Appendix I – Watershed, Riparian, and Fish Habitat Improvements _____

Introduction

Watershed, riparian, and fish habitat improvement projects are part of each alternative. The projects are designed to achieve and support the fisheries upward trend requirements of the addendums and supplements to the BLM Management Framework Plan (USDI-BLM 1981, 1989a, and 1989b), achieve recovery of important habitats to ESA-listed fish and BLM sensitive fish, improve aquatic habitats for BLM sensitive species, and meet Clean Water Act requirements, including TMDLs. The Eastside Project summaries will identify projects specific to alternatives and other ongoing and foreseeable future BLM projects that support upward trend and are planned to take place within Eastside Project subwatersheds during the duration of the Eastside Project. Refer to Table I.1 below for a summary of restoration projects by subwatershed and alternative.

Table I.1 Summary of Restoration Projects by Alternative and Subwatershed

BLM No.	Activity (Project No.)[1]	Project Descrip.	Subwatershed	Alternative		
				B	C	D
T25	Convert road to ATV Trail (#1)–East Side	1.36 miles	Lower American R.	Yes	Yes	Yes
T25	Convert road to ATV Trail (#1)–West Side	0.07 mile	Lower American R.	Yes	Yes	Yes
---	American River ATV Bridge RM 6.3 (#1)	1 Bridge	Lower American R.	Yes	Yes	Yes
---	Decommission/Obliterate American R. Ford (#1)	1 Ford	Lower American R.	Yes	Yes	Yes
---	Kirks Fork ATV Bridge–Mouth (#1)	1 Bridge	Kirks Fork	Yes	Yes	Yes
---	Decommission/Obliterate American R. Ford (#1)	I Ford	Kirks Fork	Yes	Yes	Yes
T25C	Decommission Road Paralleling American River. (New ATV Trail would utilize existing toeslope road #1B -0.34 mile).	0.32 mile	Lower American R.	Yes	Yes	Yes
T25D	New ATV Trail would Utilize Existing Toeslope Road (#1B)	0.34 mile	Lower American R.	Yes	Yes	Yes
T25 A	Decommission Existing Road–South of Ford	0.04 mile	Lower American R.	Yes	Yes	Yes
T25B	Decommission Existing Road - South of Ford	0.04 mile	Lower American R.	Yes	Yes	Yes
2544 G1	Convert road to ATV trail (#2)	0.06 mile	Lower American R.	Yes	Yes	Yes
2544 G2	Convert road to ATV trail (#2)	0.13 mile	Lower American R.	Yes	Yes	Yes
2541 R11	Decommission (abandon) existing road.	0.12 mile	Lower American R.	Yes	Yes	Yes
2541 R4	Decommission existing road (helicopter landing access road).	0.07 mile	Lower American R.	Yes	Yes	Yes
2541 R6	Decommission existing road, tailing road below bridge.	0.21 mile	Lower American R.	Yes	Yes	Yes
2541 R8	Decommission (abandon) existing road.	0.06 mile	Lower American R.	Yes	Yes	Yes
2541 R9	Decommission existing road.	0.03 mile	Lower American R.	Yes	Yes	Yes
2544 G2	Decommission existing road.	0.03 mile	Lower American R.	Yes	Yes	Yes
2544 G3	Decommission existing road.	0.08 mile	Lower American R.	Yes	Yes	Yes
2541 R1	Relocate American River road (south road segment) to toeslope, new road construction (#3).	0.22 mile	Lower American R.	Yes	Yes	No
2541 R5	Decommission American River within riparian area (#3)	0.24 mile	Lower American R.	Yes	Yes	No

BLM No.	Activity (Project No.)[1]	Project Descrip.	Subwatershed	Alternative		
				B	C	D
2541 R2	Relocate American River road (north road segment) to toe slope, new road construction (#4).	0.35 mile	Lower American R.	Yes	Yes	No
2541 R4	Decommission American River within riparian area (#4)	0.29 mile	Lower American R.	Yes	Yes	No
2541 R10	Decommission (abandon) existing road.	0.27 mile	Queen Creek	Yes	Yes	Yes
---	Construct a reconnect channel to Queen Creek to provide for fish passage. Increased fish access 1.4 miles.	Fish access 1.4 miles	Queen Creek	Yes	Yes	Yes
2541 R12	Decommission road.	0.11 mile	Middle American R.	Yes	Yes	Yes
---	Harden and stabilize upper American River ford (RM) (#5).	1 ford	Middle American R.	Yes	No	No
2541 B	Improve and gravel road crossing meadow, rehabilitate off road vehicle use in meadow area (#5).	0.12 mile	Middle American R.	Yes	No	No
---	Decommission and rehabilitate upper American River Ford (#6 and #7)	1 ford	Middle American R.	No	Yes	Yes
2541 B	Decommission road crossing meadow area and rehabilitate off road vehicle use in meadow (#6 and #7).	0.12 mile	Middle American R.	No	Yes	Yes
2541	Decommission road that is adjacent to American River (#6).	0.77 mile	Middle American R.	No	Yes	No
2541	Convert road to ATV trail (#7)	0.77 mile	Middle American R.	No	No	Yes
T2541	Construct new ATV trail so that American River ford and road crossing meadow can be decommissioned (#7).	0.3 mile	Middle American R.	No	No	Yes
2543 G1	Construct new permanent road (west side American River) to provide additional access from the north for the American River subdivision. Road would connect with Ericson Ridge road (#6 and #7).	0.46 mile	Middle American R.	No	Yes	Yes
2543 G2	Construct new permanent road (east side of American River) to provide additional access from the north for the American River subdivision (#6 and #7).	0.1 mile	Middle American R.	No	Yes	Yes
---	Construct a new vehicle bridge across American River to provide additional access from the north for the American River subdivision (#6 and #7).	1 Vehicle Bridge	Middle American R.	No	Yes	Yes
2541 A	Decommission existing road adjacent to American River, new road construction for subdivision access will bi-pass this segment (#6 and #7).	0.12 mile	Middle American R.	No	Yes	Yes

[1] Several restoration projects are directly interrelated with other projects and all would not take place with out several other actions; for example a road to ATV trail project may include other actions such as, decommissioning and restoration of fords, construction of new bridges, and decommissioning of unneeded road/trail segment. Projects that are directly interrelated would have the same project number (#).

A summary of restoration estimated costs are identified in Section 3.13, Socio Economic section. The following Table I.2 summarizes restoration projects by alternative.

Table I.2. Summary and Comparison of Restoration Projects by Alternative.

Proposed Restoration Activity	Alt B	Alt C	Alt D
Miles of decommissioned roads (miles of new permanent road)	1.9 miles (0.6 miles)	3.0 miles (1.1 miles)	1.5 miles (1.2 miles)
Miles of road to ATV trail conversion	1.6 miles	1.6 miles	2.6 miles
Ford armoring and restoration	1 ford	0 ford	0 ford
Ford obliteration and restoration	2 fords	3 fords	3 fords
Miles or riparian plantings.	4.8 miles	4.8 miles	4.8 miles
Miles of streambank recontour and restoration	1.6 miles	1.6 miles	1.6 miles
Queen Creek reconnect and miles of increased fish access	1.4 miles	1.4 miles	1.4 miles
Acres of mine site restoration	0.5 acre	0.5 acre	0.5 acre

Description of Restoration Projects

Road Decommissioning: The objectives of road decommissioning are to reduce negative resource impacts and reduce maintenance costs by removing roads that are not needed for access. The impacts that would be eliminated or reduced include adverse effects from erosion, sediment, and road encroachment in riparian habitats (for roads that occur in riparian areas). Direct and indirect long term benefits would be realized to aquatic resources and improvements to watershed and hydrologic conditions from reduced road densities. Reduced road densities would also have direct and indirect effect beneficial effects to wildlife security and habitat quality, with reduced human related disturbances.

In the context of watershed improvement projects, road decommissioning applies to existing roads and can include treatments ranging from abandonment to re-contouring. The selection of treatment type is based on the condition of the road, existing cut and fill of the road, proximity to streams, cost, and other factors. Most of the roads planned for decommissioning within this project were identified through a roads analysis process. Some roads were added or deleted based on field reconnaissance. These were screened with Field Office personnel to ensure that future access needs were being met.

Decommissioning of roads would include appropriate blockage and restriction of motorized vehicle access, de-compaction of the road surface, seeding, mulching, and placement of woody debris and/or rocks. Restriction of vehicle access may be accomplished by a variety of methods, such as full or partial obliteration of the road, placement of logs, or strategic location of boulders. De-compaction would be accomplished by ripping the road to a minimum depth of 20 inches. As needed, disturbed soil/vegetation sites would be seeded primarily with native species. Mulching would also be used to provide for seed cover and prevention of adverse soil erosion. Seeding and plantings would take place during favorable periods, generally during wet conditions occurring during the fall or spring. Appropriate seed mixes and species are identified in Table I.3 for upland sites and Table I.4 for riparian sites (included in following Riparian Plantings Section), which may be changed based on seed availability or site specific conditions.

Table I.3 Upland Typical Seeding Mixture for Disturbed Soil/Vegetation Sites[1]

Grasses		Forbs	
Species	**Rate Lb./Acre**	**Species**	**Rate Lb./Acre**
Mountain Brome "Bromar" (*Bromus marginatus*)	8	Western Yarrow (*Achillea millefolium*)	2
Hard Fescue "Durar" (*Festuca ovina*)	4	Golden Pea (*Thermopsis Montana*)	2
Annual Rye (*Lolium multiflorum*)	3		
Tufted Hairgrass (*Deschampsia caespitosa*)	2		

[1]Forest seed mix for stabilization of roads, cuts, fills, and primary skid trails.

Placement of woody debris (generally 1 to 12 inches in diameter) would occur on over 50% of the decommissioned road surface.

Temporary roads constructed and decommissioned as part of this project are not considered to be watershed improvements and are not listed in this appendix. However, decommissioning (i.e. obliteration) of temporary roads would be similar as described in this section.

Road Abandonment: Road closure or abandonment would occur on roads which have naturally stabilized and have been determined to be not needed for future long term management. These roads are generally in a stable condition and are not experiencing active erosion/sediment delivery to stabilized. Vegetation cover of the road, fill, and cut bank is adequate to prevent adverse erosion/sediment. No administrative or public vehicle use would be authorized on these roads. An inspection of the road has determined that discountable erosion/sediment is attributed to this road and no additional restoration measures are needed.

Relocating Roads Out of Riparian Areas: The American River road (BLM No. 2541 R1 and R2) provides access to private lands and homes along American River. It is proposed to decommission two segments (see *Road Decommissioning* Section above) of the existing road which are adjacent to American River and construct a new road in the toe slope area. Existing buried utility lines would be moved and located adjacent to the new road. The new road would be all weather surfaced.

Stream Ford Obliteration/Restoration: The project objective is to prevent adverse erosion, sediment, turbidity, and fish disturbance/displacement/mortality from use of fords. As needed, the ford approaches would be obliterated. The road would be ripped to a minimum depth of 20 inches, seeded and planted with suitable riparian species (see Riparian Seeding and Plantings Section below). As needed, mulching would be used to provide for seed cover and prevention of adverse soil erosion. Erosion control measures such as sediment traps or sediment fence would be used to prevent adverse erosion/sediment from reaching stream. Placement of boulder and woody debris would be placed to discourage future unauthorized use of ford.

Hardening or Armoring Ford: The project objective is to prevent adverse erosion, sediment, turbidity, and fish disturbance and mortality from use of an American River ford (river mile 12.8). The approaches to the ford would be reconstructed (re-contoured) and stabilized. The road crossing would be "hardened" with the placement of concrete planks or suitable substrate that would be secured to bottom and streambanks so that vehicle use or high flows would prevent movement or scouring of the instream "hardened" ford crossing. The material used for hardening or armoring of ford crossing would prevent adverse erosion, sediment, and turbidity from vehicle use of the crossing. The size and placement of the material would be designed to discourage use of the ford by spawning fish. Annual monitoring after high flow periods would be conducted to insure that ford is functional and would be maintained as needed. The approaches to the ford would be graveled a minimum 50 feet on each side.

Road to ATV Trail Conversion Projects: The project objective is to reduce existing road related adverse erosion, sediment, and stream channel/riparian encroachment; while still providing for public ATV use of the road/trail. The project would convert and restore segments of existing roads occurring adjacent to American River to an ATV trail. Some segments of road occurring adjacent to American River may be obliterated when an existing toeslope road may be used for the ATV trail. Minor trail reconstruction or construction may occur in localized areas, generally to avoid riparian habitats or stream channel encroachment.

The current road width would be reduced to 60 inches. A 60 inch wide trail would remain within the existing road prism. Road segments with a defined cut and fill would have trail developed after the initial outsloping of the road prism by not ripping the outside (fill-slope side) 60 inches. This would be accomplished by ripping the surface to 16 inches or the depth of compaction to increase water infiltration and percolation and to provide a seedbed. In areas that are relatively level (e.g., cut and fill areas not evident or limited), the maintained trail tread would be located on the upslope side of road and ripping outside of road segment (nearest creek). Placement of rock or slash would be conducted to limit ATV use to the 60 inch wide trail and to provide growing micro-sites for native vegetation. As needed erosion control and restoration measures would be conducted to minimize potential for adverse erosion or sediment.

ATV Bridges: The project objective is to replace two existing ATV bridges so that two existing fords can be obliterated (see *Ford Obliteration/Restoration* Section above), which would reduce adverse erosion, sediment, turbidity and fish disturbance from motorized vehicle use of the fords. One of the ATV bridges is unauthorized (American River ATV bridge–stream mile 6.3) and the other ATV bridge is non-functional (Kirks Fork ATV bridge - mouth).

Replacement bridges would be designed to provide for public hiking, ATV, and horse use. Replacement bridges would designed to reduce adverse erosion, sediment, and channel encroachment, and be sized to handle high flow events (i.e., 100 year). During installation, erosion and sediment control measures would be implemented.

ATV Trail Construction: The project objective is to construct an ATV trail so that an American River ford crossing (river mile 12.8) and road segment crossing a meadow could be decommissioned (and still provide ATV use of road/trail). Implementation of this project would prevent adverse erosion, sediment, turbidity, and instream disturbance to fish utilizing the American River ford crossing. This project would also allow for obliteration and restoration of a road segment crossing a meadow that is adjacent to American River that is severely rutting and eroding.

Riparian Seeding and Plantings: Riparian planting is done to improve streamside shade, restore bank stability, and improve aquatic ecological function. It is done using adapted native species and would include the seeding or planting of grasses, sedges, forbs, shrubs, or trees. Streambank and other disturbed areas would be seeded and planted primarily with native species (see Table F.4 for a list of preferred species). Seedings and plantings would take place during favorable wet conditions during the fall or spring. As needed, mulching would be used to provide for seed cover and prevention of adverse soil erosion. Because of the following variability of site characteristics within the project area: soil, current vegetation, availability of native species, and species suitability, each site would be evaluated prior to seeding or planting. Sedges and rushes planted would use “mats or plugs” with a minimum of six to eight inches of root mass and soils, and would typically be planted in areas below mean high water. Shrubs and trees that are planted would be seedlings or small saplings (typically 2–6 feet in height). Annual rye (*Lolium multiflorum*), a non-native species, would be included in the seed mix to provide for early erosion control ground cover.

Table I.4 Preferred Plant Species for Riparian Areas

Grasses and Grass-Like	Forbs	Shrubs	Trees
Mountain brome *Bromus marginatus*	Arrowleaf groundsel *Senecio triangularis*	Rocky mountain maple *Acer glabrum*	Grand-fir *Abies grandis*
Water sedge *Carex aquatilis*		Mountain alder *Alnus incana*	Subalpine fir *Abies lasiocarpa*
Beaked-sedge *Carex rostrata*		Wavy-leaved alder *Alnus ~~sinuate~~ sinuata*	Engelmann spruce *Picea engelmannii*
Tufted hairgrass *Deschampsia caespitosa*		Red osier dogwood *Cornus stolonifera*	Lodgepole Pine *Pinus contorta*
Dagger-leaf rush *Juncus ensifolius*		Drummond's willow *Salix drummondiana*	Douglas-fir *Pseudotsuga menziesii*
Small-fruited bulrush *Scirpus microcarpus*			
Streambank wheatgrass *Agropyron riparium*			
Red top *Agrostis alba var. alba*			

Streambank Re-contouring: Streambank re-contouring would include the creation of a small terrace or floodplain (approximately 8–10 feet in width), immediately adjacent to or above mean high water level. As needed, over steepened streambanks may be excavated and re-contoured to have a slope of 2:1. Placement of up to 6 inches of top soil may occur on re-contoured gravel/cobble dredge tailings to facilitate seeding and/or placed in holes dug for seedlings and saplings.

Improved Fish Passage: The objective of the Queen Creek channel reconnect project is to improve fish passage for aquatic organisms, particularly for special status fish. The Queen Creek re-connect channel would include constructing approximately 100 feet of new channel and installation of a seven foot diameter culvert (partially buried 35%) at the American River road crossing. The culvert size will be large enough to handle at a minimum 100 year flow events. The new culvert would simulate a natural stream bottom throughout its length. As needed, placement of suitable sized substrate (1 – 6 inches) material would take place throughout the length of the culvert.

During channel construction and culvert installation, the channel would not have flowing water and the new channel would not be connected to the existing channels (i.e., Queen Creek and American River) until work was completed. As needed, excessive subsurface flows would be pumped to an off channel settling basin and filtered through straw and natural vegetation before reaching the stream. The settling basin would consist of straw bales and straw laid out on the ground so water can filter through the straw to prevent sediment from reaching the stream channel

Soil Restoration: No specific soil restoration units are planned for the Eastside Project, and soil restoration actions are primarily associated with road decommissioning efforts, temporary roads, and landings. Soil restoration treats areas that have negative impacts to soil productivity or stability. Objectives of soil restoration include improvement of soil productivity and reduction of adverse effects to hydrologic function. Treatments can include soil de-compaction, recontouring of excavated skid trails and

landings, replacing surface soil and organic material, stabilization of erosion features such as rills and gullies, and revegetation.

Road Improvements: Several roads were identified as having improvement needs due to adverse effects on aquatic resources. The proposed work would improve drainage and reduce erosion from these roads. Techniques could include adding drainage structures, shaping the road, and adding rock surfacing in places. In general, roads being reconstructed primarily for timber haul purposes are not listed as watershed improvements. These exceptions consist of roads that require reconstruction or reconditioning for timber haul purposes, and the treatment activities are deemed to be a benefit to watershed health.

Appendix J – Road and Trail Access Table

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Alt B Upgrade Alt C&D Decommission Existing Rd	BLM	2541			0.12	Rock 6" or Varied	YES	YES	YES	
Alt B&C Decommission Alt D Existing Use	BLM	2541 R 4			0.29	Varied or Maintain	YES	YES	YES	
Alt B&C Decommission Alt D Existing Use	BLM	2541 R 5			0.24	Varied or Maintain	YES	YES	YES	
Alt C Decommission, Alt D Convert to Trail	BLM	2541			0.77	Varied or Reduce Running Surface to 55"	NO	YES	YES	
Convert to Trail Existing Rd	BLM	2544 G 1			0.06	Reduce Running Surface to 55"	YES	YES	YES	
Convert to Trail Existing Rd	BLM	2544 G 2			0.13	Reduce Running Surface to 55"	YES	YES	YES	
Convert to Trail Existing Rd	BLM	T25			1.36	Reduce Running Surface to 55"	YES	YES	YES	
Convert to Trail Existing Rd	BLM	T25			0.07	Reduce Running Surface to 55""	YES	YES	YES	
Decommission Existing Rd	BLM	2541			0.12	Varied	YES	YES	YES	
Decommission Existing Rd	BLM	2541 R 10			0.27	Abandon	YES	YES	YES	
Decommission Existing Rd	BLM	2541 R 11			0.12	Abandon	YES	YES	YES	
Decommission Existing Rd	BLM	2541 R 12			0.11	Varied	YES	YES	YES	

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Decommission Existing Rd	BLM	2541 R 3			0.07	Varied	YES	YES	YES	
Decommission Existing Rd	BLM	2541 R 6			0.21	Varied	YES	YES	YES	
Decommission Existing Rd	BLM	2541 R 8			0.06	Abandon	YES	YES	YES	
Decommission Existing Rd	BLM	2541 R 9			0.03	Varied	YES	YES	YES	
Decommission Existing Rd	BLM	2544 G 2			0.03	Varied	YES	YES	YES	
Decommission Existing Rd	BLM	2544 G 3			0.08	Abandon	YES	YES	YES	
Decommission Existing Rd	BLM	T25			0.32	Recontour	YES	YES	YES	
Decommission Existing Rd	BLM	T25 A			0.04	Recontour	YES	YES	YES	
Decommission Existing Rd	BLM	T25 B			0.04	Recontour	YES	YES	YES	
Existing	BLM	2541			0.01	Maintain	YES	YES	YES	
Existing	BLM	2541			0.20	Maintain	YES	YES	YES	
Existing	BLM	2541			0.05	Maintain	YES	YES	YES	
Existing	BLM	2541			0.15	Maintain	YES	YES	YES	
Existing	BLM	2541			0.04	Maintain	YES	YES	YES	
Existing	BLM	2541 R 7			0.12	Maintain	YES	YES	YES	
Existing	BLM	T 25			0.05	Maintain	YES	YES	YES	
Existing Use For Eastside Project	BLM	2541			0.06	Rock 6"	YES	YES	YES	

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Existing Use For Eastside Project	BLM	2543	9812	443	1.11	Maintain	YES	YES	YES	Groomed Snowtrails
Existing Use For Eastside Project	BLM	2541 R 12			0.02	Varied	YES	YES	YES	
Existing Use For Eastside Project	BLM	2544 G			0.05	Maintain	YES	YES	YES	
Existing Use For Eastside Project	BLM	2544 G			0.03	Maintain	YES	YES	YES	
Existing Use For Eastside Project	BLM	2544 G			0.07	Maintain	YES	YES	YES	
Open Existing Trail	BLM	T25			0.34	Running Surface to 55"	YES	YES	YES	
Proposed ATV	BLM	T2451			0.30	Running Surface to 55"	NO	NO	YES	
Proposed Permanent	BLM	2541 R 1			0.22	Rock 6"	YES	YES	NO	
Proposed Permanent	BLM	2541 R 2			0.35	Rock 6"	YES	YES	NO	
Proposed Permanent	BLM	2543 G			0.10	Rock 6"	NO	YES	YES	
Proposed Permanent	BLM	2543 G			0.46	Rock 6"	NO	YES	YES	
Proposed Temporary	BLM	2541 C			0.46	Varied	YES	NO	NO	
Proposed Temporary	BLM	2541 C			0.41	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 C			0.25	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 C 1			0.08	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 C 2			0.06	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 D			0.41	Varied	YES	NO	YES	
Proposed Temporary	BLM	2541 D			0.38	Varied	YES	NO	NO	
Proposed Temporary	BLM	2541 D			0.17	Varied	YES	NO	NO	

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Proposed Temporary	BLM	2541 D 1			0.18	Varied	YES	NO	NO	
Proposed Temporary	BLM	2541 E			0.46	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 E			0.65	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 E 1			0.09	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 E 1			0.31	Varied	YES	YES	YES	
Proposed Temporary	BLM	2541 E 2			0.19	Varied	YES	NO	NO	
Proposed Temporary	BLM	2541 E 2			0.03	Varied	YES	NO	NO	
Proposed Temporary	BLM	2541 E 3			0.55	Varied	YES	NO	NO	
Proposed Temporary	BLM	2541 E 3			0.02	Varied	YES	NO	NO	
Proposed Temporary	BLM	2541 G			0.55	Varied	NO	NO	YES	
Proposed Temporary	BLM	2543 F			0.27	Varied	YES	NO	YES	
Proposed Temporary	BLM	2543 F			0.71	Varied	YES	YES	YES	
Proposed Temporary	BLM	2543 F			0.15	Varied	YES	YES	NO	
Proposed Temporary	BLM	2543 F			0.77	Varied	YES	NO	YES	
Proposed Temporary	BLM	2543 F			0.24	Varied	YES	NO	NO	
Proposed Temporary	BLM	2543 F			0.14	Varied	YES	NO	NO	
Proposed Temporary	BLM	2543 F 1			0.08	Varied	YES	YES	YES	
Proposed Temporary	BLM	2543 F 1			0.20	Varied	YES	YES	YES	
Proposed Temporary	BLM	2543 H			0.49	Varied	YES	NO	NO	
Proposed Temporary	BLM	2543 H 1			0.24	Varied	YES	NO	NO	
Proposed Temporary	BLM	2544 G			0.06	Varied	YES	YES	YES	
Proposed Temporary	BLM	2544 G			0.10	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A			0.32	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A			0.64	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A			0.44	Varied	YES	YES	YES	

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Proposed Temporary	BLM	2548 A			0.52	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A 1			0.12	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A 2			0.14	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A 3			0.40	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A 3			0.03	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A 4			0.45	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A 4			0.12	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 A 4			0.24	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 B			0.33	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 B			0.33	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 B 1			0.10	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 B 2			0.08	Varied	YES	YES	YES	
Proposed Temporary	BLM	2548 B 2			0.56	Varied	YES	YES	YES	
Upgrade Existing Rd	BLM	2541			0.05	Rock 6"	YES	YES	YES	
Upgrade Existing Rd	BLM	2541 R 9			0.01	Rock 6"	YES	YES	YES	
Upgrade Existing Rd	BLM	2541 R 8			0.11	Rock 6"	YES	YES	YES	
Existing Use For Eastside Project	Id County	2543		443	0.94		YES	YES	YES	
Existing Use For Eastside Project	Id County			1818	2.67		YES	YES	YES	Groomed Snowtrail
Existing Use For Eastside Project	Id County			1859	3.17		YES	YES	YES	
Existing Use For Eastside Project	Id County				0.10		YES	YES	YES	

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Existing Use For Eastside Project	Id County			443	1.65		YES	YES	YES	
Existing Use For Eastside Project	Id County			443	0.34		YES	YES	YES	
Existing	Private	Coppernoll 2541			0.04	Maintain	YES	YES	YES	
Existing	Private	Coppernoll T 25			0.08	Maintain	YES	YES	YES	
Existing	Private	Greenly 2541			0.05	Maintain	YES	YES	YES	
Existing Use For Eastside Project	Private	2541 Lynn 1			0.29	Minor Reconstruction	YES	YES	YES	
Existing Use For Eastside Project	Private	2548 Bennet 1			0.55	Minor Reconstruction	YES	YES	YES	
Existing Use For Eastside Project	Private	2548 Bennet 1			0.62	Minor Reconstruction	YES	YES	YES	
Existing Use For Eastside Project	Private	2548 Bennet 2			0.25	Minor Reconstruction	YES	YES	YES	
Existing Use For Eastside Project	Private	2548 Bennet 2			0.26	Minor Reconstruction	YES	YES	YES	
Existing Use For Eastside Project	Private	2548 Bennet 3			0.97	Minor Reconstruction	YES	YES	YES	
Existing Use For Eastside Project	Private	MADRE 2541			0.09	Maintain	YES	YES	YES	
Proposed Temporary	Private	2548 Bennet 4			0.08	Varied	YES	YES	YES	
Proposed Temporary	Private	2548 Bennet 5			0.04	Varied	YES	YES	YES	
Proposed Temporary	Private	2548 Bennet 6			0.03	Varied	YES	YES	YES	
Proposed Temporary	Private	2848 Bennet 2			0.04	Varied	YES	YES	YES	

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Existing Use For Eastside Project	USFS				0.02	Maintain	YES	YES	YES	Closed yearlong
Existing Use For Eastside Project	USFS				1.30	Maintain	YES	YES	YES	Closed yearlong
Existing Use For Eastside Project	USFS				0.80	Maintain	YES	YES	YES	Closed yearlong
Existing Use For Eastside Project	USFS				0.04	Maintain	YES	YES	YES	
Existing Use For Eastside Project	USFS		1809A		2.22	Maintain	YES	YES	YES	Closed yearlong
Existing Use For Eastside Project	USFS		1809		0.69	Maintain	YES	YES	YES	
Existing Use For Eastside Project	USFS		9812		0.19	Maintain	YES	YES	YES	Groomed Snowtrails
Existing Use For Eastside Project	USFS		9812		1.26	Maintain	YES	YES	YES	Closed yearlong
Existing Use For Eastside Project	USFS		1809		1.58	Maintain	YES	YES	YES	
Existing Use For Eastside Project	USFS		1809		0.72	Maintain	YES	YES	YES	
Existing Use For Eastside Project	USFS		9812F1		0.25	Maintain	YES	YES	YES	Closed yearlong
Existing Use For Eastside Project	USFS		9812F		0.24	Maintain	YES	YES	YES	Closed yearlong
Proposed Temporary	USFS	2541 D			0.26	Varied	YES	NO	YES	
Proposed Temporary[1]	USFS	2543 F			0.56	Varied	YES	YES	NO	
Proposed Temporary[1]	USFS	2543 F			0.17	Varied	YES	YES	NO	
Proposed Temporary[1]	USFS	2543 F			0.10	Varied	YES	YES	NO	

Label	Owner	BLM No	USFS No	IDCO No	Miles	Management Activity/Decommission Method	ALT B	ALT C	ALT D	Other
Proposed Temporary[1]	USFS	2543 H			1.06	Varied	YES	YES	NO	

[1] These roads included in the American and Crooked River Project FEIS, but dropped from the project.

Appendix K – Key Observation Point Photos and FVS-FVS Model Representation

Figure K.1 VRM Mother Lode Road Point, Looking NW Towards Elk City

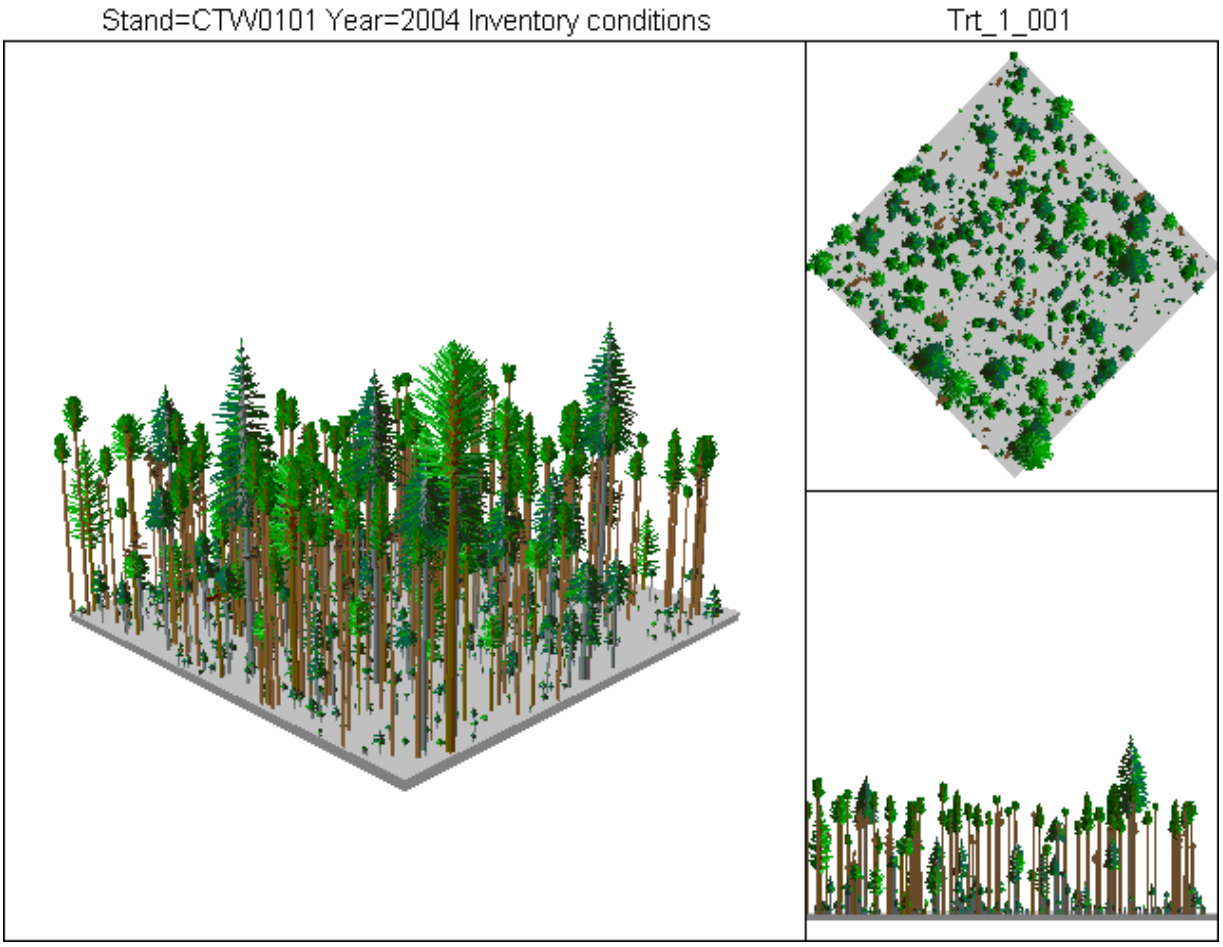

Figure K.2 FVS simulation of Stand in Figure K.1, pre-treatment

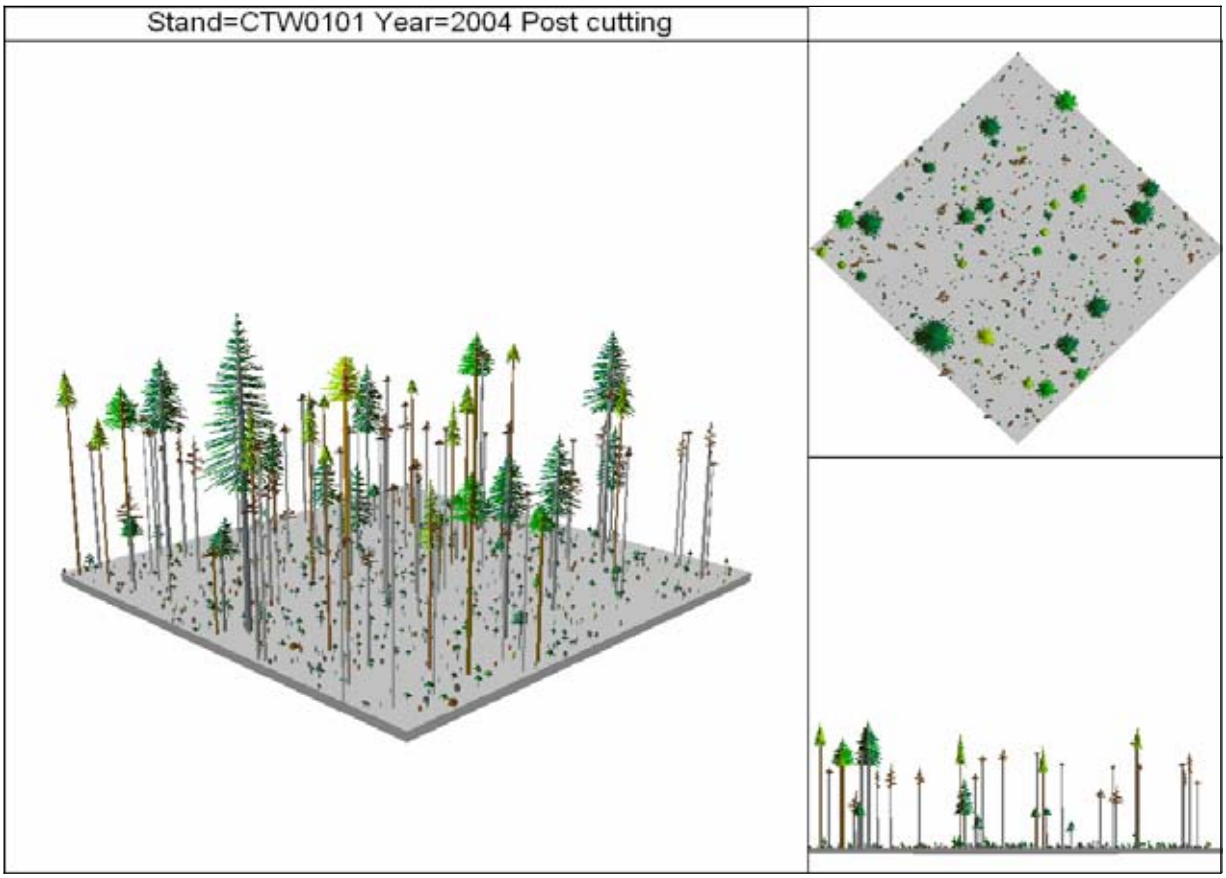

Figure K.3 FVS simulation of Stand in Figure K.1, post-treatment

Figure K.4 VRM Mother Lode Road Point, Looking N Up American River

Figure K.5 VRM Mother Lode Road Point, Looking NE

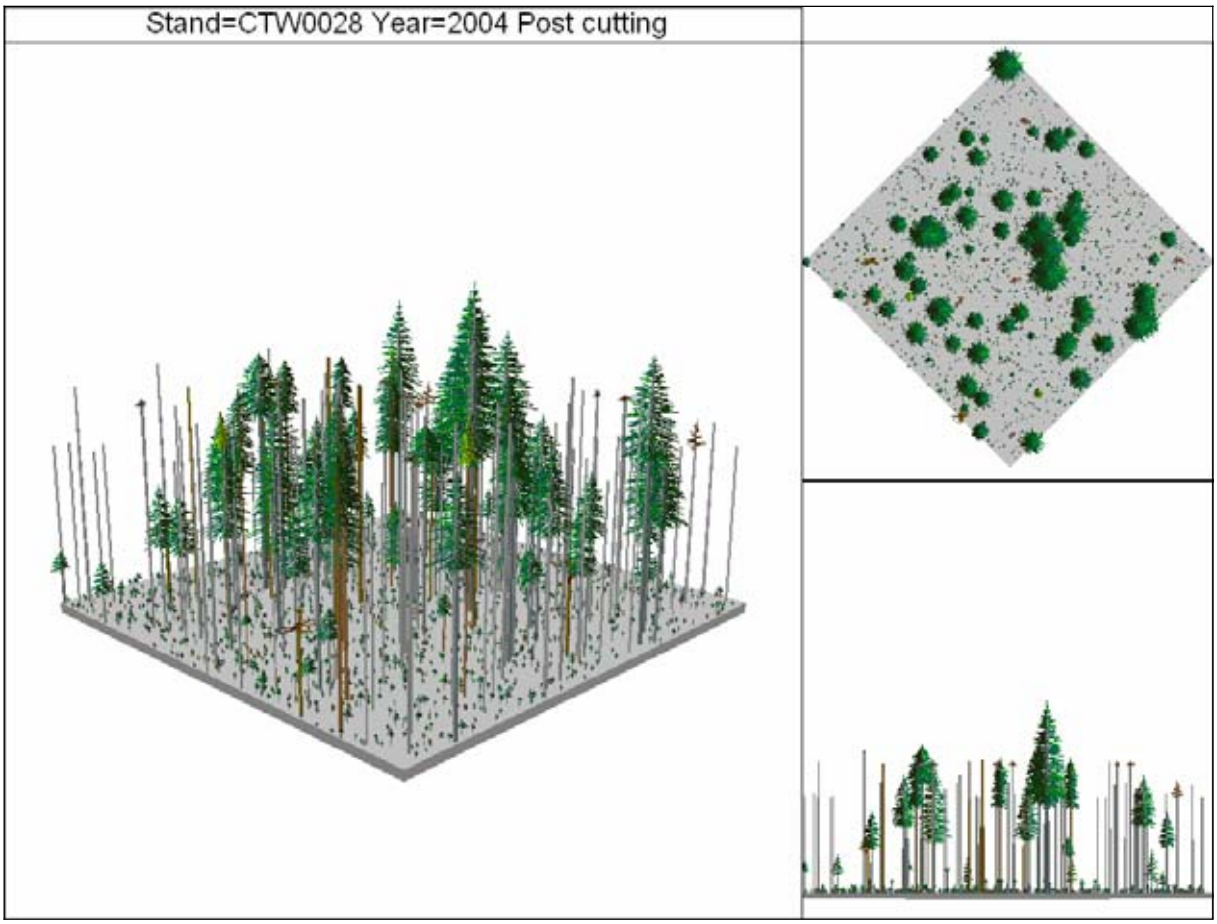

Figure K.14 FVS simulation of Stand in Figure K.12, post-treatment

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