ck 2.	--	--	Add (MK)	Add (MK)	--	Trail

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A		W50	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W51	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W52	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
See Longer Routes list		W53	See Longer Routes list						
N/A		W54	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W55	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W56/76	aka W76; Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
427.108		W57 / Cable Camp (top spur)	aka. Cable Camp (not currently mapped or inventoried under that name, though), near the W1/Craigs Beach Parking route. (Note that this is different from <b>W57 / Cable Camp (low spur)</b> , aka <b>427.108A</b> , on the Do Not Add list.) Would need delineation to deter use of the low spur.	--	--	Add 427.108; Barricade 427.108A (MK)	Add 427.108; Barricade 427.108A (MK)	--	Trail

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
427.108A		W57 Cable Camp (low spur)	aka. Cable Camp (not currently mapped or inventoried under that name, though), near W1/Craigs Beach Parking route. (Note that this is different from <b>W57 / Cable Camp (top spur), aka 427.108</b> , on the Add list.)	Do Not Add	Poor turn-around	barricade	barricade	--	--
N/A		W58	On private land	Do Not Add	In private property	--	--	--	--
(Deleted/renamed W80/59)		(Deleted/renamed W80/59)	<del>Has been renamed as W80/W59. Left in this list for tracking purposes.</del>	-	-	-	-	-	-
316.5		W6 Shelly Crk Disp Camp	Leads to small dispersed campsite, made private by small hill on route.	--	--	Add (MK)	Add (MK)	--	Trail
316.6		W6A Shelly Creek Day Use	Designated Shelley Day Use Area; needs a route designated.	--	--	Add (MK)	Add (MK)	--	Trail
N/A		W60	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W61	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
316.7A		W62 Middle Shelly Crk Disp Camp	Shelly Ck area dispersed campsite.	--	--	Shorten route; add with route delineation. (MK)	Shorten route; add with route delineation. (MK)	--	Trail
See Longer Routes list	18N01	W62 North Shelly Crk Disp Camp	See Longer Routes list						NA
316.7		W62 South Shelly Crk Disp Camp	Shelly Ck area dispersed campsite.	--	--	Shorten route; add with route delineation. (MK)	Shorten route; add with route delineation. (MK)	--	Trail
N/A		W63	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
316.8		W64	Route delin./bouldering at campsite is needed to keep cars from driving to creek.	--	--	add; waterbars; route delineation (MK)	add; waterbars; route delineation (MK)	Needs route delin. at last site to prevent driving to creek	Trail
N/A		W65	No route to add there - within one car length for parking; nearby long route deep into forest is from mining activity; no recreation use observed or noted during comments along the mining route.	Do Not Add	No additional route to add	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A		W66	No route needed - inboard ditch overflow erosion and garbage present, no camping evidence. Parking available w/in one car length of road.	Do Not Add	No additional route to add	--	--	--	--
N/A		W67	No route to add; just a turn-out.	Do Not Add	No additional route to add	--	--	--	--
305.134		W68 / North Fork Dispersed Camp	Three dispersed sites; native surface - can get muddy. (Not associated w/ 305.111, remove from project as mapping error on system road which needs to be extended to the outhouse). ROS = SPNM; River designation = scenic. <b>Different from W68/ N Fk River Access on Longer Routes Tab.</b>	--	--	Barricade. Inconsistent with ROS, SPNM plan layer. (MK)	Barricade. Inconsistent with ROS, SPNM plan layer. (MK)	--	Trail
See Longer Routes list		W68/ North Fork River Access	See Longer Routes list						
N/A		W69	No route, no rec use	Do Not Add	No additional route to add	--	--	--	--
315.111		W7 / Patrick 4	aka Patrick Ck 4. 9/18/2012 GPS field visit.	--	--	Add (MK)	Add (MK)	--	Trail
N/A		W70	This is an intersection. No route, no rec use	Do Not Add	No additional route to add	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
-	427.106	W71 / Goose Creek	PA on 427.106 = add as motorized trail; near W3/Goose Creek. 427.106 has been field verified (5/3/13); there would be nothing unique to add here beyond what's in the PA.	Already in PA	Already in PA to add as 427.106	--	--	--	N/A
N/A		W72	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
199.104A		W73 / Madrona	(At Madrona) - to extend 199.104 (for which PA=ML3) to last campsite.	--	--	All Alternatives: Correction to GIS to extend route to facilities.	Correction to GIS to extend route to facilities.	--	NA
199.111A		W74 / Cooper Flat	Aka Cooper Flat, at MP 10.10. Accessed by Rte 199.111, for which PA = add/barricade to prevent creek crossing. (See also nearby W12). The route is already barricaded to prevent creek crossing., as field verified (CCG, CP, JE) on 5/3/13. Nothing novel to add beyond PA.	Do Not Add	Redundant w/ PA	--	--	--	N/A

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
199.109		W75	150'-200' steep route; limited parking w/ no turnaround at bottom.	No changes from PA / Restore / Do Not Add	Safety issues posed by no turn-around; team recomm. delineating parking at top. (Already in PA to barricade.)	--	--	--	--
NA (Deleted/renamed W56/76)		(Deleted/renamed W56/76)	Not on Forest. Has been renamed as W56/W79. Left in this list for tracking purposes.	Do Not Add	Outside NF boundary				--
N/A		W77	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W78	This is a UAR <u>west of</u> Sandy Beach but has no safe access/intersection from 199, and/or there is no route here.	Do Not Add	Safety issues posed by the route; recomm. delineating parking and make a non-motorized trail to fishing spot.	--	--	--	--
17N01.2B		W79	Small campsite above riverbed, north side of 17N01.2B.	--	--	Add (MK)	Add (MK)	Affects PA on 17N01.2 - See Longer Routes list	17N01.2b Trail, 17N01.2 OML 2

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
316.9		W8 / Baker Flat	Baker Flat, per district knowledge (diff. from our Forest map).	--	--	Add (MK)	Add (MK)	--	Trail
316.9A		W8/Baker Flat	Route to the south of loop, redundant access, route get steep and overgrown at end.	--	--	Restore & barricade (MK)	Restore & barricade (MK)	--	--
17N01.3		W80/W59 (2 sites)	Siskiyou Fork second UAR, first branch, with 3 campsites present. Existing dispersed usage terminates in a loop that requires driving on the river bank; 17N01.3 will access two of the sites directly and prevent driving on the bank.	--	--	Add but less 100' of current gps'd route (MK)	Add but less 100' of current gps'd route (MK)	Delineation needed associated with 17N01.3A	Trail
17N01.3A		W80/W59	Siskiyou Fork second UAR, first branch, with 3 campsites present. Existing dispersed usage terminates in a loop that requires driving on the river bank; 17N01.3A leads to the site that's actually on the bank; is a bit steep toward the bank; and lacks good/safe turnaround access.	Do Not Add	Developing 17N01.3A to provide better turnaround and bank protection (recontouring, etc.) is beyond scope of project. See also 17N01.3	Barricade, and extend this route 100'. (MK)	Barricade, and extend this route 100'. (MK)	--	N/A

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
316.2		W81 / Patrick 1 (1 of 4 at this site)	Lg. flat near Patrick Ck, multiple campsites. Has a network of routes - designate main ingress/egress and restore the rest.	--	--	Add entire network. (combine routes into one in GIS) (MK)	Add entire network. (combine routes into one in GIS) (MK)	--	Trail
316.2A (collapse into one route with other 316.2 routes)		W81 / Patrick 1 (2 of 4 at this site)	Lg. flat near Patrick Ck, multiple campsites. Has a network of routes - designate main ingress/egress and restore the rest.	--	--	Add entire network. (combine routes into one in GIS) (MK)	Add entire network. (combine routes into one in GIS) (MK)	--	Trail
316.2B		W81 / Patrick 1 (3 of 4 at this site)	Lg. flat near Patrick Ck, multiple campsites. 316.2B is a redundant middle spur	Do Not Add	Delineate nearby routes to focus ingress/egress.	Add entire network. (combine routes into one in GIS) (MK)	Add entire network. (combine routes into one in GIS) (MK)	--	Trail
316.2C		W81 / Patrick 1 (4 of 4 at this site)	Lg. flat near Patrick Ck, multiple campsites. 316.2C is a redundant middle spur.	Do Not Add	Delineate nearby routes to focus ingress/egress.	Add entire network. (combine routes into one in GIS) (MK)	Add entire network. (combine routes into one in GIS) (MK)	--	Trail

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
17N01.1D		W82	Siskiyou Fork first UAR, second branch - this is a steep route with 1 campsite at the bottom by the river, in the flood zone. Limited parking/turnaround areas.	--	--	Do not add, in active channel, is safety issue with flooding. (MK)	Do not add, in active channel, is safety issue with flooding. (MK)		N/A
17N43.1		W83	Steep route, lots of broken glass & household garbage, dead bear.	Do Not Add	Dumping area/ attractive nuisance.	--	--	--	--
316.4		W84 / Patrick3 North	This is where we took photo in snow during 2/7/2013 visit by core IDT.	--	--	Add; delineate route at campsite (MK)	Add; delineate route at campsite (MK)	--	Trail
<del>316.11</del> 316.12		W84 / Patrick3 South	Some POC there is infected + some is not, w/ access route already gravelled . 2/7/2013 visit by core IDT.	--	--	Add (MK)	Add (MK)	--	Trail
N/A		W85	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W86	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W87	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--
N/A		W88	Outside Forest boundary	Do Not Add	Outside NF boundary	--	--	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A		W89	End of key collab. route - as distributed in PA scoping document. No additional route to add.	Do Not Add	No additional route to add	--	--	--	--
316.10		W9	Spur on Patricks Ck Rd. (This one is neither Baker Flat or Monumental, but is between the two.)	--	--	Add (MK)	Add (MK)	--	Trail
N/A		W90	Inside RNA (beyond scope of project)	Do Not Add	Inside RNA; Beyond scope	--	--	--	--
N/A		W91	Inside RNA (beyond scope of project)	Do Not Add	Inside RNA; Beyond scope	--	--	--	--
See Longer Routes list		W92	See Longer Routes list	Do Not Add	See Longer Routes list				
See Longer Routes list		W93	See Longer Routes list						
See Longer Routes list		W94	See Longer Routes list						
N/A		W95	Not on, and beyond 300' of, any inventoried route; therefore beyond scope of project.	Do Not Add	Beyond 300' of inventoried route; therefore Beyond Scope	--	--	--	--
See Longer Routes list		W96	See Longer Routes list						

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A		W97	Field checked 5/2013. Off of 314.1. There is no site present at the end of the route as mapped for the PA. There is a site at the County-provided point (W97), but this is far (~2100 ft) from the end of 314.1, deep into IRA.	Do Not Add	Beyond 300' of inventoried route; therefore Beyond Scope	--	--	--	--
See Longer Routes list		W98	See Longer Routes list						
17N43.1		W83	Dumping area.	Do Not Add	Dumping area/ attractive nuisance.	Do not add (Team)	Do not add (Team)	--	--

New Route ID (Dispersed Route Name)	Existing Route Name	Site ID 5/2013	Descriptor, if applicable	Do Not Add	(Do Not Add) Comments	Add Alternative 4	Add Alternative 6	(Add Route) Comments	Motorized Trail, or Road (OML)
N/A		W99 / Jones Flat Camp #1	See also W100/Jones Flat Camp #2. BD notes say 17N41 extends to W100 (and this site/W99?) & needs to be corrected in GIS. 17N41 does extend to site on USGS quad map. Infra and (pre-1959) 17N41 road construction records all show the length of 17N41 as 1.6 mi., consistent w/ the PA and RAP. W99 is >300 ft. from an inventoried route and therefore does not meet P&N.	Do Not Add	Beyond 300' of inventoried route; therefore Beyond Scope	--	--	--	--

## Appendix D: Consideration of Routes to Dispersed Recreation Sites (Longer Routes)

The following summarizes the consideration given to the issue on how to address access to dispersed recreation sites.

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
15N01Q	Marlow Campsite	Along 15N01Q, currently ML1 and no changes proposed in PA. Site was raised in comment 599-1.	Convert to Trail - 1st 0.30 miles of 15N01Q to campsite (MK)	Convert to Trail - 1st 0.30 miles of 15N01Q to campsite (MK)	Road or Trail
15N02.5	Rattlesnake Lake	PA for 15N02.5 =Restore. Proposing to add 1000 ft of 15N02.5 to access 15N02.5A and associated campsites.	Add 15N02.5 to intersection; Restore the rest of the UAR (MK)	Add 15N02.5 to intersection; Restore the rest of the UAR (MK)	Trail
17N40	W101	Beyond scope: >300 ft + not inventoried/ previously decommissioned prior to the RAP. The first 1.0 mile segment of 17N40, as listed in the (2005, not updated) RAP, is listed in our PA as having the last 0.35 mi downgraded from ML2 to ML1. Beyond this is the next segment of 17N40, also listed in the RAP, which is	No Change. Unsafe to travel by way of vehicle as it is an active landslide and there is a steep drop-off. (MK)	No Change. Unsafe to travel by way of vehicle as it is an active landslide and there is a steep drop-off. (MK)	--

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
		1.2 mi long. Per staff, everything beyond that initial 1.0 mile segment was previously deco'd, prior to the RAP.			
18N09.100	W102	PA shows this as a loop; Staff knowlege reports this is a dead-end. (Co. map – Diamond Camp 1) PA=restore/barricade; RecAlt=Add up to W102 site, and restore beyond that.	Add 18N09.100 to Alt. 4 up to W102 (from the SW side), Same as PA (Restore) beyond that (MK)	Add 18N09.100 to Alt. 6 up to W102 (from the SW side), Same as PA (Restore/barricade) beyond that (MK)	Trail
18N09.101	W103	PA=restore/barricade. Not clear from GPS data whether there's a rec use there.	Add 18N09.101 to Alt. 4 (MK)	Add 18N09.101 to Alt. 6 (MK)	Trail

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
305.109	W109	305.109 was inventoried as 3.27 mi long in the (2005, not updated) RAP. The PA adds 2.43 mi as Mot. Trail. Even if we considered adding the whole 3.27 mi covered by the RAP, which would lead to the end of the road as shown on USGS quad map, it would still not access W109. To access W109, another 0.24 mi of uninventoried mining trail would need to be added, which is beyond the scope of the project, which only allows sites up to approximately 300' beyond an inventoried UAR or system road/trail.	No change in PA. (MK)	No change in PA (MK)	--
17N49.100	W110	17N49.100 is a network leading to this site, w/in roadless - subroutes not individually discerned. PA = Restore.	Add 17N49.100 to Alt 4 (MK)	No Change in PA (MK)	Trail

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
18N20, 18N20.100A, 18N20.100 18N20.102	W19	Accesses W19, but not a short route. PA=decomm(18N20); PA=restore (the others)	No change in PA. In occupied Murrelet habitat. See RTC in EA. (MK)	No change in PA. In occupied Murrelet habitat. See RTC in EA. (MK)	ML2 Road + Trail
18N22	W34	PA=downgrade 18N22 to ML1. Is there even a site out there? No known recreation site, little rec opportunity, no destination. This has not been accessible for a long time. 18N22: Existing = ML2, but hasn't been passable for a long time. Eliminate from detailed analysis. (Team)		--	N/A

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
18N22	W35	At end of 18N22, which has not been accessible for some time. W35 is not in roadless.No known recreation site, little rec opportunity, no destination. This has not been accessible for a long time. 18N22: Existing = ML2, but hasn't been passable for a long time. Eliminate from detailed analysis.		--	N/A
17N92	W53	At end of 17N92, an ML1 route (per 2005 RAP) which has not been accessible for some time. 17N92 is not showing on our maps/ in our corporate data.	No Change from PA; no recreation destination; cost prohibitive. Does not support purpose & need. (MK)	No Change from PA; no recreation destination; cost prohibitive. Does not support purpose & need. (MK)	N/A ML2 Road

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
18N01	W62 North Shelly Crk Disp Camp	Shelly Ck area - dispersed area w/ vault toilet. Last site is 0.11 mi. from BMP; whole route is about 0.16 mi long (estimated from GIS). Victor checked Infra; road is listed as being 0.003 mi long (?), ML1. Rec Alt = upgrade to ML2 or greater, up to EMP 0.11 mi. (Still deco beyond MP 0.11 mi.)	Add the first 0.11 mi. of 18N01 - Alt 4.; route delineation. (MK)	Add the first 0.11 mi. of 18N01 - Route delineation. (MK)	ML 2 Road
305.111	W68/ North Fork River Access	18N27 (0.1 mi long, ML3, no changes proposed) doesn't go to river; 305.111 (0.05 mi long) extends from the end of 18N27 to actually reach edge of forest. (PA had originally shown 305.111 overlapping 18N27 from the base/ intersection with 305 Road.) PA for 305.111 = Restore; Rec Alt = Add. <b>Different from W68 / North Fk Disp Camp on Dispersed Routes Tab.</b> ----- -- It appears	No change in PA. (MK)	No change in PA. (MK)	N/A

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
		that we need to update RAP/TAP to show that 305.111 was clipped to begin at end of 18N27 (therefore was ~0.13 mi and is now 0.05 mi).			
17N01.2	W79	PA=Barricade/Restore. If W79 (Siskiyou 3) is added to the Rec Alt (likely), then RecAlt for 17N01.2=Add up to intersection w/ 17N01.2A, and barricade beyond that.	Add 17N01.2 entire section on NFS Lands	Add 17N01.2 entire section on NFS Lands	OML 2 Road

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
17N49.104	W92	17N49.104, PA = Add as Motorized Trail first 3.87 mi, then Restore last 1.05 mi. Unclear whether there's any recreation use at that site.	Add 17N49.104 to Alt 4 as Mot. Trail (MK)	No change to PA. (MK)	Trail
305.115	W93	305.115 is 1.74 mi long; PA = Restore. W93 is at end of a long route for which the end is infrequently used. Not clear that this route meets a recreation need. Not clear whether there's field evidence of rec use out at this site.	Federally listed botanical species on travelway; not compatible w/ values for which the Botanical Area was created. No change to PA. (MK)	Federally listed botanical species on travelway; not compatible w/ values for which the Botanical Area was created. No change to PA. (MK)	NA

Road/ Route ID	Site ID 5/2013	Descriptor, if applicable	Add to Alternative 4	Add Alternative 6	Motorized Trail, or Road (OML)
4402-x1.100	W94	Chris GPS'd a site at end of route 4402-x1.100. This route is not on our system, it leads from the Rogue River NF's. It's inventoried, but is not in our PA. In order for us to add this route off the RRNF's system would require coordination w/ the RRNF; and likely analysis by that Forest.	Add 4402-x1.100 to Rec Alt	No change in PA. (MK)	Trail
315.100	W96	Field checked 5/2013. PA for 315.100 = Restore. 3 sites were found along this route.	Add 315.100 to Alt 4 (MK)	No Change from PA. (MK)	Trail
17N017.102	W98	Field checked 5/2013 - what site data is available? PA for 17N07.102, for which PA= Restore.	No change in PA. Does not meet standard and guides. For ACS objectives. (MK)	No change in PA. Does not meet standard and guides. For ACS objectives. (MK)	NA