

Commissioners

From: Dan and Karen Thompson <dkthomps@yahoo.com>
Sent: Wednesday, January 15, 2014 5:42 PM
To: Commissioners; Mona Ehnes; Ric Foster; Russ Ehnes; Pat Connell; Nancy Balance; Scott Boulanger; Ed Greef; Fred Thomas; Ron Ehli
Subject: RCORUA Draft Comments for Darby Lumber Project
Attachments: DLL_SCOPING_FINAL.pdf; Scoping Comments.docx; APPENDIX I.pdf; APPENDIX II.docx

The Bitterroot National Forest (BNF) is soliciting comments for the Darby Lumber Lands Project. This is not your usual decommissioning project, even though many roads are recommended for storage or decommissioning. In this case, however, the project includes the designation of a series of OHV loop routes utilizing existing roads and connecting trails. These loop OHV routes were developed and recommended by the Ravalli County Off Road User Association (RCORUA) in partnership with the BNF. Over the last four years RCORUA has partnered with the BNF to characterize these roads and explore opportunities for OHV routes. We have dedicated nearly 800 hours of volunteer time to this effort.

This project is of course important to RCORUA. The BNF currently has only 38 miles of official ATV trails. RCORUA's proposal would add nearly 100 miles of additional ATV/motorcycle routes. But more importantly, this project is precedent-setting in that for the first time recreational interests are being included in a decommissioning project on a more-or-less equal basis with environmental issues.

As you might imagine, environmentalists are concerned about the possible precedent-setting nature of this proposal and appear to be lining up to oppose the OHV-rout-designation aspects of this proposal. Please consider submitting comments for this proposal.

The attached Scoping Letter from the BNF indicates a comment deadline of January 15. We have been successful in getting the comment deadline extended to January 31, 2014. Instructions for submitting comments are included in the Scoping Letter.

Dan Thompson
Ravalli County Off Road User Association

File Code: 1950

Date: December 11, 2013

Dear Interested Party,

The Darby Ranger District is proposing the Darby Lumber Lands Watershed Improvement and Travel Management to address water quality and road density concerns, while also addressing a desire for loop-based motorized routes. I am requesting your comments on the proposed road treatments, access changes, new routes and aspen treatments outlined below. The project area encompasses approximately 22,267 acres in the South Fork Sleeping Child and Rye Creek drainages, in the Sapphire mountain range, east of Darby, Montana. This letter begins the public scoping process. The project area is located in T3N, R18W: Sections 2 through 11, 16 through 21, 29 and 30; T3N, R19 W: Sections 1 through 25, 28 through 32; T4N, R19W: Sections 30 through 36; T4N, R20W: Sections 25, 35 and 36.

What is the purpose and need for the project?

The purpose of this project is to:

1. Address the immediate and long-term access needs within the analysis area,
2. Reduce chronic sediment and long-term expense of the road system,
3. Improve recreation access in recently acquired lands, and
4. Improve forest diversity by promoting aspen stands.

Specifically, the proposed treatments would aim to improve watershed and stream health in the project area, while creating a sustainable motorized access system that supports management direction. Several sites with substantial aspen regeneration would be non-commercially thinned to reduce competition and promote aspen longevity.

The project area encompasses parts of the South Fork Sleeping Child and Rye Creek watersheds, which have extensive road systems built decades ago for timber management. Many roads on recently acquired Darby Lumber Co. sections were built without water resources in mind and negatively affect these resources by chronically elevating sediment levels. Changes in timber harvesting methods have also made some roads unneeded. The proposed road system would support modern timber management, improve environmental conditions and meet recreation-access goals of the Bitterroot National Forest Plan. This area was purposely not analyzed in detail for the Forest-wide Travel Management Planning project, as the District had determined it was more appropriate to consider the area separately. Advantages of making this a separate project include the ability to analyze ground-disturbance, complete a travel analysis, improve implementation timeframes and include activities not related to travel planning.

What are the components of the project?

As a part of this project, and in conjunction with the National Environmental Policy Act analysis, travel analysis has been completed to determine the status of the road system in the project area. Counting both open and closed roads, there are approximately 275 miles of road within the 22,267 acre (34.8 square mile) project area. There are also 15 miles of motorized, single-track trail. After performing a road and trail system risk/benefit analysis, including stakeholder input and field reviews, the following recommendations have been made:



1. Access changes are proposed on approximately 33.2 miles of road: 20.2 miles currently open to some level of motorized access would be closed (Scoping Table 1. P. 1, Map 1), and 13 miles currently closed would be opened to some level of motorized access (Table 1, p. 2, Map 1). The proposed net difference would be a loss of motorized access on approximately 7.2 miles (about 5%) of the 146.8 miles currently open to some level of motorized access. Approximately 12.2 miles of existing closed road prism proposed for motorized access would be opened either for vehicles less than 50" in width or single-track vehicles and combined with No. 3, below, to form recreational loop routes. Newly opened road or trail prism would be treated, as needed, to provide erosion control and improve water quality. Most new route segments for <50" width OHVs are proposed as R-7 status, although an R-4 designation is also being considered to better support over-snow use accessible by the groomed portion of FR75. The project area currently has no area-based over-snow restrictions, although many roads currently have an over-snow restriction during hunting season. The Proposed Action does not add over-snow or other area-based restrictions.
2. To meet the needs of this project and future management, a new 0.5 mile road segment would connect FR715 (Mine Road) around private land at Crystal Mine, allow a connection through to FR 75 (Skalkaho-Rye Road) and provide administrative and year-long recreational access for full-size vehicles (Scoping Map 1). The vehicle restrictions currently in place on FR75 that support the over-snow grooming program are not changed by the Proposed Action.
3. There are 7 segments totaling approximately 3 miles of new trail proposed for vehicles less than 50" in width (Scoping Table 5 and Map 1). These would be combined with existing road prism opened in No. 1, above, and with existing trail, to form motorized recreation loop routes. New trail would be designed with appropriate erosion control and long-term sustainability in mind.
4. There are approximately 48 miles of unclassified roads ("undetermined" status) within the project area that are not currently recognized as being part of the official roads system (Scoping Table 2 and Map 2). Condition of these roads varies widely, but most are eroded, grown in and are not currently drivable. Based on projected future management needs, approximately 20.3 miles of these are proposed to be retained and added to the roads system and the other 28 miles would be decommissioned and treated as needed to stabilize the road prisms and return them to productive forest lands. Of the 20.4 miles of currently unclassified road to be retained, approximately 0.3 miles would be opened to some level of motorized access. About 4.8 miles would have their prisms retained but would not have public motorized access (R-1 status), and approximately 15.3 miles would be treated as needed for long-term storage and retained on the road system.
5. There are approximately 67 miles of existing road prism that are no longer needed for management activities due to changes in technology or duplicate access, and provide only minor access for recreation or other uses (Attachment Table 3 and Map 3). These routes are proposed for decommissioning. Several of the currently open road segments listed for closure in Table 1 are decommissioning candidates. These decommissioned roads would be removed from the system and treated, as appropriate, to improve soil and watershed conditions.
6. There are approximately 46 miles of existing roads not needed for short-term management but needed long-term to support Forest Plan direction, most specifically for timber

management (Attachment Table 4 and Map 3). These roads would be treated, as appropriate, for storage. They would not be available for motorized access when in storage.

Some of the treatments and access changes noted above share road segments (e.g., some roads proposed to be closed to motorized access would also be decommissioned, and storage candidates come from both currently open and closed roads), so many road segments are shown on more than one table. There are also a large number of roads with no proposed changes. Please refer to the maps and tables this scoping letter refers to by clicking on the Darby Lumber Lands Watershed Improvement and Travel Management Project link at <http://www.fs.usda.gov/projects/bitterroot/landmanagement/projects> A summary table is provided below.

Proposed Action Summary Table for the Project Area

Road Access Status or "R-code" from Forest Visitor Map	Current (miles)	Proposed (miles)
Open	90.5	73.7
Closed	2.2	0
R-1	126.1	21.4
R-1 currently stored	31.1	31.1
R-2	15.2	11.6
R-3	31.6	29.7
R-4	6.7	6.7
R-6	0.8	0.8
R-7	1.5	14
R-9	0.6	0.6
Decommissioning	NA	68.5
Storage (R-1 status after project)	NA	46.6
TR-3 – OHV < 50" width	0	0.5
TR-3 Single Track	0	16.2
Existing Single Track – open year long	15	0
Subtotal – Route miles with motorized access	161.9	153.8
Subtotal – Route miles closed to motorized access	159.4	99.1
Route miles removed from NF System	NA	68.5
Totals	321.3	321.4

A variety of mechanical treatment methods would be used on decommissioned and stored roads. The proposed treatments for decommissioned and stored roads include soil decompaction, culvert removal, full and partial re-contouring and revegetation treatments. Stored roads typically would have much of the prism remaining after treatment; decommissioned roads typically would have little or no prism remaining. Decommissioning and storage candidates with substantial natural recovery and negligible

erosion risk may receive minimal or no treatment. New connector trail activities include chainsaw clearing of downed trees and establishing water bars where appropriate on all segments and machine excavation on approximately 0.3 miles of a side-hill route.

The initial reconnaissance of the project area also revealed the opportunity to increase forest diversity by promoting recently regenerated aspen stands. Two sites, consisting of approximately 40 and 11 acres, would be non-commercially thinned to remove conifer saplings, reduce competition for aspen, and promote long-term growth of the aspen stand. All Scoping Maps show these proposed treatment units.

What is the origin of this proposal?

Recently acquired lands in the analysis area have high density, often poorly-located road systems, in poor condition, that are contributing sediment to native fisheries habitat and adversely affecting beneficial use achievement downstream. Most are closed to public motorized access. The acquired lands were brought into the National Forest system under management areas designations supporting timber production and motorized access.

Unmaintained and poorly located roads are implicated in water quality issues and decline of native fish species. Research suggests that practices such as road decommissioning and storage can help reduce overall fine sediment in forested watersheds. The Montana Department of Environmental Quality has listed two of the major streams in the analysis area as sediment impaired, in part due to native-surface roads.

Much of the project area was burned in 2000, setting the stage for accelerated erosion of poorly designed and maintained roads. After taking several years to review the road systems on acquired and adjacent lands, the Darby Ranger District determined it is an appropriate time to propose activities that refine public access and create a sustainable road system that meets the current and future management needs of the area.

Land and Resource Management Plan

The Darby Lumber Lands Watershed Improvement and Travel Management Project area is allocated to Management Areas (MA) 1, 2, 3a, 3b, 5 and 8A by the Bitterroot Forest Land and Resource Management Plan (1987). Recently acquired lands were designated MA1, Timber Emphasis; and include areas of 3b, Riparian Management. Management direction for MA1 is to emphasize timber management, livestock and big-game forage production, which provide an added benefit of access for roaded dispersed recreation activities and mineral exploration and to assure minimum levels of visual quality, old growth, and habitat for other wildlife species. MA2 direction states to optimize elk winter range habitat using timber and other vegetation management practices. Access will provide for mineral exploration and roaded dispersed recreation activities and to provide moderate levels of visual quality, old growth, habitat for other wildlife species, and livestock forage. Management direction for MA3a is to maintain the partial retention visual quality objective and manage timber. Timber management in this area is consistent with forest plan direction as long as other resources are integrated into the project plan. Elk winter range, scenery, roaded dispersed recreation, old growth habitat, habitat for other wildlife species and forage are all important resources to consider in this area. MA3b direction is to manage riparian areas to maintain flora, fauna, water quality and water-related recreation activities. Emphasis is on water and soil protection, dispersed recreation use, visual quality and old growth. MA5 direction is to emphasize motorized and non-motorized semi-primitive recreation activities and elk security, and to manage big-game winter range to maintain or enhance big-game habitat. MA8A consists of scattered

units of rockland, grassland, meadows, and forested upper subalpine habitat types. These units are generally located along major ridges, are generally above 7,000 feet in elevation and are often background viewing or not easily seen from major travel corridors.

The project is expected to meet most of the Forest-wide standards and guidelines, and the Management Area direction as described in the Land and Resource Management Plan. However, there may be a need for site-specific Forest Plan amendments in regards to Elk Habitat Effectiveness standards. The Proposed Action would help achieve Forest Plan goals related to water quality and big-game habitat in all listed Management Areas, but especially in those associated with riparian areas (MA3b).

What are the next steps in the process?

Your comments on this proposal will be used to fine tune our proposal and to develop alternative actions, as needed, within the project's purpose and need. All alternatives are to be analyzed in the environmental analysis process. At this time, we anticipate that this analysis will be documented in an Environmental Assessment (EA), which will be sent to people who responded to this scoping letter, as well as, those individuals and groups that may request a copy at that time. After comments are received and analysis completed, there will be a determination regarding potential significant impacts. If there are no significant impacts it will be documented as such in a Finding of No Significant Impacts (FONSI), and then a Decision Notice (DN) will be prepared that includes the comments that were made on the project and how they are addressed in the decision.

Maps, Tables and additional information are posted at the

Public Meeting

We will hold a public meeting prior to the end of the scoping period. There will be a short presentation and resource specialists will be available to answer your questions about the Proposed Action. An open-house format meeting will be held on Wednesday, January 8, from 6 to 8 pm, at the Bitterroot National Forest Supervisor's Office. Notice of this public meeting will be published in local newspapers.

How to Comment and Timeframe

Written, facsimile, hand-delivered, oral and electronic comments will be accepted through January 15, 2014.

The proposed project is an activity implementing a land management plan and not specifically authorized under the Healthy Forests Recreation Act (HFRA); therefore it is subject to 36 CFR 218, Subparts A and B. Only individuals or entities (as defined by 36 CFR 218.2) who submit timely and specific written comments (as defined by 36 CFR 218.2) about this proposed project or activity during this or another public comment period established by the responsible official will be eligible to file an objection (also known as "the objection process"). Other eligibility requirements are defined by 36 CFR 218.25 (a)(3) and include name, postal address, title of the project and signature or other verification of identity upon request and the identity of the individual or entity who authored the comments. Individual members of an entity must submit their own individual comments in order to have eligibility to object as an individual. A timely submission will be determined as outlined in 36 CFR 218.25 (a)(4). It is the responsibility of the sender to ensure timely receipt of any comments submitted.

Comments should be within the scope of the proposed action, have a direct relationship to the proposed action, and must include supporting reasons for the Responsible Official to consider (36 CFR

218.2).

In submitting comments, please provide: (1) your name, address, and organization represented, if any; (2) reference the Darby Lumber Lands project; (3) information regarding the proposed action along with supporting reasons that you believe should be considered; and (4) your signature.

Please submit written comments to: Responsible Official: Chuck Oliver, District Ranger, Darby Ranger District, 712 N. Main Street, Darby, MT 59829. The office business hours for those submitting hand-delivered comments are: 8:00-4:30, Monday through Friday, excluding holidays (FAX-406-777-7423). Oral comments must be provided at the Responsible Official's office during normal business hours via telephone 406-821-3913 or in person; or at an official agency function (ie. public meeting) that is designed to elicit public comments. Electronic comments must be submitted in rich text format (.rtf), Word (.doc) or Word Perfect format to comments-northern-bitterroot-Darby@fs.fed.us The subject line must contain the name of the project for which you are submitting comments. For electronically mailed comments, the sender should normally receive an automated electronic acknowledgement from the agency as confirmation of receipt. If the sender does not receive an automated acknowledgement of the receipt of comments, it is the sender's responsibility to ensure timely receipt by other means. Comments received in response to this solicitation, including names, addresses and e-mail addresses of those who comment, will be considered part of the public record, and will be available for public inspection.

If you need additional information regarding this proposal, please contact me at (406) 821-4244 or Ed Snook at (406) 363-7103, esnook@fs.fed.us

Sincerely,

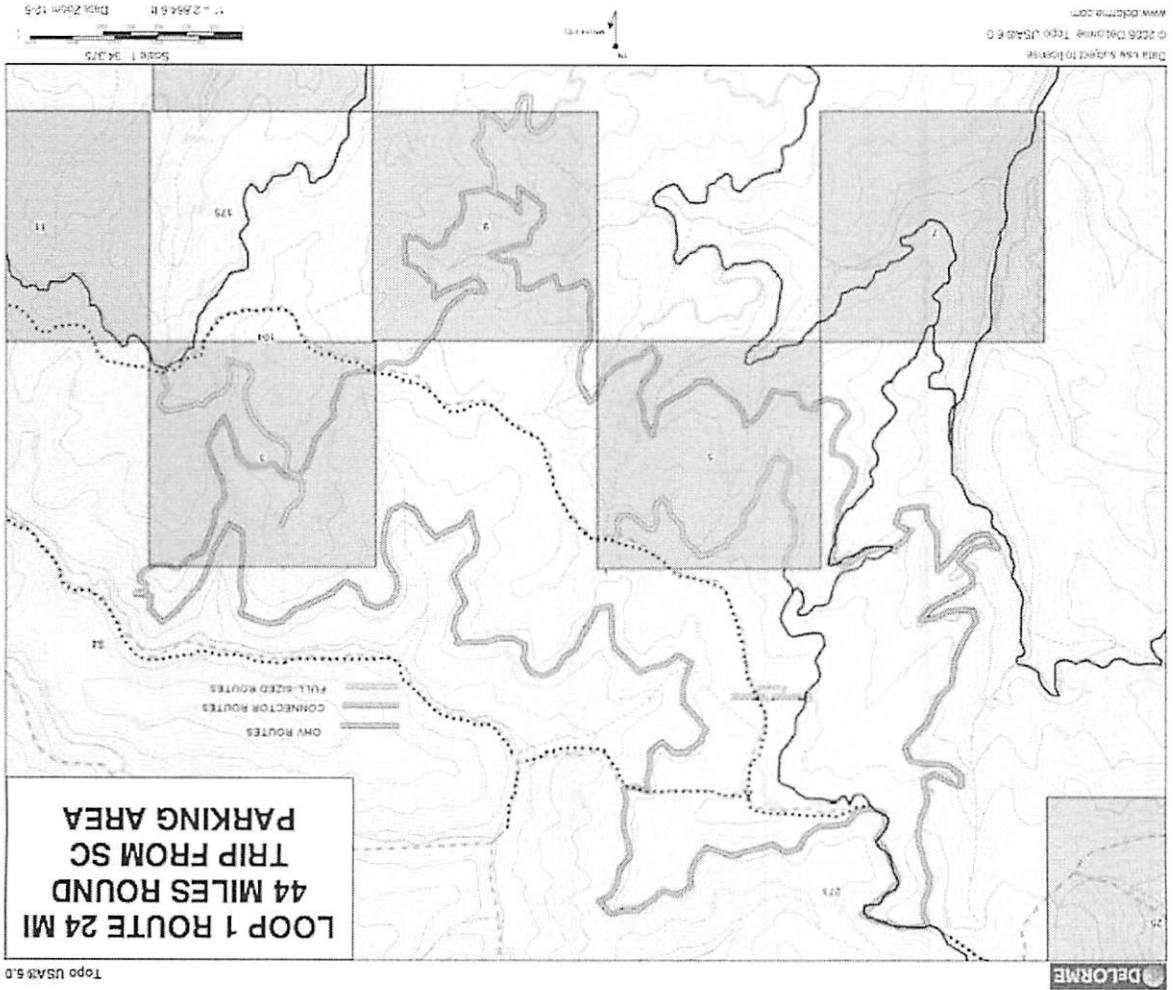

Charles T. Oliver
District Ranger

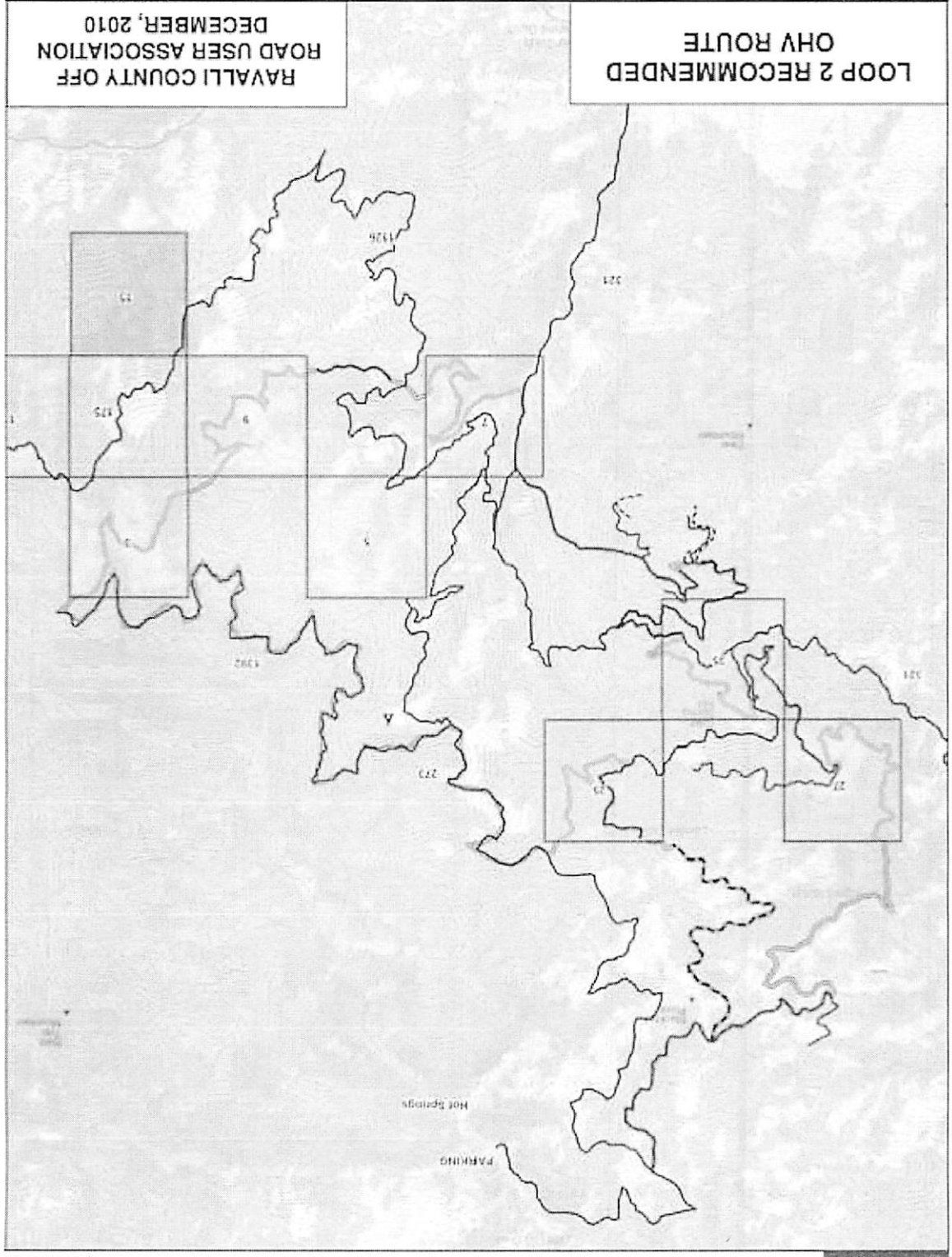
APPENDIX II

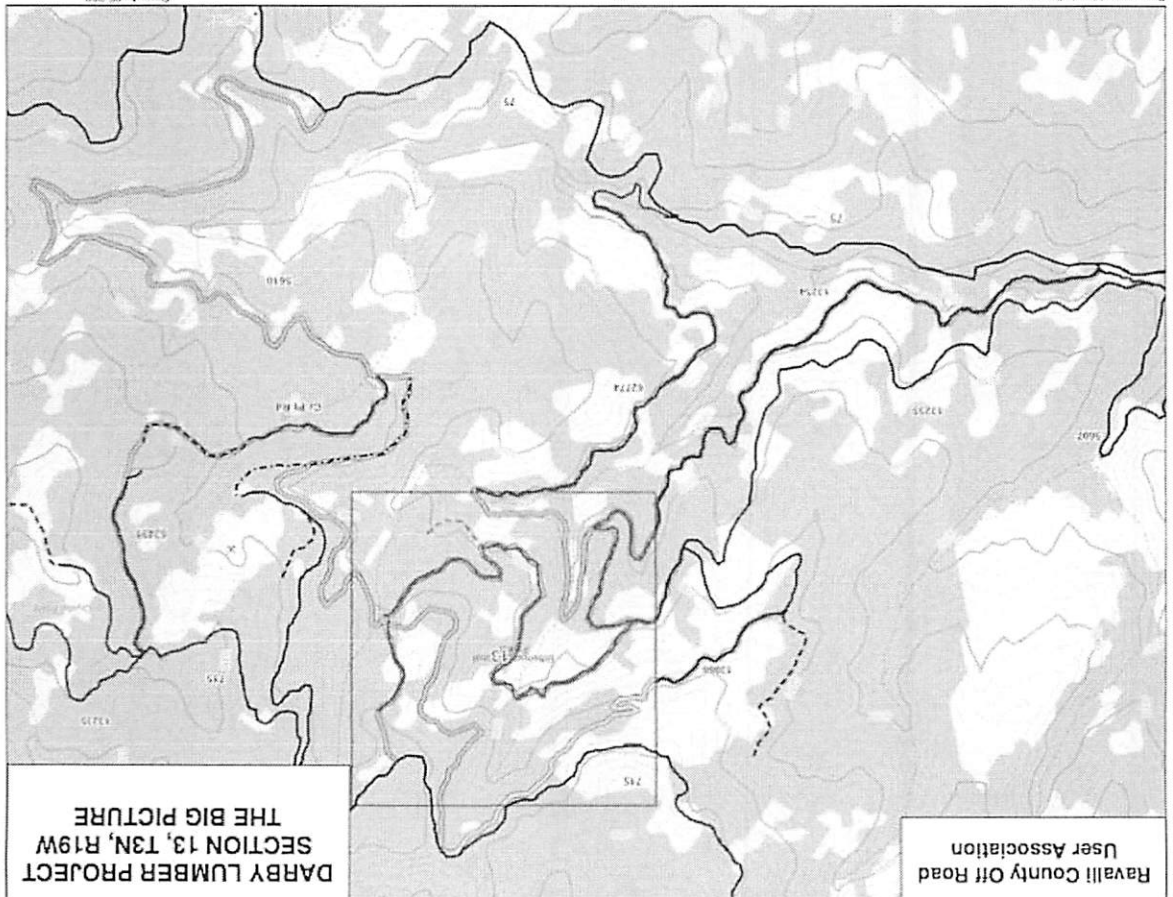
**SCOPING COMMENTS
DARBY LUMBER PROJECT**

RCORUA RECOMMENDED LOOP ROUTES

**Loop 1 Recommendation
Loop 2 Recommendation
Crystal Mtn. Area Routes**







DARBY LUMBER PROJECT
SECTION 13, T3N, R19W
THE BIG PICTURE

Ravalli County Off Road
User Association



Ravalli County Off Road User Association

P.O. Box 72, Hamilton, Montana 59840

DATE

Chuck Oliver, District Ranger
Darby Ranger District
712 N. Main Street
Darby, MT 59829

INTRODUCTION

This letter constitutes the Scoping comments from the Ravalli County Off Road User Association (RCORUA) for the proposed Darby Lumber Lands project. As you know, RCORUA has been an active partner with the Forest Service on this project for the past four years and RCORUA volunteers have provided nearly 800 hours of their time characterizing the road systems on the Darby Lumber sections and recommending OHV loop systems that might utilize some of the existing roads in the project area.

Purpose and Need

Throughout the development of this proposed action, one of the specific objectives of the project has always been to develop a series of OHV loop systems in response to public needs. Indeed, the specific inclusion of intent and need to develop OHV opportunities in the Bitterroot National Forest has always been the one thing that separated the Darby Lumber Project from other decommissioning projects. From the point of view of the recreating public, these OHV routes represent tangible evidence that the Agency is considering the needs of the recreational public as well as environmental concerns and objectives. We strongly recommend that the purpose and need for this project specifically and explicitly include the intent to develop a series of OHV loops as part of the project.

Phase I and Phase II

We have received many questions from our membership about the extent of Phase II of this project as well as the probable timing of Phase II. Moreover, the tendency to "cut off" primary road systems at the Phase I boundary makes it difficult to locate oneself or to see the larger picture. For example Rd 1392 is cut off by the northern boundary of Phase I, which makes it difficult to envision the fact that Rd 1392 is critical to both our Loop 1 and Loop 2 proposals and intersects the Sleeping Child Road Rd 273 directly across from Conn D connector. Similar comments have been received about the Skalkaho-Rye Road Rd75 that pops into and out of the project area on the east side.

Our Loop 2 proposal lies largely in Darby Lumber Sections 25, 27, 35 and adjacent sections. All of these sections except the eastern portion of section 35 lie within the boundaries of Phase II. Thus it is possible that roads in Section 35 could be decisioned in Phase I without an opportunity to consider the impacts of that decision on our Loop II proposal. We strongly recommend that the Phase I boundary be changed to exclude all of Section 35 (Cold Spring Hill). In other words, the road systems in Sections 25, 27, 35 and adjacent sections are logically connected and should be considered in the same Phase of the project.

The proposed Phase I boundary includes an area in the upper Sleeping Child drainage north and east of the Crystal Mountain mine. Since there are no Darby Lumber sections in this area, RCORUA has not had an opportunity to evaluate these road systems. Nor will we have a chance to do so before the deadline for Scoping comments. Without on-the-ground reconnaissance and evaluation, it is difficult for RCORUA or our membership to make substantive comments or suggestions on this road system. If this area were moved to Phase II, we would have the opportunity to develop more meaningful input to the project.

GENERAL COMMENTS

- It is RCORUA's impression that one of the expected outcomes of this project would be the designation of a series of routes for ATV and motorcycle travel. Based upon the Scoping information provided, it is difficult to tell where these proposed routes are and what travel restrictions will apply to which roads. Without a "big picture" view of the locations of these ATV routes and their proposed travel restrictions it is difficult to comment on the value of specific routes. I urge the Agency to include maps of the proposed OHV loops and more consistent treatment of travel restrictions for the roads involved in forming those loops. Please keep in mind that ATV trails have far more recreational value than roads restricted for exclusive OHV travel.
- When preparing roads for decommissioning, RCORUA does not endorse the practices of recontouring, decompaction, or ripping with heavy machinery. In our collective experience, these extreme treatments cause more environmental harm than good and destroy the roadway for any possible future use, including use by non-motorized recreationists. We doubt that anyone possesses a crystal ball that is able to determine which roads may never, ever be needed for future management, fire control, or recreation. We recommend that the Agency adopt a policy of minimal ground disturbance when decommissioning roads and that appropriate recreational access is preserved during the process.
- Many of the Darby Lumber Sections lie within areas that are heavily restricted during the fall and spring seasons. Most of these restrictions are the result of Elk Habitat Effectiveness (EHE) calculations. Experience has shown that EHE objectives specified in the current Forest Plan are unrealistic and that the parameter itself is a questionable measure of elk health and abundance. We urge the Agency to reconsider the seasonal restrictions in these areas as part of this project. We especially urge the Agency to consider earlier spring access to some of these areas and more reasonable access during hunting season.
- When considering impacts to watersheds, riparian areas, wildlife or fisheries, it is important that impacts or rules-of-thumb developed for full-sized vehicles are not applied to motorcycle and ATV trails. Impacts from motorcycle and ATV travel are much less than those from full-sized vehicles due to their narrower width and lower ground pressures. In general, impacts from motorcycle and ATV travel are more similar to those expected from hiking and stock trails.
- Virtually every Agency process for the past three decades or more has resulted in a loss of public access to public lands. Crowding more and more people into increasingly smaller and smaller areas has adverse environmental, social and economic consequences. We believe that the adverse impacts of concentration of uses should be thoroughly evaluated as part of all current and future NEPA projects.

SPECIFIC ISSUES

- **The “fish tail” road, RD 5610:** This road leaves the Rye Creek Road 75 in Section 30 and terminates near the Crystal Mountain Mine. This road was decommissioned and obliterated in 2002, but an excellent ATV trail was retained on the first 4 miles of the road. RCORUA has recommended this ATV trail be completed on the remainder of the road and connected to the Section 13 road system. The Forest Service Scoping documents recommend closure due to private landowner concerns. Our question is: If the FS had legal authority to obliterate this road crossing private land, do they not also have legal authority to construct an ATV route?
- **Road 5610B:** This road is not on any FS map and is not mentioned in the Scoping documents. This road leaves the “fish tail” road near the termination of the retained ATV trail and nearly connects to Rd 62491 on the boundary of Sections 18 & 19. This road has been ripped but could easily be reconstructed as an ATV trail. No resource issues. This road, connected to the existing ATV trail on the “fishtail” road, has very high recreational value for ATV travelers.
- **Road 62479:** A key road for a variety of OHV routes in Sections 13, 18, 23 and 24. The first section of this road is currently in use by hunters, OHV users, and for post and pole sales. The Scoping action proposes that this road be closed. There are no resource issues associated with this road. Recommend this road be incorporated into ATV route as recommended and assigned R6 restriction.
- **Road 73934:** This road leaves the Mine Road 715 in Section 11 and provides the only public access to the upper Sleeping Child Creek and the road systems in Section 1. This road was open to the public when Darby Lumber owned the land and was used by hunters, fishermen, OHV enthusiasts and campers. RCORUA recommends this road be open yearlong to the bridge over Sleeping Child Creek. We recommend the bridge over Sleeping Child Creek be retained for use by handicapped fishermen and as a stream crossing for Trail 84.
- **Road 73913:** RCORUA proposes to utilize this road in Darby Lumber Section 9 to connect to Rd 62639 in Section 8 and through the proposed Conn E to the Section 5 road systems. This road would be part of a highly desirable loop route that begins and ends near White Stallion Camp. Using 73913 rather than the Scoping proposal involving Conn G is preferable because it would not include ATV travel on the secondary Road 1126.
- **Road 73914:** This is one of the Darby Lumber roads that RCORUA proposed to use to connect to the Section 7 road system via Rd 62838 in Section 9. Use of this road and the roads in Section 7 would add distance to RCORUA’s Loop 2 proposed system and take advantage of the scenic road system (specifically Rd 62440 – not labeled on the FS Scoping map) in Section 7. We originally proposed to connect 73914 to 73857, which is a streamside road. However, we could also accept utilization of 62440 to its intersection with 1126.
- **Road 62440:** A critical component of RCORUA’s Loop 2 proposal. See comments for Rd 73914 above. Incorporation of this road in RCORUA’s Loop 2 proposal would involve a crossing of the main stem of Cat House Creek. This crossing has already been “hardened” by nature and additional hardening may be justified by the high recreational value of the route.
- **Section 35 Roads:** RCORUA recommends that all Section 35 roads, currently included in Phase I of the project, be moved to Phase II. Darby Lumber Sections 25,

27, and 35 should be considered together because proposed routes in these sections are logically interconnected. As proposed, Section 35 would be in Phase I and Sections 25 and 27 in Phase II.

- **Road 311:** Road 311 is a major access route from Two Percent Saddle to State Sections on the northern and eastern rim of French Basin. This road offers the only reasonable access to these State Sections and eventually to the East Fork. It is heavily used by a variety of recreational interests, including hunters and OHV enthusiasts. We recommend clarification of the Agency's plan for this road. It was only after our discussion with FS personnel at the public scoping on January 8 that we understood that only the first segment of this road would be closed and alternative connection to the remainder of the road would be provided.

CONCLUSION

We are very pleased and grateful that the proposed action includes some of our recommendations for the designation for OHV routes as part of the project. We request that the Agency reconsider some of the details of our Loop 1 proposal, include our recommendations for OHV loops in the vicinity of the Crystal Mine, and include our Loop 2 proposals that fall within the Phase I project boundary.

Attached to this letter and made part of our comments on the proposed action for this project are the following Appendices:

APPENDIX I: RCORUA comments and recommendations for individual roads and trails. "Darby Lumber Section Number" indicates that the specific road or trail is associated with the indicated section. It does not imply that the road actually is contained within the section.

APPENDIX II: Maps of RCORUA's OHV loop route recommendations: Loop 1, Loop 2, and Crystal Mountain Routes.

Respectfully Submitted,

John Transue, President
Ravalli County Off Road User Association

APPENDIX I RCORUA SCOPING COMMENTS

hot issues
 differences of opinions

USFS Route No.	DL Section #	Beginning Mile Post	Ending Mile Post	Length of Rd Segment (miles)	FS Maintenance Level	Current R-code	System Status	Recreation Benefits-- ID Team	Recreation Benefits-- RCORUA	ID Team Notes	RCORUA Comments	ID Team Recommendation	RCORUA Recommendation
75		0	42	10.8	3	Open	NFSR	H	H		Concur	Open	Concur
75		0	42	12.6	3	Open	NFSR	H	H		Concur	Open	Concur
75		0	42	0.4	3	Open	NFSR	H	H		Concur	Open	Concur
273		2.5	16	4.3	3	Open	NFSR	H	H		Concur	Open	Concur
273		2.5	16	0.0	3	Open	NFSR	H	H		Concur	Open	Concur
311		11	18	2.0	3	Open	NFSR	H	H	TravPlan Alt1=decomm above 5745 junct (node17.633)	Concur, provided access is provided to remainder of road.	Decommission	Concur
321		0	12	10.3	3	Open	N	H	H		Concur	Open	Concur
715		0	14	13.6	3	Open	NFSR	H	H		Concur	Open	Concur
715		14	14	0.8	1	R-1	NFSR	H				R-1	
1125	9	0	3.9	3.9	2	R-3	NFSR	H	H	L beynd 73912 junct - roaded rec	Concur -- open 1125 to end of road	R-3	Open
1126		0	9.7	9.8	3	Open	NFSR	H	H		Concur	Open	Concur
1127	5	0	2.9	2.8	2	R-2	NFSR	M	H		Restrict for ATV use consistent with Conn D.	R-2	R6 or R4
1392		0	8.7	6.7	1	R-4	NFSR	L	H		Very high rec value for proposed OHV loop routes.	R-4	R6 or R6 most desirable
1394		0	1.5	1.5	2	Open	NFSR	L	H	Martin/Sleep Child divide	High value access point for snowmobiles.	Open	Open
1397		4.2	9.2	0.6	2	R-9	NFSR	M	M		Concur	R-9	Concur
5607		0	6	6.0	2	R-3	NFSR	M	M		Concur	R-3	Concur
5609		0	1.5	1.5	2	R-3	NFSR	M			Can't find on map	R-3	

**APPENDIX I
RCORUA SCOPING COMMENTS**

USFS Route No.	DL Section #	Beginning Mile Post	Ending Mile Post	Length of Rd Segment (miles)	FS Maintenance Level	Current R-code	System Status	Recreation Benefits - ID Team	Recreation Benefits-- RCORUA	ID Team Notes	RCORUA Comments	ID Team Recommendation	RCORUA Recommendation
5610	13	0	4.3	4.3	1	R-1	NFSR	M	H	BAR - Storage - possible ATV route but no connector through PVT	Existing sustainable ATV route on recontoured road open yearlong since 2002. Hardened stream crossings in place. Route constructed by FS. Highly desirable possible ATV route via 5610B to 62491.	BAR Storage Completed, No Change	R6
5610	13	4.3	5.2	0.9	1	R-1	NFSR	M	H	BAR - Storage - Crosses PVT - Crystal Mine, already partial storage	Road recontoured circa 2002. Could construct ATV trail on recontoured road for highly desirable route from 75 to Sec 13. Critical to determine legal status with pvt landowner.	Storage	R6 most desirable
5610	13	5.2	5.7	0.5	3	Open	NFSR	M	L	BAR - Storage - Possible ATV through route broken by PVT - Crystal Mine	Segment after intersection with 62478 could be decommissioned to prevent access to pvt.	Storage	Decommission
8111		0	3.7	3.7	2	R-2	NFSR	M	H		Concur	R-2	Consider Open
13216	35	0	0.6	0.6	2	Open	NFSR	L	H		Only current access to DL Sec 25. Move to Phase II. Recommended as part of ATV loop. Move to Phase II.	Open	Open
13229	35	0	1.5	1.5	1	R-7	NFSR	L	H		Recommended as part of an ATV route. Move to Phase II.	R-7	R6 or R4
13233		0	1.2	1.2	1	R-1	NFSR	L		BAR Storage - Added to NFSR. BNF vis map shows as R-6		BAR Storage Completed, No Change	
13234		1.7	7.4	5.7	0	Open	UND	M	?	Martin/SC recommends decomm. Leave open to 62766 junction, Store or decomm this segment	Have not had an opportunity to check for rec potential. Should consider possible motorized loop with 73840. Appears to be well separated from stream over most of its length.	Storage	R4 or R6?
13234		0	1.7	1.7	2	Open	NFSR	M	?	Vis Map shows as open, Trav Planning leaves open but closes 2nd segment	Have not had an opportunity to check for rec potential. Should consider possible motorized loop with 73840.	Open	Open or R?
13235		0	4.2	4.2	2	Open	NFSR	L	M	connects 715 & 75 at Crystal Mine	Concur	Open	Concur
13241	5	0	2.9	2.9	2	R-3	NFSR	H	H	ATV loop segment, needs work	Shown as R6 on vis map. Entry from 273 needs work. Store after intersection with Conn E?	R-3	R6
13242	5	0	2.3	2.3	2	R-3	NFSR	H	H	L beyond 73918 junct for Rec	Open for high clearance vehicles	R-3	Open or R?

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13243		0	2.9	2.9	0	R-1	UND	L	?	M/SC notes horse & foot use, check with Rec for footpath potential	Have not had an opportunity to check for rec potential. Should consider motorcycle opportunity as well as foot. Possible future OHV route.	Storage	R1
13244		0	1.1	1.1	0	R-1	UND	L	?	Check with Rec for footpath potential.	Have not had an opportunity to check for rec potential. Should consider motorcycle opportunity as well as foot.	Storage	R1
13252		0	0.3	0.3	1	R-6	NFSR	L	L		Concur	R-6	Concur
13253		0	2.4	2.4	2	R-3	NFSR	H	H	Good connector btwn 2 rd systems	Concur	R-3	Concur
13254	13	0	3.3	3.3	1	R-3	NFSR	L	H	parallels stream, duplicate access w/ 13255, Crystal Mine Access Easement	Duplicate access with 13255. Designate for use by ATVs R6 or R4 along entire length	R-3	R6 or R4
13255	13	0	4.5	4.5	2	R-3	NFSR	M	H	Acquired land Rye Cr LEX- S23. Travel Planning Alt 1 opens to motorized	Convert to R6 or R4 at section boundary or at intersection with 13866 and connect to 62479 for OHV loop	R-3	R6 or R4
13262		0	1	1.0	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
13865		0	1.8	1.8	1	R-1	NFSR	L	L	Vis map shows closed year-round	Concur	R-1	Concur
13866		0	0.5	0.5	2	R-3	NFSR	M		Possible connector for ATV	Can't find on map	R-3	
13872		0	1	1.0	1	R-1	NFSR	L				R-1	
62408		0	0.6	0.6	1	R-4	NFSR	M				R-4	
62440	7	0	2.2	2.2	1	R-1	NFSR	H	H	Rec Value = L on last 0.2 mi	Highly desirable and scenic road recommended as part of an ATV route. First 0.2 miles might complete loop rather than 73857. Continue across Cat House Creek to 1126. Route through Sec 7 important to RCORUA Loop 2 proposal.	Decommission	R6 or R4
62441	7	0	0.9	0.9	1	R-1	NFSR	L	L	Store or Decomm due to H road density	Concur	Decommission	Decommission
62442	7	0	1.1	1.1	1	R-1	NFSR	L	L	Check easement info	Concur	Decommission	Decommission
62443	7	0	0.2	0.2	1	R-1	NFSR	L	L	Check easement info	Concur	Decommission	Decommission
62444	7	0	0.4	0.4	1	R-1	NFSR	L	L	Check easement info	Concur	Decommission	Decommission
62446		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62447		0	0.3	0.3	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62448		0	1	0.1	0	R-1	UND	L				Decommission	
62456		0	0.5	0.5	0	R-1	UND	M		Streamside road - sediment source		Decommission	
62457		0	0.1	0.1	0	R-1	UND	L		Off 62456, Decomm candidate		Decommission	

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62458		0	0.4	0.4	0	R-1	UND	L		Streamside road - sediment source		Storage	
62459		0	0.3	0.3	0	R-1	UND	L		Off 62458		Storage	
62460		0	0.7	0.7	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62461		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery		Storage	
62462		0	0.5	0.5	0	R-1	UND	L		M/SC notes natural recovery		Storage	
62464		0	0.5	0.5	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62465		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery, treatment may not be needed.		Decommission	
62466		0	0.3	0.3	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62467	13	0	1.3	1.3	2	Open	NFSR	M	M	Possible connector for ATV, not currently driveable or open	Open to full-sized vehicles. Connects to 13866 which is currently R3. Currently closed by deadfall.	Open	R3
62472	13	0	0.8	0.8	0	R-1	UND	M	M	Crystal Mine area, connects to Fishtail. Grown in & Crosses PVT going to Fishtail	Lower segment, after intersection with 73960, could be used to connect to fishtail. Does not cross private.	Storage	Storage
62473		0	0.3	0.3	0	R-1	UND	L		Crystal Mine area, just below FR715. Consider R-1 if viable timber		Storage	
62474		0	0.3	0.3	0	R-1	UND	L		Crystal Mine area, off 62472, consider R-1 if viable timber.		Storage	
62478	13	0	1	1.0	0	R-1	UND	M	L	Crystal Mine area - may be alt ATV route if 5610 closes at Pvt. Consider R-1 if viable timber	More desirable connectors from 5610 into Sec 13.	Storage	Storage
62479	13	0	2.4	2.4	2	Open	NFSR	M	H	Crystal Mine area, upland road. Consider R-1 if viable timber.	Currently used for hunting, OHV access. Very desirable connection to 13255 for loop route.	Storage	R6 or R4. Incorporate into OHV loop
62484		0	0.2	0.2	1	R-1	NFSR	L		Crystal Mine area		R-1	
62485		0	0.2	0.2	1	R-1	NFSR	L		connects new bypass around Crystal Mine (RD-DARD-10 Trav Plan)		Open	
62486		0	0.4	0.4	1	R-1	NFSR	L		May access Crystal Mine claim		R-1	
62487		0	0.2	0.2	1	R-1	NFSR	L		Crystal Mine area, part of Mine Bypass - manage same as FR715		Open	
62488		0	0.2	0.2	1	R-1	NFSR	L		Crystal Mine area. Topo shows as mine access, Visitor Map shows as closed.		R-1	
62489		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery, ripped & vegetated		Decommission	
62490		0	0.1	0.1	1	R-1	NFSR	L		Crystal Mine area		R-1	

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62491	13	0	0.7	0.7	1	R-1	NFSR	L	H	Crystal Mine area	High Rec value for connection to 5610B and fishtail.	R-1	R6
62492		0	0.2	0.2	1	R-1	NFSR	L		May access Crystal Mine claim		R-1	
62495		0	0.4	0.4	0	R-1	UND	L		M/SC notes natural recovery, entr. closed & vegetated		Decommission	
62496		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery but full prism		Decommission	
62498		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62499		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62538		0	0.5	0.5	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62539		0	0.8	0.8	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62540		0	0.3	0.3	0	R-1	UND	L		Off 62539 - decomm complete		BAR Decommission Completed, No Change	
62541		0	0.2	0.2	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62542		0	0.1	0.1	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62580	5	0	1.2	1.2	2	R-2	NFSR	L	H		Restrict for ATV use consistent with Conn C.	R-2	R6 or R4
62581		0	0.4	0.4	2	R-2	NFSR	L		Mostly grown in, possible closure or storage, in RHCA		R-2	
62582		0	3.4	3.4	2	R-2	NFSR	M	M	S36 - State land	Concur	R-2	Concur
62583		0	1.8	1.8	2	R-2	NFSR	M		Multiple access rds close together. Consider R1 due to M for Veg		Storage	
62584		0	0.8	0.8	2	R-2	NFSR	M		Currently R2		Storage	

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62585		0	0.7	0.7	1	Open	NFSR	M		Duplicate access but M for timber, consider open or R-7		Open	
62586		0	0.2	0.2	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62587		0	0.3	0.3	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62588		0	1	1.0	2	R-2	NFSR	M		Streamside road - sediment source plus H elk security. Little or no recent use. Consider Storage or R1		Storage	
62589		0	0.6	0.6	1	R-1	NFSR	L		Short spur off FR273		R-1	
62591		0	1.1	1.1	1	R-1	NFSR	L		BAR - Added to NFSR - Storage. Natural recovery, appears stable.		BAR Storage Completed, No Change	
62639	9	0	1.5	1.5	2	Open	NFSR	M	H	ATV loop potential	Use segment for ATV connection between Sec 9 and Sec5	Open	R6 or R4
62641		0	0.6	0.9	2	R-4	NFRS	M				R-4	
62649		0	2.4	1.9	1	R-4	NFSR	M				R-4	
62650		0	0.2	0.3	1	R-4	NFSR	L		accesses little additional timber		Decommission	
62663		0	0.4	1.0	0	R-1	NOT	L		Road Recontoured in 2004 - force account - BAR treatment 5 decision		Decommission	
62686		0	1.9	1.9	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62687		0	0.6	0.6	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62689		0	0.6	0.6	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62692		0	0.3	0.3	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	

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62693		0	0.5	0.5	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62696		0	0.4	0.4	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62698		0	1	1.0	1	R-1	NFSR	L		BAR - Decommission, BNF Vis map inaccurate		BAR Decommission Completed, No Change	
62703		0	0.1	0.1	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62707		0	1.6	1.6	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62708		0	0.2	0.2	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62709		0	0.2	0.2	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62710		0	0.1	0.1	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62711		0	0.4	0.4	0	R-1	UND	L		BAR - Storage		BAR Storage Completed, No Change	
62712		0	0.6	0.6	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62713		0	0.5	0.5	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	

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62714		0	0.2	0.2	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62715		0	0.2	0.2	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62716		0	0.2	0.2	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62717		0	0.8	0.8	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62744		0	0.4	0.4	0	R-1	UND	L				Storage	
62745		0	2.1	2.1	0	R-1	UND	L	M	M/SC notes natural recovery. Mostly tractor ground in old Sleeping Child Burn, V. close to FR75	Possible future rec potential with connection to 13243 and eventual return to Crystal Mine Area	Decommission	Storage
62746		0	0.3	0.3	0	R-1	UND	L				Decommission	
62747		0	0.6	0.6	0	R-1	UND	L		Short spur off decomm candidate 62745		Decommission	
62749		0	1.6	1.6	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62750		0	0.2	0.2	0	R-1	UND	L				Decommission	
62751		0	0.5	0.5	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62752		0	0.3	0.3	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62753		0	1.3	1.3	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62755		0	1.5	1.5	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62756		0	0.3	0.3	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62757		0	0.2	0.2	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62759		0	0.6	0.6	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62760		0	0.7	0.7	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62761		0	0.8	0.8	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	

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62762		0	0.2	0.2	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62763		0	1.2	1.2	1	R-1	NFSR	H		Duplicate access with 62765		Storage	
62763		1.2	1.5	0.3	1	R-1	NFSR	H	H	Historic TR84 route, store but manage same as Trav Plan Alt 1 for TR84 (seasonal single track motorized)	Concur	Storage	Convert to trail 84
62763		0	1.5	0.1	1	R-1	NFSR	H		Beyond TR84 junction - store, treat as needed.		Storage	
62764		0	0.6	0.6	0	R-1	UND	L		M/SC notes natural recovery		Decommission	
62765		0	0.5	0.5	2	Open	NFSR	L	H	Trav Plan Alt 1 = closed, but needed to access TR84. Consider either limiting to single track vehicles or keeping open status for full-size veh to trailhead/turnaround	Convert to mororcycle trail.	TR-3	Add to Tr 84.
62766		1.4	1.9	0.5	1	R-1	NFSR	M		See Trav Planning - Alt 1 closes most of this		Decommission	
62766		0	0.7	0.7	2	Open	NFSR	M		Trav Plan Alt1= close to motorized. Consider R-1, decomm or storage		Decommission	
62766		0	1.4	0.7	2	Open	NFSR	M		Streamside road -sediment source - Trav Plan Alt1= close after parking/turnaournd		Decommission	
62767		0	0.4	0.4	0	R-1	UND	L		M/SC notes kelly hump, some recovery		Decommission	
62768		0	0.9	0.9	0	R-1	NOT	L		Other rds in area ripped, no M/SC notes		Decommission	
62769		0	0.2	0.2	0	R-1	UND	L		M/SC notes ripped & stored, rec = decomm		Decommission	
62770		0	1.4	1.4	0	R-1	NOT	L		Connecting road (1394) rec as decomm in MSC surveys, but shows as open on BNF vis map. Decommission this spur.		Decommission	
62772		0	0.5	0.5	0	R-1	UND	L		Upper Sleeping Child, confirm with timber benefit=M		Storage	
62774	13	0.4	2.3	1.9	0	R-1	NOT	L	M	Check for BAR - Storage	Currently available for ATV travel. Easy high and dry travel for OHVs over most of its length. Possible OHV connenction to 13254 via 73952 in Sec 13. Need specialists evaluation & reports.	BAR Storage Completed, No Change	R6 or R4 or store for possible future rec use.

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62774	13	0	0.4	0.4	2	Open	NFSR	L	M	Short spur stops at Crk on vis map, Store or R-1	Currently used by wood gatherers, for fishing access, hunters and ATVs. Prism intact -- no evidence of sedimentation.	Storage	open
62775		0	0.6	0.6	1	R-1	NFSR	L		Streamside		Decommission	
62776		0	1.3	1.3	1	R-1	NFSR	L				Storage	
62777		0	0.9	0.9	1	CLOSED	P	L		Shows as open on BNF vis map, Tractor ground access, keep for future use		Storage	
62785		0	0.7	0.7	0	R-1	NOT	L		Streamside road - sediment source		Decommission	
62830		0	0.5	0.5	1	R-1	NFSR	L				R-1	
62831		0	0.7	0.7	1	R-1	NFSR	L		Within 800 feet of Cathouse		Storage	
62832		0	0.7	0.8	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62833	5	0	0.1	0.1	1	R-1	NFSR	L	H	BAR - Storage, but could be ATV loop connector	Use for Conn E to Sec 5	BAR Storage Completed, No Change	R6 or R4
62834		0	0.7	0.7	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62835		0	0.3	0.3	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62836		0	0.3	0.3	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62837		0	1.5	1.5	1	R-1	NFSR	L	L	BAR - Storage	Concur	BAR Storage Completed, No Change	Concur
62838	9	0	0.9	0.9	1	R-1	NFSR	L	H	off 62837, BAR storage Competed	Use for ATV connection from Sec 9 to 1126	BAR Storage Completed, No Change	R6 or R4
62839	9	0	0.6	0.6	1	R-1	NFSR	L	H	BAR - Storage	Use for ATV connection from Sec 9 to 1126	BAR Storage Completed, No Change	R6 or R4

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62840	9	0	0.1	0.1	1	R-1	NFSR	L	H	off 62837, BAR storage Completed	Use for ATV connection from Sec 9 to 1126	BAR Storage Completed, No Change	R6 or R4
62841		0	1.5	1.5	2	Open	NFSR	L	?	Potential Loop - ATV	We are proposing an alternative Conn G. See comments for 73913	R-7	
62842		0	0.4	0.4	1	R-6	NFSR	L				R-6	
62843		0	1.8	1.8	1	R-1	NFSR	L		in burned area		R-1	
62844		0	0.7	0.7	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62846		0	0.9	0.9	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
62847		0	0.6	0.6	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62848		0	0.8	0.8	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62849		0	0.6	0.6	1	R-1	NFSR	L				R-1	
62850		0	0.2	0.2	1	R-1	NFSR	L		off 62849		R-1	
62851		0	1.4	1.4	2	Open	NFSR	L				Storage	
62852		0	0.5	0.5	2	Open	NFSR	L		Can be skidded via tractor to upper road		Storage	
62853		0	1.5	1.5	2	R-3	NFSR	M	M	Store or close yr-round- EHE	EHE does not require yearlong closure.	Storage	R3
62854		0	0.7	0.7	2	Open	NFSR	L				Storage	
62855		0	0.3	0.3	1	R-1	NFSR	L				Storage	
62856	15	0	1.3	1.3	1	CLOS ED	P	L	L	DLL S15, in good timber mgmt location	Concur	R-1	R1 or Store
62859		0	1	1.0	2	R-3	NFSR	L				R-3	
62860		0	0.6	0.6	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	

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62861		0	0.2	0.2	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62862		0	0.3	0.3	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
62863		0	0.8	0.8	2	R-3	NFSR	L				R-3	
62864		0	0.4	0.4	2	R-3	NFSR	L				R-3	
73816		0	0.3	0.3	0	R-1	UND	L		M/SC notes no access, natural recovery		Decommission	
73827		0	0.1	0.1	1	R-1	NFSR	L		Spurs, no viable timber		Decommission	
73828		0	0.1	0.1	0	R-1	UND	L		Streamside road - sediment source, Part of historic TR84, store/manage as TR-3	Concur	TR-3 Single Track	Convert to trail
73831		0	1.1	1.1	1	R-1	NFSR	L		On State S36		R-1	
73832		0	0.6	0.6	1	R-1	NFSR	L		Mostly on State S36		R-1	
73833	35	0	0.8	0.8	1	R-1	NFSR	L	H		Proposed connection to 73984 for route to the top of Cold Spring Hill and beyond. Very scenic route -- prisms in good shape - no water problems.	Storage	Open for ATV travel. Move to Phase II.
73834	35	0	0.3	0.3	1	R-1	NFSR	L	L			Decommission	Decommission. Move to Phase II.
73835	35	0	0.3	0.3	1	R-1	NFSR	L	L	Adequate access from other roads	Concur	Decommission	Decommission. Move to Phase II.
73839		0	0.1	0.1	0	R-1	UND	L		Manage same as 62766, closure proposed in Alt 1 Trav Planning		Decommission	
73840		0	0.2	0.2	0	R-1	UND	L	?	Duplicates access by 13234, in RHCA	Have not had an opportunity to check for rec potential. Should consider possible motorized loop with 13234.	Decommission	R?
73841		0	0.5	0.5	0	R-1	UND	L		In RHCA (Bull Trout), store or decomm		Decommission	
73842		0	0.9	0.1	0	R-1	UND	L		shortcut across 13234		Decommission	
73843		0	0.9	0.9	0	R-1	UND	L		Keep for future access		R-1	
73844		0	0.3	0.3	0	R-1	UND	L		Adequate access from other roads		Decommission	
73845		0	0.2	0.2	0	R-1	UND	L		Short spurs, no viable timber		Decommission	
73846		0	0.1	0.1	0	R-1	UND	L		Short spurs, no viable timber		Decommission	
73847		0	0.2	0.2	0	R-1	UND	L		Short spurs, no viable timber		Decommission	
73848		0	0.2	0.2	0	R-1	UND	L		Access road R-1, not needed in near future		Storage	
73849		0	0.3	0.3	0	R-1	UND	L		Access to tractor ground, short spur		R-1	

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73850		0	0.2	0.2	0	R-1	UND	L		Short spur off Mine Rd 715, all in RHCA		Decommission	
73851		0	2.3	2.3	0	R-1	UND	L		Streamside road, no access across NF Rye, can access from above		Decommission	
73852		0	0.3	0.3	0	R-1	UND	L		Streamside road, no access across NF Rye, can access from above		Decommission	
73853		0	0.9	0.9	0	R-1	UND	L		Streamside road, no access across NF Rye, can access from above		Decommission	
73854		0	0.6	0.5	0	R-1	UND	L		Adequate access from other roads		Decommission	
73855		0	1	1.0	0	R-1	UND	L		Maintain for timber and fire		R-1	
73856	7	0	0.3	0.3	0	R-1	UND	L	L	access rd proposed as decomm	Concur	Decommission	Decommission
73857	7	0	0.9	0.9	0	R-1	UND	M	H	Streamside road - Cathouse main channel. Mostly Overgrown.	Recommended for ATV opportunity because of its scenic value. If specialists' reports show sedimentation concerns, use alternative 62440 to return to 1126.	Decommission	R6 or R4
73859		0	0.3	0.3	0	R-1	UND	L		in RHCA, grown in		Decommission	
73860	5	0	0.2	0.2	0	R-1	UND	M	M	Full prism, being used	Restrict for ATV use consistent with 73241	R-3	R6
73861		0	0.4	0.4	0	R-1	UND	L		currently no timber, off ATV route candidate		Decommission	
73862		0	0.2	0.2	0	R-1	UND	L		Off 62580, not needed for timber		Decommission	
73863		0	0.1	0.1	0	R-1	UND	L		spur off open rd, White Stallion 273		Decommission	
73864		0	0.1	0.1	0	R-1	UND	L		short spur on rd prpsed for R1		R-1	
73866		0	1	1.0	0	R-1	UND	L		Break at State, Decomm N end		Decommission	
73867		0	0.4	0.4	0	R-1	UND			Adequate access from other roads		Decommission	
73868		0	0.1	0.1	0	R-1	UND	L		Spur, no viable timber Access road proposed for storage		Decommission	
73871	13	0	0.2	0.2	0	R-1	UND	L	H	Short spur off 73913 (Storage candidate)	This is the spur we have been calling 73913B. Use to connect to 62639 in Sec 8.	Storage	R6 or R4
73911	9	0	0.4	0.4	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73912	9	0	1.8	1.8	1	R-1	NFSR	L	H	Need for ATV loop, Decomm NW of connector route junct.	Concur	R-7	R6
73912	9	1.8	1.9	0.2	1	R-1	NFSR	L	L	Decomm or Storage, pull crossing	Concur	Storage	Storage

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73913	9	0.2	2	1.8	1	R-1	NFSR	L	H		Desirable ATV route for connection to Sec 5 road system. Need specialist reports regarding proposed connector. Alternatively, connect 73913B to 62639 in Sec 8 and utilize proposed Conn E.	Storage	R6
73913	9	0	0.2	0.2	1	R-1	NFSR	L	H	L for 73913B - timber & rec	Ditto above.	Storage	R6
73914	9	0	1.6	1.6	1	R-1	NFSR	L	H	L beyond mp 0.82 (rec)	Use for ATV route to proposed connector to 62838 in Sec 8. Decommission beyond that point. We view this route to be more attractive than proposed Conn G.	Decommission	R6
73915	9	0	0.3	0.3	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73916	5	0	0.2	0.2	1	R-1	NFSR	L	L	Accesses mainly riparian timber	Concur	Decommission	Decommission
73917	5	0	0.8	0.8	1	R-1	NFSR	L	L		Store for possible future rec	Decommission	Storage
73918	5	0	1.5	1.5	1	R-1	NFSR	H	H	Field notes wet prism, no good route to 13242. Possible single track btwn 104 and 13242	Decommission road and convert to single track trail.	Storage	Convert to trail
73919	3	0.4	1.4	1.0	1	R-1	NFSR	H	L	L Rec Value past junct w/ 73920	Concur	Storage	Storage
73919	3	0	0.4	0.4	1	R-1	NFSR	H	H	L Rec Value past junct w/ 73920	Allow snowmobile use.	R-7	R6
73920	3	0	1	1.0	1	R-1	NFSR	H	H	good existing condition, 1st segment suitable for Rec	Allow snowmobile use.	R-7	R6
73921	3	0	1.6	1.6	1	R-1	NFSR	H	H	rcorua loop segment	concur	R-7	R6
73922	3	0	0.2	0.2	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73923	3	0	0.3	0.3	1	R-1	NFSR	M			Concur	Decommission	Decommission
73924	3	0	1.3	1.1	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73925	3	0	0.4	0.2	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73926	3	0.8	1.8	1.0	1	R-1	NFSR	H		L past junct w/ 73927	Concur	Decommission	Decommission
73926	3	0	0.8	0.8	1	R-1	NFSR	H	H	CHECK L past junct w/ 73927	Concur	R-7	R6
73926	3	0	0.8	0.8	1	R-1	NFSR	H		L past junct w/ 73927	Repeat segment? We're confused.	Decomm past Junct with 73927	
73927	3	0	0.2	0.2	1	R-1	NFSR	H	H	rcorua loop segment	concur	R-7	R6
73928	3	0	0.7	0.7	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73929	11	0.6	0.8	0.6	1	R-1	NFSR	L	L	Decommission after 73930 junct	Concur	Decommission	Decommission
73929	11	0	0.6	0.2	1	R-1	NFSR	L	H	Use as ATV route		R-7	R6
73930	11	0.9	1.9	1.0	1	R-1	NFSR	L	L	Poor condition and revegetating, accesses tractor ground - store	Concur	Storage	Storage

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73930	11	0	0.9	0.9	1	R-1	NFSR	L	H	Use as ATV route, R-7 or R-4		R-7	R6
73931	11	0	0.1	0.1	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73932	11	0	1.6	1.6	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73933	11	0	0.2	0.2	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73934	11	0	4.8	4.8	1	R-1	NFSR	H	H		Highly desirable to Rec access in Sec 1. Hunters, campers, fishermen, firewood collectors, snowmobiles all use this road. No sedimentation concerns on segments near streams. Keep open to bridge yearlong to all vehicles. Retain bridge for handicapped fishing access and TR 84 crossing.	Decommission	Open to bridge
73935	11	0	1	0.7	1	R-1	NFSR	L	L	Tractor ground, low rd rec value, store or decomm	Decommission past intersection with 73937	Decommission	Decommission
73935	11	0	1	0.3	1	R-1	NFSR	H	H	H where coincident with TR104, L on last 0.7 mi (rec), maintain as TR	Convert to TR 104	TR-3 Single Track	Convert to trail 104
73936	11	0	0.1	0.1	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73937	11	0	0.7	0.9	1	R-1	NFSR	H	H	H where coincident with tr104. Break segment where needed to support TR104. Trav Plan opens as single track for Trav Plan TR-SCOP-20)	Convert to TR 104	TR-3 Single Track	Convert to trail 104
73938	11	0	0.2	0.2	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73939	11	0	0.3	0.3	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73940	11	0	0.2	0.2	1	R-1	NFSR	L	L		Concur	Decommission	Decommission
73941		0	0.2	0.2	1	R-1	NFSR	L				Decommission	
73942		0	0.4	0.4	1	R-1	NFSR	L				Decommission	
73943		0	0.4	0.4	1	R-1	NFSR	L				Decommission	
73944		0	0.6	0.6	1	R-1	NFSR	L				Decommission	
73945		0	0.2	0.2	1	R-1	NFSR	L				Decommission	
73946		0	0.7	0.7	1	R-1	NFSR	L				Decommission	
73948		0	0.4	0.4	1	R-1	NFSR	L				Decommission	
73949		0	0.5	0.5	1	R-1	NFSR	L				Decommission	
73950		0	0.3	0.3	1	R-1	NFSR	L				Decommission	
73951	13	0	1.2	1.3	1	R-1	NFSR	L	L	Grown in, Trav Plan Alt1 opens to 50", MVUM #8	Possible connector to 62467. Deadends on side hill.	R-7	Decommission, except for segment connecting 62467 to 13866

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73952	13	0	1	1.0	1	R-1	NFSR	L	M	Crystal Mine area, high road density, streamside for extended distance. Confirm with timber ben = M	Potential ATV loop 13254 to 62774. Stream Crossing. Have specialists prepare reports, evaluate options.	Decommission	R6 or R4 or store for possible future use.
73953	13	0	0.3	0.7	1	R-1	NFSR	L	L	Crystal Mine area, high road density,		Decommission	Decommission
73954	13	0	0.4	0.4	1	R-1	NFSR	L	L	Crystal Mine area		Decommission	Decommission
73955	13	0	0.4	0.4	1	R-1	NFSR	L		Crystal Mine area		Storage	Storage
73956	13	0	0.4	0.4	1	R-1	NFSR	L	L	Crystal Mine area	Possible future use for Rec	R-1	Storage
73957		0	0.1	0.1	1	R-1	NFSR	L		Crystal Mine area		R-1	
73958	13	0	0.6	0.6	1	R-1	NFSR	L	L	Crystal Mine area	dead ends	R-1	Storage
73960		0	0.9	0.9	1	R-1	NFSR	L		DLL S15, check S15 for connectors		Decommission	
73961	15	0	1.8	1.8	1	R-1	NFSR	L	H	DLL S15, use as ATV route	Recommended as part of a "jeep" route through Secs 11 & 15 suitable for high clearance vehicles	R-7	R3?
73961	15	1.8	2.8	1.1	1	R-1	NFSR	L	L	DLL S15, store or decommission. Last 1,000 feet within 300' of stream	Concur	Storage	Concur
73962	15	0	0.9	0.9	1	R-1	NFSR	L	L	DLL S15	Concur	Decommission	Concur
73963	15	0	0.2	0.2	1	R-1	NFSR	L	L	DLL S15	Concur	Decommission	Concur
73964	15	0	0.1	0.1	1	R-1	NFSR	L	L	DLL S15	Concur	Decommission	Concur
73965	15	0	0.6	0.6	1	R-1	NFSR	L	L	DLL S15	Concur	Decommission	Concur
73966	15	0	0.3	0.3	1	R-1	NFSR	L	L	DLL S15, 1 Strm xing, currently no viable timber	Concur	Decommission	Concur
73967	15	0.6	1.3	0.6	1	R-1	NFSR	L	L	Supports mainly RHCA veg management, store or decommission	Concur	Decommission	Concur
73967	15	0	0.6	0.6	1	R-1	NFSR	L	H	DLL S15	Use as part of "jeep" route for high clearance vehicles	R-7	R3?
73968	15	0	0.2	0.2	1	R-1	NFSR	L	L	DLL S15	Concur	Decommission	Concur
73969	15	0	0.5	0.5	1	R-1	NFSR	M	H	May connect S15 to S11 on broad ridge	Concur	R-7	R3?
73971	15	0	0.8	0.8	1	R-1	NFSR	L	L	L for last 1300 ft, decomm last 1300'	Concur	R-1	Concur
73977		0	0.2	0.2	1	R-1	NFSR	L				Storage	
73983	35	0	2.3	2.3	1	R-1	NFSR	L		Riparian road segmnt, but mostly on State S36	Concur	R-1	R1 Move to Phase II.
73984	35	0	1	1.0	1	R-1	NFSR	L	H		Key segment of proposed route to the top of Cold Spring Hill. Prism is intact--no water issues.	Storage	Recommend Open for ATV travel. Move to Phase II.

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73985	35	0	1.4	1.4	1	R-1	NFSR	L	M		Concur	Storage	Store for future timber & rec potential. Move to Phase II.
73986	35	0	0.7	0.7	1	R-1	NFSR	L	L		Concur	Storage	Storage. Move to Phase II.
73987		0	1	1.0	1	R-1	NFSR	L		Adequate access from other roads		Decommission	
73988	35	0	0.4	0.4	1	R-1	NFSR	L	L	Adequate access from other roads	Concur	Decommission	Decommission. Move to Phase II.
73995		0	0.6	0.6	0	R-1	UND	L				Storage	
74904		0	0.7	0.7	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74905		0	0.6	0.6	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74906		0	1.2	1.2	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74907		0	0.7	0.7	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74908		0	0.1	0.1	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74909		0	1.6	1.6	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
74910		0	0.2	0.2	0	R-1	NOT	L		BAR Storage, no prism , change to decommission with no treatment needed		Decommission	

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74911		0	0.1	0.1	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74912		0	0.4	0.4	0	R-1	NOT	L		BAR Storage Completed		BAR Storage Completed, No Change	
74913	13	0	0.2	0.2	0	R-1	NOT	L	H	BAR - Decommission	This little spur road off the fishtail road may connect to the road we are calling 5610B to Crystal Point that nearly connects to 62491.	BAR Decommission Completed, No Change	Designate for ATV travel.
74914		0	0.6	0.6	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74915		0	0.2	0.2	0	R-1	UND	L		Crystal Mine area- short Spur off 5610 Fishtail rd		BAR Storage Completed, No Change	
74916		0	0.1	0.1	0	R-1	UND	L		Crystal Mine area, access road		Decommission	
74917		0	0.2	0.2	0	R-1	UND	L		Crystal Mine area		R-1	
74918		0	0.1	0.1	0	R-1	UND	L		Crystal Mine area spur, connecting road = store		R-1	
74919		0	1.1	1.1	0	R-1	UND	L		Crystal Mine area, crosses pvt, possibly used by mine		R-1	
74920		0	1.9	0.2	0	R-1	UND	L		Crystal Mine area		R-1	
74921		0	0.2	0.2	1	R-1	NFSR	L		Crystal Mine area, natural recovery		R-1	
74922		0	0.5	0.5	0	R-1	UND	L		Crystal Mine area, natural recovery		R-1	
74923		0	0.2	0.2	0	R-1	UND	L		Crystal Mine area, natural recovery		R-1	
74925		0	0.8	0.8	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	
74926		0	2.4	2.4	1	R-1	NFSR	L		BAR - Storage		BAR Storage Completed, No Change	

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USFS Route No.	DL Section #	Beginning Mile Post	Ending Mile Post	Length of Rd Segment (miles)	FS Maintenance Level	Current R-code	System Status	Recreation Benefits - ID Team	Recreation Benefits--RCORUA	ID Team Notes	RCORUA Comments	ID Team Recommendation	RCORUA Recommendation
74927		0	0.5	0.5	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74928		0	1	1.0	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74929		0	0.8	0.8	1	R-1	NFSR	L		BAR - Added to NFSR - Storage complete, no change		BAR Storage Completed, No Change	
74931		0	0.3	0.3	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74932		0	0.2	0.2	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74933		0	0.5	0.5	0	R-1	UND	L		RIDGELINE RD - Big Corral		Decommission	
74947		0	0.3	0.3	1	Open	NFSR	L		Crystal Mine area		Storage	
74948		0	0.6	0.6	0	R-1	UND	L		Crystal Mine area - accesses PVT, but may have FS Access from 715. Decomm FS streamside segment		Decommission	
74959		0	0.2	0.2	0	R-1	UND	L		Crystal Mine area - accesses PVT		R-1	
74961		0	0.5	0.5	1	R-1	NFSR	L		BAR - Added to NFSR - Storage		BAR Storage Completed, No Change	
74962		0	0.4	0.4	0	R-1	NOT	L		BAR - Decommission		BAR Decommission Completed, No Change	
74988		0	0.5	0.5	2	R-3	NFSR	L				Storage	

**APPENDIX I
RCORUA SCOPING COMMENTS**

USFS Route No.	DL Section #	Beginning Mile Post	Ending Mile Post	Length of Rd Segment (miles)	FS Maintenance Level	Current R-code	System Status	Recreation Benefits-- ID Team	Recreation Benefits-- RCORUA	ID Team Notes	RCORUA Comments	ID Team Recommendation	RCORUA Recommendation
13217A	27	0	2.6	2.6	1	R-1	NFSR	L	H		First segment of this road to intersection with 73972 is recommended as part of an OHV route. Remaining segment may provide hunting access to Sec 26	Storage	R6 or R4
5610B	13	0	1.1	1.1					H		Road not on FS map but observable on satellite images. GPS and evaluated by RCORUA. Need to construct short easy connector to 62491. Outstanding ATV opportunity		R6
62460A		0	0.2	0.2	0	R-1	UND	L		Access route is stored and recommended as decomm	Decommission		
62747A		0	0.1	0.1	0	R-1	UND	L		spur off decomm candidate	Decommission		
Tr 104 Ext	3								H		As shown on the scoping map, Trail 104 Ext is shown on the Mine Road between Secs 3 and 11. We believe the track runs on the ridge roughly parallel to the Mine Road. Keeping the trail off the road would be highly desirable.		Move to existing track.
Tr 84	1								H		Trail 84 is currently washed out in Section 1. Recommend reroute using Sec 1 road system.		Create new segment.