

Wild Rivers Coast Forest Collaborative

Field Trip- 05/01/2019

Upcoming Points of Collaborative Participation:

- Attend monthly WRCFC meetings
- Provide specific, relevant comments during 45-day DEIS public comment period (CFR)
 - 40 CFR § 1503.3 Specificity of comments.
 - Comments on an environmental impact statement or on a proposed action shall be as specific as possible and may address either the adequacy of the statement or the merits of the alternatives discussed or both.

Rogue River- Siskiyou National Forest

Shasta Agness Landscape Restoration Project

Core Interdisciplinary Team

- Wade McMaster- Gold Beach District Ranger
- Karla Cottom- Fisheries
- Kristen Coons- LogSys/ Economics
- Myrnie Mayville- Wildlife
- Amy Hartell- Acting Recreation
- Kailey Clarno- Botany
- Matt Timchak- Silviculture
- Lizeth Ochoa- Hydrology/ Soils
- Jason McGovern- Fire Ecologist
- Kay Shelnutt- Heritage
- Mark Hocken- Range

The overall purpose of the Project: to restore resilience and ecological integrity to unique ecosystems and to aquatic and riparian habitats; to conserve and accelerate the development of late-successional forests while preserving species diversity; and to provide a diverse range of high-quality, sustainable recreation opportunities supported by an environmentally sustainable road system.

Field Trip Agenda

1. Agness: Cougar Lane – 1000
2. Upland and Riparian Oak Prescriptions (Parking at FSR2300.990 junction, bring lunch)- 1030
3. Road Use Changes- 1130
4. Lunch- 1200
5. Recreation Discussion- 1230
6. Riparian and Fish Projects- 1300
7. Serpentine Pine Prescriptions (Depart from FSR2300 and drive ~25min. Drive down (West) FSR 23. At junction of FSR 33, turn right and continue on this road until we reach FSR 3336 junction. Take a right on 3336 and park about ¼ mile up the road. Do your best to leave a lane passable on road.)-1415
8. Back at Cougar Lane- 1530

Table 1. Summary of Action Alternatives Comparison (estimated acreages and mileages).

Unique and LSR Vegetation Restoration Types	Alt. 1 (acres)	Alt. 2 (acres)	Alt. 3 (acres)
Approximate Total Acres Treated	6,967	4,685	4,038
Oak restoration	2,199	2,199	1,147
Largest tree cut for targeted radial release of oaks or pines (DBH)	28 inches (30 for snag creation)	28 inches (30 for snag creation)	20 inches
Largest tree cut for general density thinning areas (DBH)	26 inches	26 inches	20 inches
Estimated number trees >20 inches cut (from FVS model runs)	15,000 trees (7 TPA avg.)	15,000 trees (7 TPA avg.)	0 trees
Oldest tree cut (years)	140 years	140 years	140 years
Canopy cover reduced below 40% in white oak savannah (acres)	197 acres	197 acres	100 acres
Canopy cover reduced below 40% in black oak woodland (acres) ¹	226 acres	0 acres	0 acres
Sugar pine (similar treatment parameters to, and grouped with, serpentine below)	549	0	531
Serpentine pine	484	0	484
Largest tree cut for targeted radial release of pines and gaps (DBH)	26 inches sugar; 25 inches serpentine (30 inches snag creation)	0	20 inches, both (30 inches snag creation)
Largest tree cut for general thinning areas (inches DBH)	24 sugar/ 20 serpentine	0	20 inches both
Estimated number trees >20 inches cut (from FVS model runs)	2,000 trees (~15% of total)	0	0 trees
Oldest tree cut sugar pine stands (years)	100 years	0	100 years
Oldest tree cut serpentine pine stands (years)	120 years	0	120 years
Largest gap size	2 acres	0	¾ acre
Canopy cover reduced below 40% in serpentine areas (acres)	64 acres	0	0
Plantations	1,635	1,635	1,635
Largest tree cut in gaps or radial thinning (DBH)	25	25	20
Largest tree cut in thinning areas (DBH)	20	20	20
Oldest stand age (years)	59 years	59 years	59 years
Largest gap size	¾ acre	¾ acre	¼ acre
Burn between units (prescribed fire) not already counted in unique habitat units	1,859	851	0
Approx. # of landings from harvest activities	730	640	530
Port-Orford-cedar roadside sanitation	241	0	241
Largest POC tree cut for sanitation(DBH)	No limit	0	12
Largest tree removed (outside riparian reserves only) (inches DBH)	20	0	12
Logging Systems (subset of acreage already indicated in unique habitat/plantation restoration – not including POC)	6,726	4,685	3,796
Non-commercial	2,956	1,457	1,088
Commercial	3,770	3,228	2,708
Helicopter	944	840	738
Skyline	1,473	1,177	929
Shovel	66	49	64
Tractor	1,287	1,162	977
Potential helicopter landings (acres/number)	20/28	14/20	20/28
Estimated timber volume removed (Mbf)	24,037	21,390	13,087
Aquatic Restoration and Sustainable Roads	Alt. 1 (mi.)	Alt. 2 (mi.)	Alt. 3 (mi.)

Roads decommissioned	6	6	10
In-stream aquatic restoration (stream miles)	27	27	27
Beaver dam analog locations (only points within instream miles already identified)	5	0	0
Aquatic organism passage crossings	8	8	0
Riparian restoration (subset of acreage already indicated in unique habitat/plantation/burn-between restoration (% treated of total RR in planning area)	1,582 (~6.1 %)	1,048 (~4 %)	748 (~2.9%)
Sustainable Roads (approximate mileage)			
Temporary roads (approximate total)	17	14	12
New temporary roads (subset of Temp Total)	5	4	0
Legacy/non-system templates for decommissioning (subset of Temp Total) ¹	12	10	12
Haul routes (miles) ¹	193	151	192
Road openings/upgrades (ML1 to ML2)	1	1	0
Road closures/storage (ML2 to ML1)	10	4	9
Road decommissioning (<i>same as under aquatic restoration</i>)	6	6	10
Sustainable Recreation – Campgrounds	Alt. 1 (acres)	Alt. 2 (acres)	Alt. 3 (acres)
Billings Cr dispersed camp site decommissioned	0.2	0	0.2
Foster Bar facility maintenance	2.8	2.8	2.8
Foster Bar boat launch improved	0.4	0.4	0
Illahe Campground decommission	9.9	0	9.9
Illahe Campground reopened	0	15.7	0
Illinois Trail Head Horse Camp (new)	0	1.1	0
Oak Flat Campground maintenance, host, septic	0.3	0.3	0.3 (not septic)
Oak Flat Campground /water	0	21.8	0
Shasta Costa maintenance	1.2	1.2	1.2
Shasta Costa Campground (new)	0	8.1	0
Upper Rogue Trail Head improvements – toilet and kiosk	0.1	0.1	0
Total approximate acres	14.9	51.5	14.4
Sustainable Recreation – Trails	Alt. 1 (mi.)	Alt. 2 (mi.)	Alt. 3 (mi.)
Big Bend Battlefield Trail – new trail	0	1.4	0
FSR 2308330 To OHV Trail – change to OHV trail	0.7	0.7	0
FSR 3577350 and 57 spur to OHV trail – change to OHV trail	3.9	3.9	0
Nancy Cr Trail 1181 – decommission trail	1.9	0	1.9
Shasta Costa Creek Trail – new trail	0	4.3	0
Shasta Costa Overlook A – new trail	0	2.8	0
Shasta Costa Overlook B – new trail	0	1.9	0
Total approximate miles	6.5	15	1.9

All action alternatives include: RTV Plan; Project-specific plan amendment; snag creation; native grass/forb seeding and plantings; invasive plant treatments; basic road, trail, and facilities maintenance; and monitoring and adaptive management, as applicable

Table 2. Oak Silviculture Treatment Comparison by Alternative.

Treatment parameter	Alternative 1 (proposed action)	Alternative 2	Alternative 3
Largest tree cut for radial release of oaks or pines (DBH)	28"	28"	20"
Largest tree cut for thinning areas (DBH)	26"	26"	20"
Estimated number trees >20 inches cut (from FVS model runs)	15,000 trees (7 tpa avg)	15,000 trees (7 tpa avg)	0 trees
Oldest tree cut (years)	140 years	140 years	140 years
Canopy cover reduced below 40% in white oak savannah (acres) ¹	197 acres	197 acres	100 acres
Canopy cover reduced below 40% in black oak woodland (acres) ¹	226 acres	0 acres	0 acres
Mapped riparian areas treated (acres)	476	476	247

Prescription	Prescription - Description	Alt. 1 acres	Alt. 2 acres	Alt. 3 acres
Oak savannah maintenance	Non-commercial cutting, prescribed fire	217	217	154
Oak savannah restoration	Cut and remove majority of overstory conifers, CC 0-20%, prescribed fire	281	281	166
Oak savannah release	Cut and remove conifers within 50' of oak savannah, CC 20-40%, prescribed fire	141	141	88
Oak woodland release	Radial release of oaks, reducing CC to 20-40%, prescribed fire	228	0	0
Oak woodland thinning	Some radial release, moderate to heavy thinning, CC of 40-60%, prescribed fire	853	1081	596
Oak woodland light thin	Limited radial release, thinning smaller trees, CC>60%, prescribed fire	411	411	112
Pine release/thin/large gaps	Radial release of pines, moderate to heavy thin, CC 40-60%, prescribed fire	5	5	5
Rx fire	Only cut small material required to achieve desired results in Rx burn, in some places no cutting will be required, prescribed fire	718	781	26
Totals		2917	2917	1147

Table 3. Sugar Pine and Serpentine Pine Silviculture Treatment Comparison.

Treatment parameter	Alternative 1 (proposed action)	Alternative 2	Alternative 3
Largest tree cut for radial release of pines and gaps (DBH)	26"	0"	20"
Largest tree cut for thinning areas (DBH)	24" SP / 20" serp	0"	20"
Oldest tree cut sugar pine stands (years)	100 years	0	100 years
Oldest tree cut serpentine pine stands (years)	120 years	0	120 years
Largest gap size	2 acres	0	3/4 acre
Canopy cover reduced below 40% in serpentine areas (acres) ¹	64 acres	0	0
Mapped riparian areas treated (acres)	113	0	113

¹Reduction of existing canopy cover to below 40% will result in removal of northern spotted owl dispersal habitat, however areas are considered incapable of achieving NRF habitat.

Table 4. Sugar Pine and Serpentine Pine Silviculture Prescription Comparison by acres.

Prescription	Prescription - Description	Alt. 1 acres	Alt. 2 acres	Alt. 3 acres
Serpentine savannah maintenance	Non-commercial cutting, prescribed fire	17	0	17
Serpentine pine release/thin/small gaps	Radial release of pines, moderate to heavy thin, gaps up to 3/4 acre CC 40-60%, prescribed fire	186	0	185
Serpentine pine release/thin/large gaps	Radial release of pines, thin, and gaps up to ¾ acre to plant pine regeneration, CC 20-40%, prescribed fire	282	0	282
Sugar pine release/thin/small gaps	Radial release of pines, moderate to heavy thin, gaps up to 3/4 acre CC 40-60%, prescribed fire	433	0	415
Sugar pine release/thin/large gaps	Radial release of pines, thin, and gaps up to 2 acres to plant pine regeneration, CC 20-40%, prescribed fire	116	0	116
Rx fire	Only cut small material required to achieve desired results in Rx burn, prescribed fire	809	0	0
Totals		1843	0	1015

Table 5. Summary excerpt of BMPs and PDCs for silvicultural-related actions in riparian reserves, by channel type.

Stream Channel	Project Activities	Buffer	Riparian Reserve Width	PDC-RR Name
Ephemeral/ Intermittent; Wetlands	<i>No-cut buffer except for understory thinning for prescribed burning, danger trees, corridor or anchor trees (for skyline cable yarding) may be felled and left at site; no commercial removal.</i>	Stream side to 25-feet along both sides of channel.	One site potential tree height each side of stream (175 feet each side; total width 350 feet)	No-cut buffer
	<i>Density management and commercial extraction allowed - with constraints (maintain 50% canopy; max 10% soil infiltration impact; full suspension yarding; no gaps; no new roads within 100-ft; no new landings within 100-ft; etc.);</i>	From 25-feet from stream side (no-cut buffer) to edge of riparian reserve, along both sides of channel; 1 tree height.		Riparian Treatment Zone
Perennial <u>Non-fish</u> Bearing Stream	<i>No-cut buffer except for understory thinning for prescribed burning, danger trees, corridor or anchor trees (for skyline cable yarding) may be felled and left at site; no commercial removal.</i>	Stream side to 25-feet along both sides of channel.	One site potential tree height each side of stream (175 feet each side; total width 350 feet)	No-cut buffer
	<i>Primary Shade Zone (Some density management, thinning and Rx fire; No overstory canopy removal; No commercial extraction).</i>	Stream side to 45-75 feet along both sides of channel depending on % slope and average unit-specific tree height		Primary Shade Zone
	<i>Density management and commercial extraction allowed - with constraints (maintain 50% canopy; max 10% soil infiltration impact; full suspension yarding; no gaps; no new roads within 100-ft; no new landings within 100-ft; etc.);.</i>	From 45-75 feet edge of the PSZ (slope/height dependent) to edge of riparian reserve, along both sides of channel; 1 tree height.		Riparian Treatment Zone
Perennial <u>Fish</u> Bearing Streams	<i>No-cut buffer except for understory thinning, for prescribed burning, danger trees, corridor or anchor trees (for skyline cable yarding) may be felled and left at site; no commercial removal.</i>	Stream side to 25-feet along both sides of channel.	Two site potential tree height each side of stream (350 feet each side; total width 700 feet)	No-cut buffer
	<i>Primary Shade Zone (Some density management, thinning and Rx fire; No overstory canopy removal; No commercial extraction).</i>	Stream side to 45-75 feet along both sides of channel depending on % slope and average unit-specific tree height		Primary Shade Zone
	<i>Density management and commercial extraction allowed - with constraints (maintain 50% canopy; max 10% soil infiltration impact; full suspension yarding; no gaps; no new roads within 100-ft; no new landings within 100-ft; etc.);.</i>	From 45-75 feet edge of the PSZ (slope/height dependent) to edge of riparian reserve, along both sides of channel; 2 trees height.		Riparian Treatment Zone

Table 6. Alternative 1- National Forest System Road Proposals

Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
Considered, But No Change				
2300820 (split)	1- Basic Custodial Care (Closed)	Maintain as ML1 – portion	0.60	<p>This is the eastern portion, which is within part of Green Knob timber sale;</p> <p>Also proposing decommission western portion (reflected below); This clarifies the portion that was proposed for decommissioning in the scoping proposal;</p>
2300824 (spur to 2300820)	1- Basic Custodial Care (Closed)	Maintain as ML1	0.09	<p>Spur to old landing; not used; closed with minimal stream crossings or aquatic resources threat; no immediate public access need;</p> <p>This clarifies the portion of the main road that was proposed for decommissioning in the scoping proposal; this spur is in section proposed to remain closed in storage; though the spur was not specifically mentioned in the scoping letter;</p>
2300911	1- Basic Custodial Care (Closed)	Maintain as ML1	0.93	<p>Could be used for to access to project but has large slide and stream crossing; Maintain in storage because may be used for future return burn treatment and fire line;</p> <p>Considered and removed from scoping decommissioning proposal;</p> <p>1 mile closed in Shasta Costa EIS to protect aquatic resources and wildlife; Also closed in MVUM.</p>
2300995	2 – High Clearance Vehicles	Maintain as ML2	0.20	<p>Proposed to maintain as ML2 because it provides access to existing dispersed camping site on Shasta Costa Creek and was addressed in public comments;</p> <p>This road also accesses the northern portion of Snout Creek Cr Trail 12161; it is just downstream of the 2300990 which accesses another dispersed camping site (locally referred to as Rat hole)</p> <p>This route may also provide pump chance for engines during fire suppression.</p> <p>Scoping proposal was change to ML 1 (closure/storage)</p>
2308260 (part of 3 segments)	2 – High Clearance Vehicles	Maintain as ML2	1.05	<p>This is northern portion accessing other 2 segments and is proposed to be maintained as ML2 in all alternatives;</p> <p>This clarifies the portion that was proposed for downgrading to ML1 (closure/storage) in the scoping proposal; this has changed to decommission a ML2 portion, and maintain a ML2 portion; This road portion has had use for fire suppression activities; it also accesses plantations</p>
3336073 (spur to 3336070)	1– Basic Custodial Care (Maintain as ML1	0.35	<p>Spur to main access road which is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.</p> <p>Scoping proposal was change to ML 1 (closure/storage); however spur road is already in ML1 status;</p>
3700300	2 – High Clearance vehicles;	Maintain as ML2 Keep as seasonally open per existing	0.51	This road transverses Big Bend meadow and transitions from ML3 to ML2 (seasonally closed), which is the section behind the locked gate. It currently is enforced as a seasonal closure. It

Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
	Currently seasonally open in MVUM Open June 1 to Sept 30	MVUM with seasonal designation, open to highway vehicles		<p>is seasonally open to highway legal vehicles under the MVUM decision.</p> <p>3700300 traverses an active grazing allotment and leads to the dispersed camping site at Billings Cr, which is proposed for decommissioning under this alternative;</p> <p>This road is experiencing user-created widening due to proximate seeps/springs that flood the culvert and cover the roadway. Users are driving around puddles and off the road; Additional culverts may be needed.</p> <p>This road would be used for treatments and then would no longer be required; the roadway is being widened by users skirting a wetland area that meanders around the existing culvert; the location also is a highly sensitive heritage/cultural site; under MVUM the public is allowed to access the meadow, but not via motorized vehicles along this road segment during the seasonal closure.</p> <p>This is the same as the scoping proposal, which did include decommissioning Billings campground, but was silent regarding the road;</p>
3730010 (split)	2 – High Clearance Vehicles	Maintain as ML2 – southern portion:	0.80	<p>Maintain ML2 in this southern portion for private property and Foster Cr. access;</p> <p>Also decrease ML in northern portion (reflected below); This clarifies the portion that was proposed for downgrade to ML1 (closure/storage) in scoping proposal;</p>
3730060	2 – High Clearance Vehicles	2 – High Clearance Vehicles – reconstruct crossing	5.31	Billings Cr Crossing; currently washed out so road is effectively closed but discharging sediment into Billings Cr. This road would not have a ML change, but would be reconstructed at the location that is currently washed-out and impassable. May be required for future hall and provides access to units 54, 55, 204, 206, 207 and possible future CHFT stands; It also has a FMZ associated with it from the CHFT EA

Approximate Total Miles No Change = 9.84

Decommission				
2300730 (portion of road in all alternatives)	1- Basic Custodial Care (Closed) – Not on MVUM	Decommission – portion	1.39	<p>This is southeastern portion; proposed for decommissioning due to major fill failures and multiple stream crossings that are a risk to aquatic resources;</p> <p>Northern portion is currently used for Green Knob sale; The northern portion accesses an old quarry;</p> <p>Also southern portion is closed in MVUM</p> <p>This is consistent with the scoping proposal</p>
2300736 (spur to 2300730)	1- Basic Custodial Care (Closed)	Decommission	0.53	<p>Spur from access road that also is proposed for decommissioning;</p> <p>Proposed for decommissioning due to major fill failures and multiple stream crossings; Closed in Shasta Costa EIS to protect aquatic resources and wildlife; Also portion closed in MVUM</p> <p>This is consistent with the scoping proposal</p>
2300770	1- Basic Custodial	Decommission	0.96	Identified as higher priority for closure due to higher aquatic, cultural, and wildlife resources risk relative to lower need; no

Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
	Care (Closed)			apparent access needs; Subpart A ranked it high for risk to resources and low for access need This is consistent with the scoping proposal
2300820 (split)	1- Basic Custodial Care (Closed)	Decommission – portion	0.82	Decommission western portion due to large creek crossings, one of which currently has problems with water running down the road; has road failure; failed culvert needs removed; Also maintain eastern portion that is part of Green Knob sale (reflected above); This would decommission slightly more than what was indicated in the scoping proposal;
2300860	1- Basic Custodial Care (Closed)	Decommission	1.24	This road would not be used as a haul route; it is currently bermed and it is difficult to find the road start; there are stream crossings; it was used for fill material storage; there are fill failures; it was considered too costly to fix relative to level of use; and need; This is consistent with the scoping proposal, though the length is slightly less in the current proposal;
2300864 (spur to 2300860)	1- Basic Custodial Care (Closed)	Decommission	0.21	Main access road would be decommissioned; road would not be used as a haul route, it is currently bermed and difficult to find road start; there are stream crossings; it was used for fill material storage; there are fill failures; it was considered too costly to fix relative to level of use and need; This is consistent with the scoping proposal; though the length is slightly less in the current proposal;
2300900	2 – High Clearance Vehicles	Decommission	0.56	Aquatic resources risk from road crossing is higher relative to current use/need; decommissioning proposal complies with minimal roads system policy direction; indicated likely not needed in MVUM; may have disposal site for ditch cleaning; road is going up draw so high potential for sedimentation; This was added post-scoping based on conditions identified during additional field reconnaissance;
2300990 (split in this alternative)	1- Basic Custodial Care (Closed)	Decommission – portion	0.22	Decommission southern end because road crossing directly delivers sediment into creek; decommissioning would preclude creek access, resource damage from meadow parking, and would prohibit OHV resource damage; keeping northern portion open would allow continued access to the dispersed camping at Shasta Costa Cr (Rat hole) and recreation access to the creek, but would preclude OHV access and would address and reduce negative impacts to various resources, including aquatic resources; This is consistent with scoping proposal to decommission, though the length is slightly less in the current proposal; Also, northern portion would be upgraded to ML2 (reflected in upgrade totals)
2308260 (part of 3 segments)	1- Basic Custodial Care (Closed)	Decommission – portion	0.09	This is the southern/end 590-ft portion; Middle portion provides access to this portion; Middle portion is ML2 and has multiple stream crossings and also is proposed for decommissioning under all alts; aquatic resources risk is higher than relative use/need;

Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
				This clarifies and is consistent with the portion that was proposed for decommissioning in the scoping proposal; this road portion was closed in the MVUM;
2308260 (part of 3 segments)	2 – High Clearance Vehicles	Decommission	0.24	<p>This is the middle portion and has multiple stream crossings; aquatic resources risk is higher than relative use/need; it provides access to southern end, which is ML1 proposed for decommissioning under all alts;</p> <p>Northern portion is ML2 and is proposed to be maintained as such in all alternatives; This ML2 portion of the road has had use for fire suppression activities</p> <p>This clarifies the portion that was proposed for downgrading to ML1 (closure/storage) in the scoping proposal; the current proposal changed to: decommission a ML2 portion, and maintain a ML2 portion; which is slightly different than scoping; this portion was open in the MVUM;</p>
Approximate Total Miles Decommission = 6.26				
Reduce Maintenance Level (closed/storage)				
2300475	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.72	<p>Road is currently only walkable access; proposed to reopen temporarily to implement treatments, then downgrade due to number of crossings and no immediate need for public access;</p> <p>2 miles were closed in Shasta Costa EIS to protect aquatic resources and wildlife; This portion was open in MVUM</p> <p>This is consistent with the scoping proposal;</p>
2308335 (spur to 2038330)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.44	<p>2308330 access to this spur is proposed for closure due to road failure at Snout Creek crossing and multiple fill failures beyond this;</p> <p>2308330 was added post-scoping based on scoping comments requesting motorized recreational opportunities, as well as additional field reconnaissance and identification of aquatic resources risk and additional crossing failure; proposed closure is compliant with minimum road system policy direction;</p> <p>2308335 spur is <i>not</i> proposed for OHV</p> <p>This clarifies the scoping proposal, which included downgrade of 2308330 but did not indicate this spur, which slightly increases the length of closure relative to the scoping proposal;</p>
3336070	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	2.22	<p>Road system has 7 spurs; closure proposed because: there are multiple stream crossings; there are multiple POC treatment areas indicated; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use; A spur to this main road was identified as having infected POC present;</p> <p>This road is near Brushy Mt. and Lake of the Woods; Subpart A ranked this as high risk and did not identify access needs;</p> <p>This would be consistent with the scoping proposal;</p>
3336071 (spur to 3336070)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.31	Main access road to this spur is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.

Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
3336072 (spur to 3336070)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.64	<p>This would be consistent with the scoping proposal;</p> <p>Main access road proposed to this spur is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there are POC treatment areas indicated; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.</p>
3336074 (spur to 3336070)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.19	<p>This would be consistent with the scoping proposal;</p> <p>Main access road to this spur is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.</p>
3336075 (spur to 3336070)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.24	<p>This would be consistent with the scoping proposal;</p> <p>Main access road to this spur is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.</p>
3336076 (spur to 3336070)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.10	<p>This would be consistent with the scoping proposal;</p> <p>Main access road to this spur is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.</p>
3336077 (spur to 3336070)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.19	<p>This would be consistent with the scoping proposal;</p> <p>Main access road to this spur is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.</p>
3336079 (spur to 3336070)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.27	<p>This would be consistent with the scoping proposal;</p> <p>Main access road to this spur is proposed for closure because: road system has 7 spurs; there are multiple stream crossings; there is 3.5 foot vertical rise to access road; there are 2-24" Douglas-fir 100' from beginning; no visible vehicular use.</p>
3700190	3 – Suitable for Passenger Vehicles; Indicated on MVUM as open even though gated;	ML2 - <i>and</i> Closed except for administrative use; and private land owner could be issued special use permit	1.40	<p>This is the campground access road to Illahe Campground, which currently is closed and proposed for decommissioning under this alternative; this road provides the only legal access to a private inholding beyond the campground; the road would be indicated as ML2 but would be closed to public; this status would address landholder need and would be consistent with the minimum sustainable roads system policy; landowner access likely would be addressed through special use permit.</p> <p>This is different than the scoping proposal, which did include decommissioning Illahe campground, but was silent regarding the roadway;</p>
3730010 (split)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed) – northern portion	0.66	<p>This is northern portion; proposed for closure due to multiple stream crossings and a higher risk to aquatic resources relative to its low need; route likely would be used for treatment access and fire line, then would be closed and put into storage;</p> <p>Maintain southern portion as ML2 for private property access (reflected above);</p>

Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
				<p>This clarifies the portion that was proposed for downgrade to ML1 (closure/storage) in scoping proposal; the current proposal downgrades less than proposed in scoping;</p>
5325520	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	1.75	<p>Road currently only allows walkable access; Road would be temporarily opened for treatment access, then closed;</p> <p>Risk to aquatic resources from crossing and increased risk of spreading POC root disease would be relatively higher than need/use; This main road and its spur were identified as having infected POC present;</p> <p>Proposed closure is compliant with minimum road system policy direction;</p> <p>This is consistent with the scoping proposal;</p>
5325523 (spur to 5325520)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.40	<p>Main road accessing this spur also is proposed for closure; Main road currently only allows walkable access; Road would be temporarily opened for treatment access, then closed;</p> <p>Risk to aquatic resources from crossing and increased risk of spreading POC root disease would be relatively higher than need/use; This spur and its main road were identified as having infected POC present;</p> <p>Proposed closure is compliant with minimum road system policy direction;</p> <p>This is consistent with the scoping proposal;</p>
5325525 (spur to 5325520)	2 – High Clearance Vehicles	1- Basic Custodial Care (Closed)	0.62	<p>Main road accessing this spur also is proposed for closure; Main road currently only allows walkable access; Road would be temporarily opened for treatment access, then closed;</p> <p>Risk to aquatic resources from crossing and increased risk of spreading POC root disease would be relatively higher than need/use;</p> <p>Proposed closure is compliant with minimum road system policy direction;</p> <p>This is consistent with the scoping proposal;</p>

Approximate Total Miles Reduce ML/Storage = 10.15

Allow Motorized OHV Use for Vehicles 50-inches and under

2308330	2 – High Clearance Vehicles	Reduce to ML1- Basic Custodial Care (Closed) Allow OHV use; 50-inches or less (Class 1 and 3 OHV)	0.68	<p>Downgrade proposed due to: road failure at crossing on Snout Creek, identification of aquatic resources risk, additional crossing failure, and multiple fill failures beyond crossing;</p> <p>Snout Cr and other crossing would be replaced with ARBO-compliant recreational crossings for OHV use 50" or less;</p> <p>Route would not be used for haul, but could be used for fire line during project implementation; OHV use would be suspended and full closure would occur if resource damage became an issue;</p> <p>2308335 spur <i>not</i> proposed for OHV</p> <p>The scoping proposal included downgrading this portion of road; however OHV use on 2308330 was added post-scoping</p>
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Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
				based on: additional field reconnaissance and comments requesting additional OHV and motorized recreational opportunities;
3577350	1- Basic Custodial Care (Closed; and NOT on MVUM)	Maintain as ML1 Allow OHV use; 50-inches or less (Class 1 and 3 OHV)	3.48	<p><i>Not 3577355 spur which connects to different road</i></p> <p>A majority is open to motor vehicles, and some partial length is closed in MVUM</p> <p>Considered and removed from decommission scoping proposal due to public comments requesting additional motorized access opportunities (OHV); This route would provide a connection between two main roads within the planning area</p> <p>Road is currently closed; on the east end it is closed with a tank trap before accessing state section; there also is private and state land access; In this alt, road would be used for treatment access, then would be returned to ML1 closure status due to aquatic resource risk from creek crossings and current failures;</p> <p>However, recreational OHV use would be allowed once recreation vehicle crossings were complete; motorized OHV use would be suspended and full closure would occur if resource damage became an issue; The USFS has an easement with the State, and there are State interests in Section 16 for land management purposes</p> <p>This is a modification of the scoping proposal to decommission portion of this road;</p>
3577357 (spur to 3577350)	1- Basic Custodial Care (Closed)	Maintain as ML1 Allow OHV use 50-inches or less (Class 1 and 3 OHV)	0.45	<p><i>Not 3577355 spur which connects to different road</i></p> <p>Closed in MVUM</p> <p>This is spur to 3577350, which was considered and removed from decommission scoping proposal due to public comments requesting additional motorized access opportunities (OHV);</p> <p>Road is currently closed; In this alt, road would be used for treatment access, then would be returned to ML1 closure status due to proposed resource protection closure of main access road 3577350;</p> <p>However recreational OHV would be allowed once recreation vehicle crossing were complete; OHV use would be suspended and full closure would occur if resource damage became an issue;</p> <p>This is a modification of the scoping proposal to decommission the main access road to this spur;</p>
Approximate Total Miles New Motorized OHV = 4.61				
Increase Maintenance Level				
2300990	1- Basic Custodial Care (Closed)	2 – High Clearance Vehicles Upgrade – portion (Bear Camp to Shasta Costa)	0.44	<p>This is the northern portion of the road, and would be upgraded based on public scoping comments and desire for improved recreation access to Shasta Costa Creek dispersed campsite;</p> <p>Gates and seasonal closure would prevent additional resource damage;</p> <p>ML2 Portion of this would be haul route;</p>

Road ID Number	Current Operational Level	ML Recommended	Miles (Approx.)	Comments
		With seasonal closure		Also, proposing to decommission southern portion (reflected above) This ML upgrade is a modification of the scoping proposal to decommission the entire length; this was closed in the MVUM
3700251	2 – High Clearance Vehicles	ML 3 – Suitable for Passenger Vehicles	0.28	Under this alternative, the approach to Foster Bar Boat Ramp would be improved, including paving the existing ML2 access road; This improved access would provide a better launch approach than the ML3 3700250 road, would avoid the campground area, and would relieve congestion and user conflict for boat traffic;
Approximate Total Miles Increase Maintenance Level = 0.72				
Approximate Total Potential Miles of Evaluated = 31.58				
Approximate Total Potential Miles of Treatment = 21.74				

Comparison of Alternatives: Shasta Costa Dispersed Site

General facilities maintenance actions, signage, repairs, invasive species removal, resource protections and repair measures, and OHV barriers may be implemented at many of the following locations, or others, in conjunction with or separately from this Project. These actions along with the following proposals are part of this Project.

Alternative 1 Shasta Costa Dispersed Site (Rat Hole): This dispersed campsite near Shasta Costa Creek is accessible by the NFS Road 2300990, portions of which are proposed for both decommissioning and upgrades under this alternative.

The lower portion of Shasta Costa Creek is locally popular for dispersed camping, fishing, and swimming. Two popular dispersed campsites exist in the vicinity of the FSR 33/FSR 23 intersection: one, accessed via FSR 2300995 from the intersection itself or via Snout Creek Trail from FSR 2308; and Shasta Costa, known locally as Rat Hole, which is accessed via FSR 2300990, a closed ML-1 road. Both sites are on the banks of Shasta Costa Creek; off-route OHV travel and associated impacts are a management concern in the area.

The District is not proposing improvements or upgrades to this dispersed camping site. However, maintenance needs would be addressed and resource protection measures would be implemented to repair existing OHV-related damage and to erect barriers to preclude creek access and meadow parking.

These actions would occur in conjunction the proposal to upgrade a portion of 2300990 (Bear Camp to Shasta Costa) to ML2 with seasonal closure – it is currently closed. As such, no maintenance is conducted on the road, and there are no controls to regulate or mitigate the effects of illegal motorized use (about 1.2 acres of maintenance and road improvements).

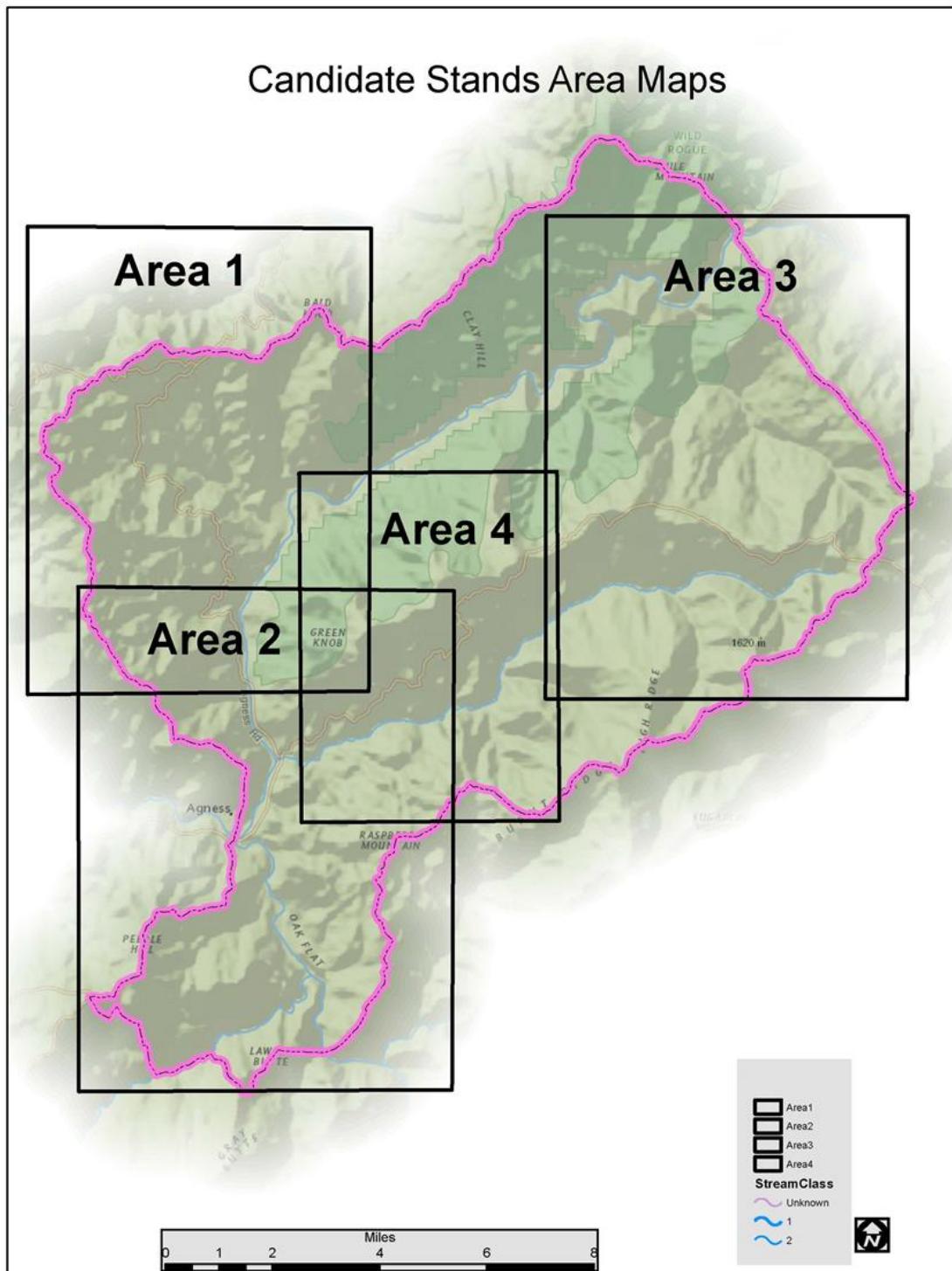
Opening sections of the road that can support traffic and installation of traffic control measures to prevent/restrict off-route access would provide access to a popular recreation site while preventing negative effects to visual or other resources. This also would partially align with the proposal from WRCFC to address resource damage and road closures, though it would not include the requested additional infrastructure improvements. This clarifies the scoping proposal to include improvements to access and resource protections, but not to increase infrastructure at the site.

Alternative 2 Shasta Costa Campground (Rat Hole) (upgrades): Alternative 2 is greater in scope than alternative 1 (about 8 acres of development). It would include developing a new, seasonally-open semi-primitive campground with up to 5 campsites, fire pits, and one vault toilet. This would be in the same location as the existing dispersed use site. This is roughly at the terminus of FSR 2300990, which would be upgraded to ML2 status along a greater length and opened year-round under this alternative. It also would be the start of a new, 4-mile Shasta Costa trail, which is described further under the *Trails* section. Alternative 2 would include restoration measures and some appropriate barriers to address resource damage and to provide protections from ongoing OHV activities. Related actions such as maintenance actions, signage, enforcement, and invasive species vegetation treatment and removal also would occur.

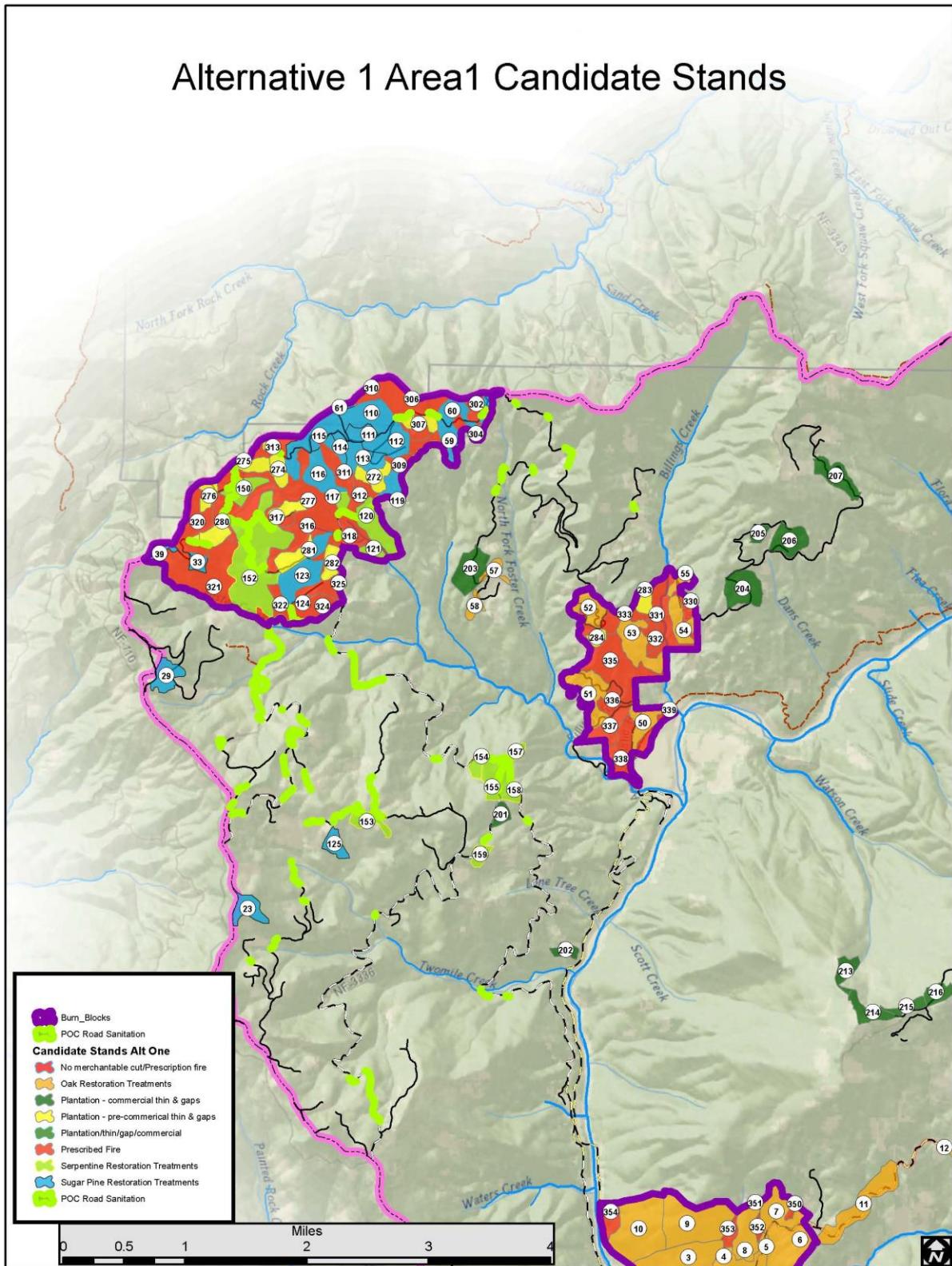
Shasta Costa Creek is close to Agness and less than a one-hour drive from the coast. It is unique to the area in that it is perennial, accessible via moderate, open terrain, and generally shallow/calm enough to offer relatively safer swimming and wading opportunities for young children. The new campground and trail would increase the comfort of and access to the Shasta Costa recreation experience. However, the new facilities also would incur both operational and deferred maintenance obligations on Forest Service resources. Shasta Costa would not be a fee site; therefore those obligations would have to be met at current funding and staffing levels, potentially resulting in shortfalls in other recreation program areas. Furthermore, another popular dispersed campsite exists in the vicinity of the FSR 33/FSR 23 intersection and is accessed via FSR 2300995 from the intersection itself or via Snout Creek Trail from FSR 2308. Developed sites also are available within a few miles.

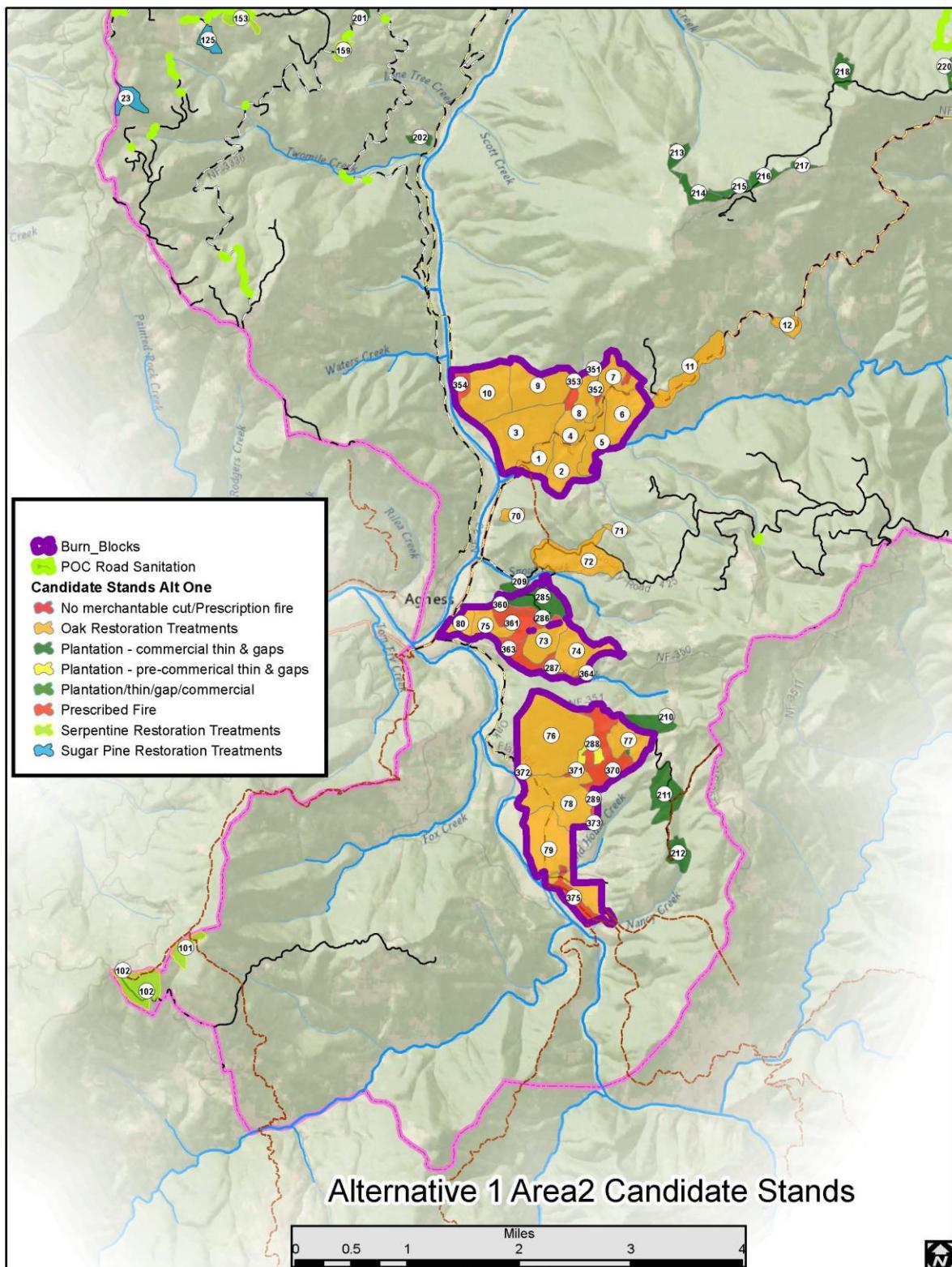
This alternative would be more in alignment with the WRCFC proposal, and also would be consistent with the scoping proposal. Because of the current funding challenges in maintaining open campgrounds, this was not a component of the preferred alternative.

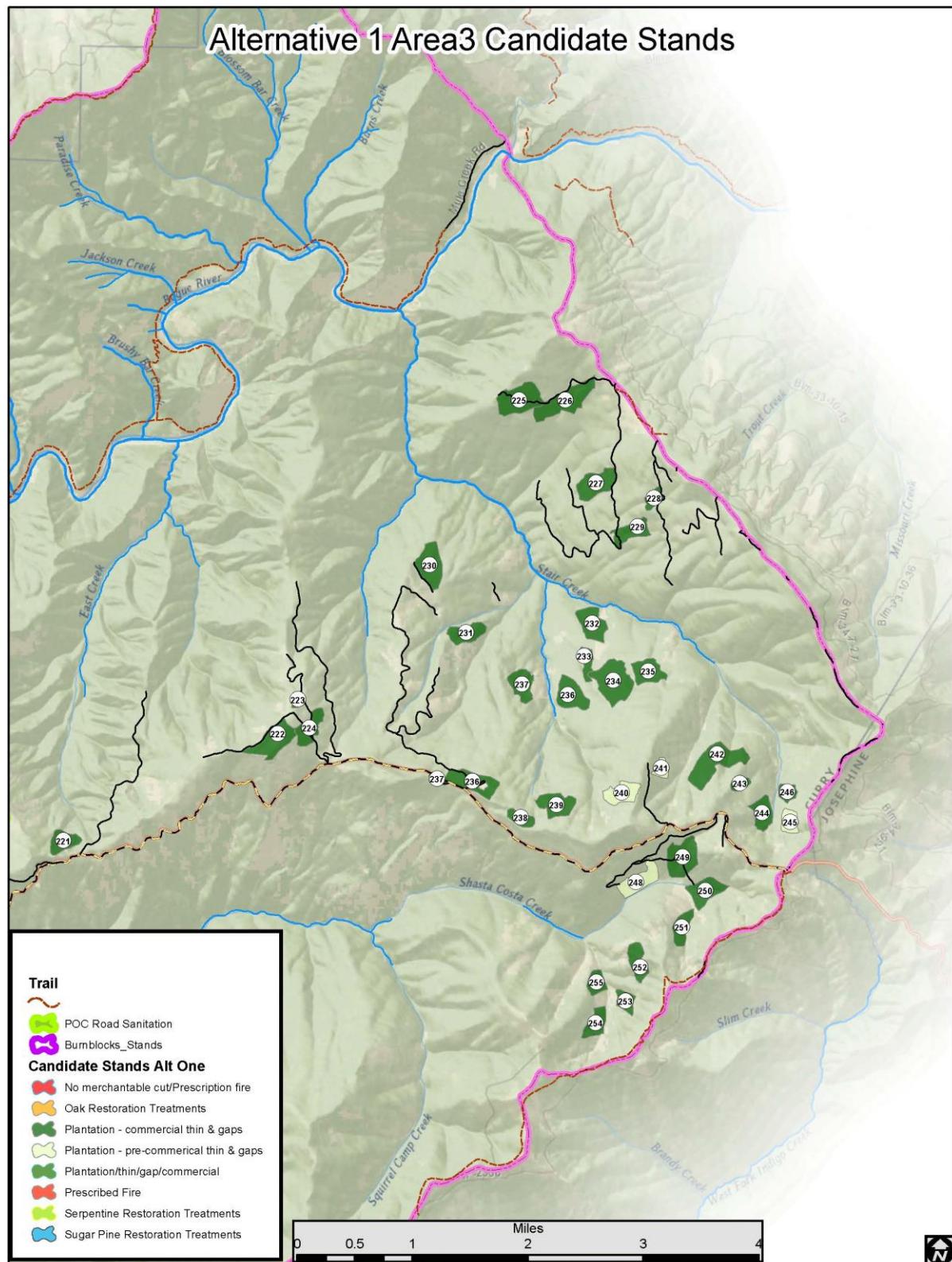
Alternative 3 Shasta Costa Campground (Rat Hole): This element of alternative 3 would be almost identical to the proposed action and smaller than alternative 2. It does not include improvements or upgrades to this site. Unlike the proposed action, this alternative also would decommission more of the existing access road (FSR 2300990 – further described in respective *Roads* section). The District is not proposing improvements or upgrades to this dispersed camping site. However, maintenance needs would be addressed and resource protection measures would be implemented to repair existing OHV-related damage and to erect barriers to preclude creek access and meadow parking.

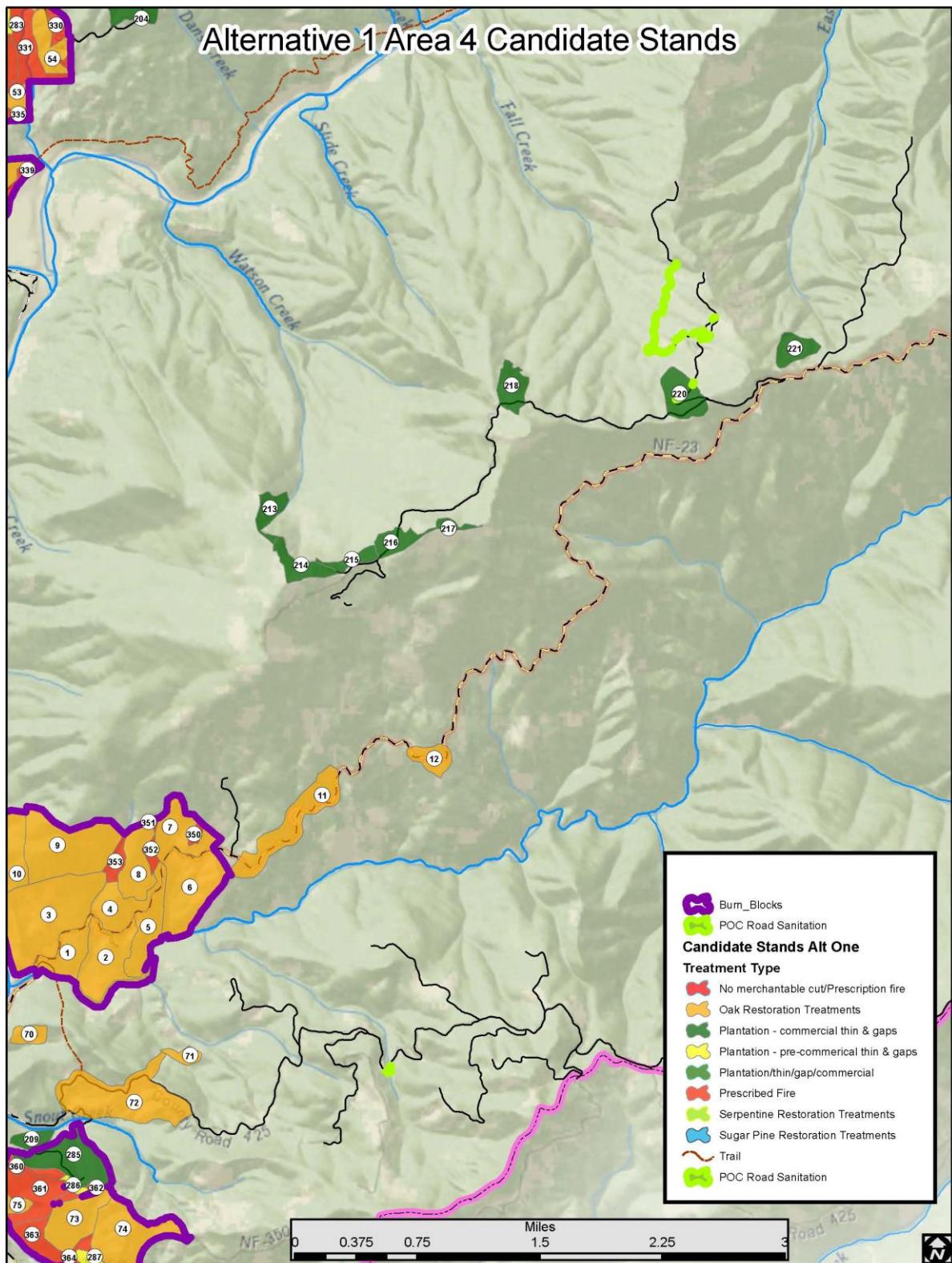


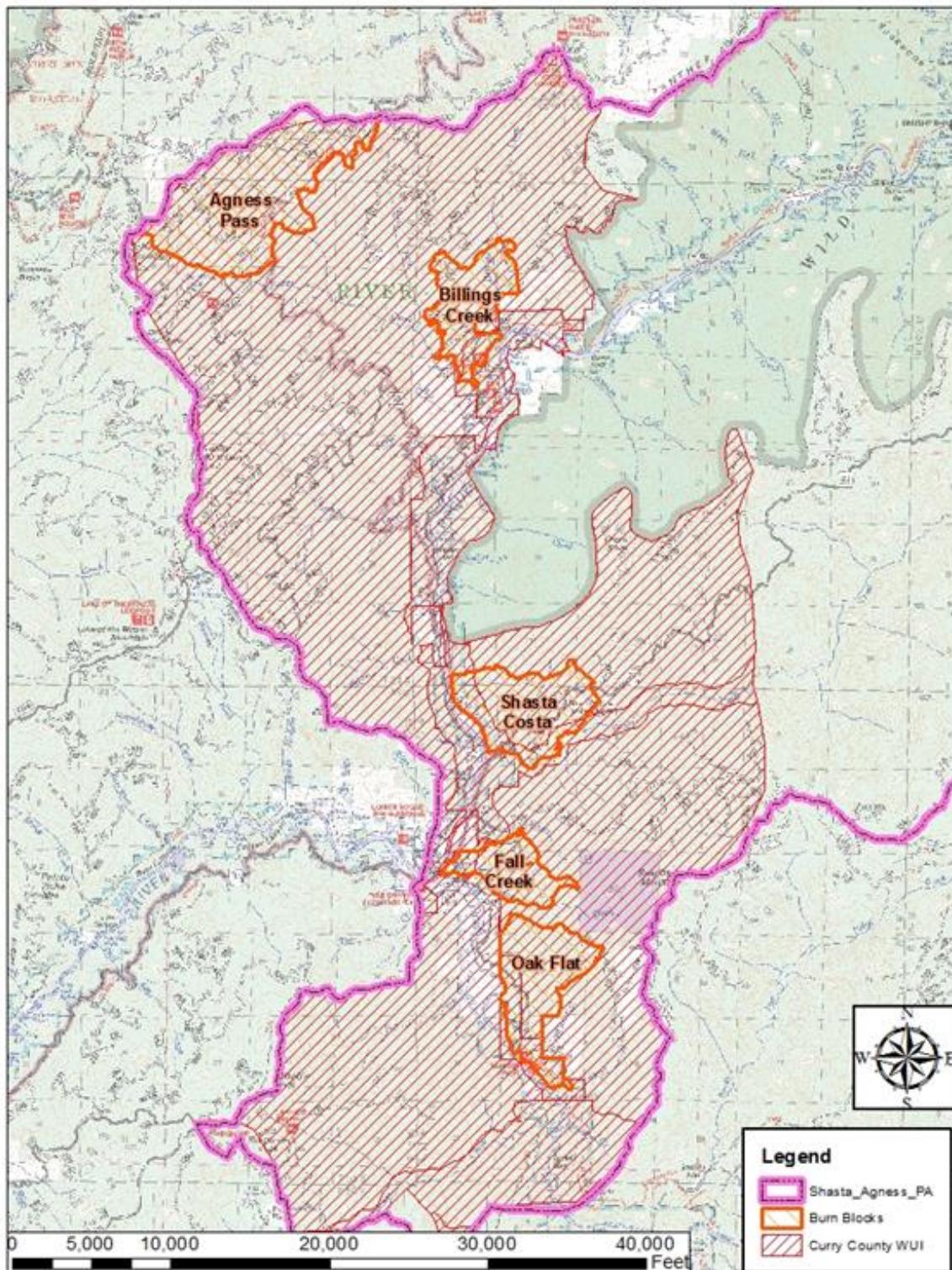
Alternative 1 Area1 Candidate Stands

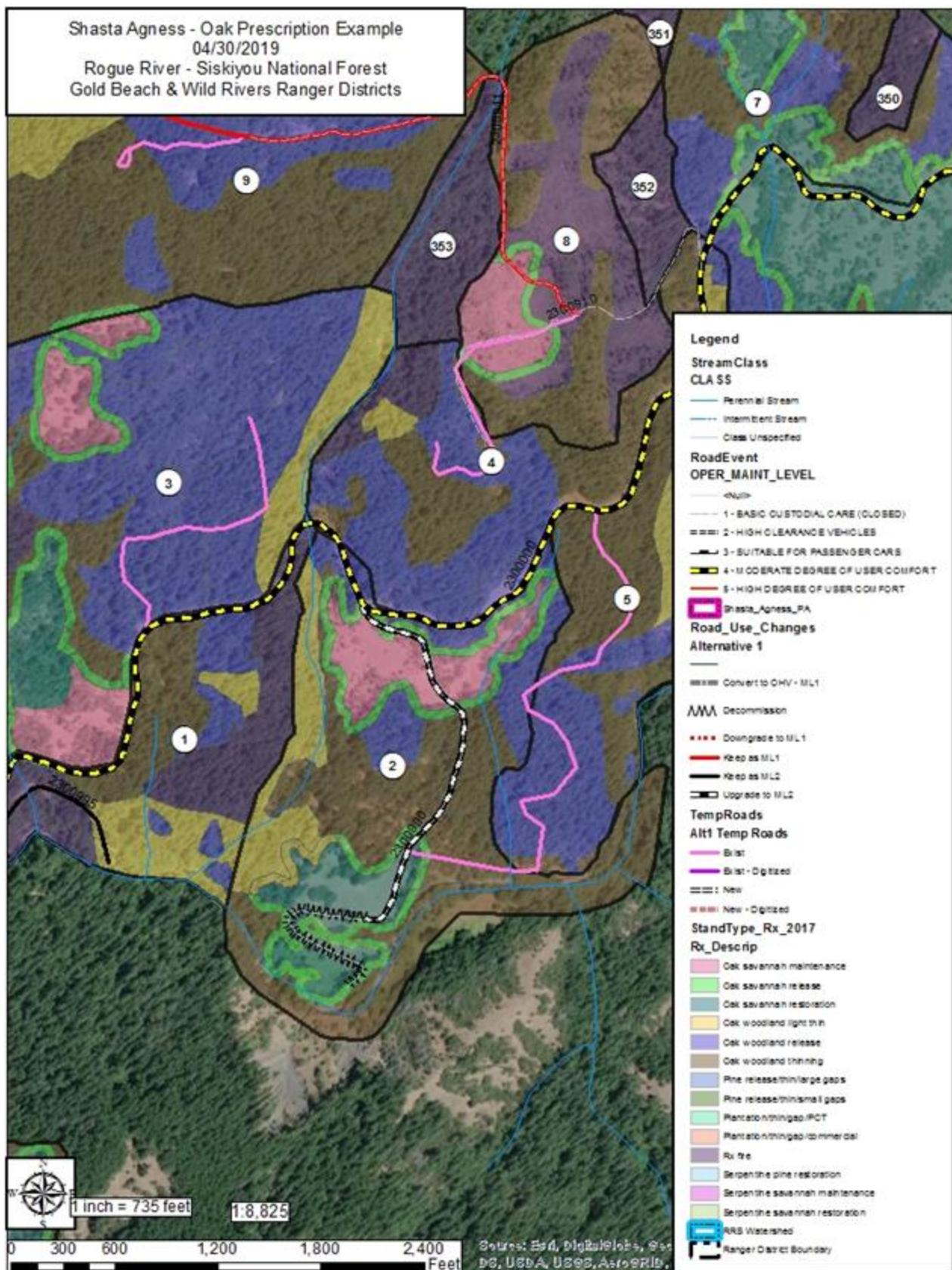




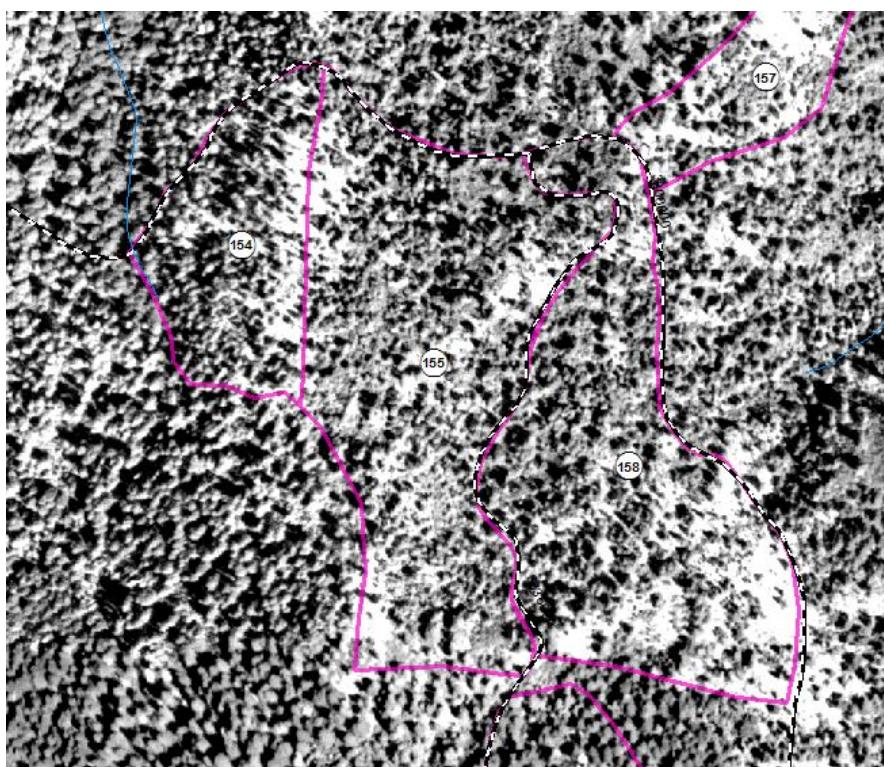








1940 Photo



2012 Photo

