

A. List of Restoration Activities

Enactment of the Northern California Wilderness Heritage Act of 2006 requires that all road/OHV trails within the wilderness areas be closed to motorized vehicle traffic. The purpose of this project is to permanently close three roads within the Yolla Bolly-Middle Eel Wilderness (Roads 24N09, 24N21, and 23N37C), hydrologically stabilize the road fill, and to remove culverts and their associated fills from stream crossings (Figures 1 and 2). These activities are necessary to reduce erosion and to eliminate the possibility of culvert failures once the Forest Service can no longer maintain these roads. All three of these roads contribute sediment to the Middle Fork Eel River, a Wild and Scenic River and critical habitat for anadromous fish. The Middle Fork of the Eel River watershed has also been listed by the State of California as an "Impaired Watershed" for sediment, under Section 303d of the Clean Water Act. The State has developed Total Maximum Daily Load (TMDL) standards for sediment designed to improve watershed conditions. Restoration activities for each road are described below.

Road 24N09 contributes sediment to Fishtown Creek, a direct tributary to the Middle Fork Eel River. Decommissioning this road will include:

- a. Removal of two culverts and their associated fill crossings,
- b. Subsoiling the first 800 feet of road bed to improve infiltration, encourage natural regeneration of vegetation, and restrict access,
- c. Outsloping the remaining road bed and installation of rolling dips to prevent water concentration and erosion, and
- d. Barricading and signing the entrance of the road from Road M1.

Road 23N37C contributes sediment to Howard Creek, also a direct tributary to the Middle Fork Eel River. Decommissioning this road will include:

- a. Removal of six culverts and their associated fill crossings,
- b. Subsoiling the first 300 feet of road bed to improve infiltration, encourage natural regeneration of vegetation, and restrict access,
- c. Outsloping the remaining road bed and installation of rolling dips to prevent water concentration and erosion, and
- d. Barricading and signing the entrance of the road from Forest Road M1.

Road 24N21 crosses several very steep tributaries to the Middle Fork Eel Wild and Scenic River. The high gradient of these tributaries resulted in very large amounts of fill being placed at stream crossings during road construction. Each of the ten culverts on this road could potentially contribute at least 5,000 to 10,000 cubic feet of fill (sediment) during a culvert failure. Decommissioning this road will include:

- a. Removal of ten culverts and their associated fill crossings,
- b. Outsloping of the road bed and installation of rolling dips to prevent water concentration and erosion, and
- c. Barricading and signing the road at the wilderness boundary.

This proposal is for a Phased Restoration grant that includes preparation of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) documents (Phase 1), as well as the implementation of the proposed project (Phase 2).

B. How the Proposed Project Relates to OHV Recreation

This is a restoration project that prevents continued motorized use from roads in a designated wilderness area.

C. Size of Project Site

2.14 miles of road

D. Monitoring and Methodology

Monitoring of motorized vehicle use will be conducted as part of the Forest Service Law Enforcement Officers routine duties. Recreational personnel and volunteers, such as the Backcountry Horsemen's Association, will also alert the Forest Service of unauthorized use.

The effectiveness of the decommissioning on sediment erosion and delivery will be monitored by the District Hydrologist as part of the Best Management Practices Evaluation Program (BMPEP).

E. List of Reports

Archaeological Clearance

Biological Assessment/Evaluation for Wildlife and Fisheries

Survey and Manage and Botany clearance

Hydrology input

NEPA documentation (Decision Memo or Categorical Exclusion)

CEQA documentation

F. Goals, Objectives and Methodology / Peer Reviews

N/A

G. Plan for Protection of Restored Area

Routine patrols from Forest Service Law Enforcement Officers and recreation personnel, reporting from volunteer organizations, signs, barriers, and road bed subsoiling will all help to insure the protection of the closed roads.

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1. Project-Specific Maps

Attachments:

[Figure 1](#)

2. Project-Specific Photos

Attachments:

[Figure 2](#)

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: USFS - Mendocino National Forest
 Application: Yolla Bolly Middle Eel Decommission

6/2/2009

FOR OFFICE USE ONLY:		Version # _____	APP # _____				
APPLICANT NAME :	USFS - Mendocino National Forest						
PROJECT TITLE :	Yolla Bolly Middle Eel Decommission	PROJECT NUMBER (Division use only) :					
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input checked="" type="checkbox"/> Restoration						
PROJECT DESCRIPTION :	<p>Enactment of the Northern California Wilderness Heritage Act of 2006 requires that all road/OHV trails within the wilderness areas be closed to motorized vehicle traffic. The purpose of this project is to permanently close three roads within the Yolla Bolly-Middle Eel Wilderness (Roads 24N09, 24N21, and 23N37C), hydrologically stabilize the road fill, and to remove culverts and their associated fills from stream crossings (Figures 1 and 2). These activities are necessary to reduce erosion and to eliminate the possibility of culvert failures once the Forest Service can no longer maintain these roads. All three of these roads contribute sediment to the Middle Fork Eel River, a Wild and Scenic River and critical habitat for anadromous fish. The Middle Fork of the Eel River watershed has also been listed by the State of California as an "Impaired Watershed" for sediment, under Section 303d of the Clean Water Act. The State has developed Total Maximum Daily Load (TMDL) standards for sediment designed to improve watershed conditions. Restoration activities for each road are described below.</p> <p>Road 24N09 contributes sediment to Fishtown Creek, a direct tributary to the Middle Fork Eel River. Decommissioning this road will include:</p> <ol style="list-style-type: none"> a. Removal of two culverts and their associated fill crossings, b. Subsoiling the first 800 feet of road bed to improve infiltration, encourage natural regeneration of vegetation, and restrict access, c. Outsloping the remaining road bed and installation of rolling dips to prevent water concentration and erosion, and d. Barricading and signing the entrance of the road from Road M1. <p>Road 23N37C contributes sediment to Howard Creek, also a direct tributary to the Middle Fork Eel River. Decommissioning this road will include:</p> <ol style="list-style-type: none"> a. Removal of six culverts and their associated fill crossings, b. Subsoiling the first 300 feet of road bed to improve infiltration, encourage natural regeneration of vegetation, and restrict access, c. Outsloping the remaining road bed and installation of rolling dips to prevent water concentration and erosion, and d. Barricading and signing the entrance of the road from Forest Road M1. <p>Road 24N21 crosses several very steep tributaries to the Middle Fork Eel Wild and Scenic River. The high gradient of these tributaries resulted in very large amounts of fill being placed at stream crossings during road construction. Each of the ten culverts on this road could potentially contribute at least 5,000 to 10,000 cubic feet of fill (sediment) during a culvert failure. Decommissioning this road will include:</p> <ol style="list-style-type: none"> a. Removal of ten culverts and their associated fill crossings, b. Outsloping of the road bed and installation of rolling dips to prevent water concentration and erosion, and c. Barricading and signing the road at the wilderness boundary. <p>This proposal is for a Phased Restoration grant that includes preparation of National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) documents (Phase 1), as well as the implementation of the proposed project (Phase 2).</p>						
	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
 Agency: USFS - Mendocino National Forest
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6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
1	Staff						
	Other-Hydrologist	25.000	350.000	DAY	0.00	8,750.00	8,750.00
	Archeologist	4.000	350.000	DAY	0.00	1,400.00	1,400.00
	Botanist	4.000	350.000	DAY	0.00	1,400.00	1,400.00
	Other-Wildlife Biologist	9.000	350.000	DAY	0.00	3,150.00	3,150.00
	Other-Fisheries Biologist	20.000	350.000	DAY	0.00	7,000.00	7,000.00
	Other-Engineer GS-11	55.000	330.000	DAY	0.00	18,150.00	18,150.00
	Other-Engineer GS-9	50.000	280.000	DAY	0.00	14,000.00	14,000.00
	Other-Planner	12.000	380.000	DAY	0.00	4,560.00	4,560.00
	Other-GIS Specialist	5.000	240.000	DAY	0.00	1,200.00	1,200.00
	Other-NMFS/NCWQCB Notes : Consultation with National Marine Fisheries Service on BA (27 days); North Coast Water Quality Control Board (6 days), US Fish and Wildlife Service (2 day)	35.000	350.000	DAY	0.00	12,250.00	12,250.00
	Other-OHV Manager	7.000	300.000	DAY	0.00	2,100.00	2,100.00
	Other-OHV Technician	8.000	250.000	DAY	0.00	2,000.00	2,000.00
	Other-Law Enforcement	5.000	415.000	DAY	0.00	2,075.00	2,075.00
	Other-Contracting Officer	15.000	380.000	DAY	0.00	5,700.00	5,700.00
	Total for Staff				0.00	83,735.00	83,735.00
2	Contracts						
	Other-Road Decommissioning Contract Notes : Contract to decommission 3 roads: Road 24N21 (\$250,000), Rd 23N37C (\$33,000), Rd 24N09 (\$8000)	1.000	291000.000		284,000.00	7,000.00	291,000.00
3	Materials / Supplies						

Project Cost Estimate for Grants and Cooperative Agreements Program - 2008/2009
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6/2/2009

	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
	Signs	3.000	100.000	EA	0.00	300.00	300.00
	Other-Barrier materials	3.000	300.000	EA	0.00	900.00	900.00
	Total for Materials / Supplies				0.00	1,200.00	1,200.00
4	Equipment Use Expenses						
	4x4 Vehicle	4000.000	0.350	MI	0.00	1,400.00	1,400.00
	4x4 Vehicle	2.000	227.000	MOS	0.00	454.00	454.00
	4x4 Vehicle	7000.000	0.410	MI	0.00	2,870.00	2,870.00
	Total for Equipment Use Expenses				0.00	4,724.00	4,724.00
5	Equipment Purchases						
6	Others						
	Other-Per Diem	25.000	135.000	DAY	0.00	3,375.00	3,375.00
7	Administrative Costs						
	Total Program Expenses				284,000.00	100,034.00	384,034.00
	TOTAL DIRECT EXPENSES				284,000.00	100,034.00	384,034.00
	TOTAL EXPENDITURES				284,000.00	100,034.00	384,034.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2008/2009
 Agency: USFS - Mendocino National Forest
 Application: Yolla Bolly Middle Eel Decommission

6/2/2009

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	0.00	83,735.00	83,735.00	
2	Contracts	284,000.00	7,000.00	291,000.00	
3	Materials / Supplies	0.00	1,200.00	1,200.00	
4	Equipment Use Expenses	0.00	4,724.00	4,724.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	3,375.00	3,375.00	
7	Administrative Costs	0.00	0.00	0.00	
Total Program Expenses		284,000.00	100,034.00	384,034.00	
TOTAL DIRECT EXPENSES		284,000.00	100,034.00	384,034.00	
TOTAL EXPENDITURES		284,000.00	100,034.00	384,034.00	

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? Yes No
(Please select Yes or No)

ITEM 2

- b. ITEM 2 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? Yes No
(Please select Yes or No)
- c. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. Yes No
(Please select Yes or No)
- d. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 3 – 9

ITEM 3 - Impact of this Project on Wetlands

This Proposal requests funding to complete NEPA/CEQA analysis and documentation, as well as implementation of the proposed decommissioning and closure of the three roads.

It is anticipated that the Yolla Bolly Middle Eel Road Decommissioning project will have no impact on wetlands or navigable waters as none are present in the project area. The project is located within the Middle Fork of the Eel River, which has been listed by the State of as an "Impaired Watershed" for sediment under Section 303d of the Clean Water Act. The State has developed Total Maximum Daily Load (TMDL) standards for sediment designed to improve watershed conditions. Removing of large culverts and fills before they fail, decommissioning and permanently closing these 3 roads will reduce sediment discharge, improve water quality and habitat conditions for anadromous fish, and help meet TMDL sediment standards.

This proposal requests funding to complete the Biological Assessment/Biological Evaluation for fish, wildlife and botanical species. It is anticipated that the proposed work would have no effect to threatened, endangered, sensitive or proposed wildlife or botanical species, with implementation of Best Management Practices (BMP) and Limited Operating Periods (LOPs). The proposed work may have no effect, or limited adverse effects on fish species, as it is anticipated there would be a short-term minimal pulse of sediment that is mobilized during the culvert removal phase. This sediment mobilization would be minimized with implementation of BMPs and aquatic LOPs. The proposed work would have no impact on Survey and Manage species, as there is no potential habitat within the project area.

The proposed work will have long-term benefits to water quality and anadromous fish habitat by removing large culverts and fills before they fail, and hydrologically stabilizing and closing roads to further vehicular use, allowing for their natural recovery to a more "natural" condition.

ITEM 4 - Cumulative Impacts of this Project

This Proposal requests funding to complete NEPA/CEQA analysis and documentation, as well as implementation of the proposed decommissioning and closure of the three roads.

It is anticipated that the Yolla Bolly-Middle Eel (YBME) Wilderness Road Decommissioning Project would have no cumulative impacts. Removal of large culverts and fills, decommissioning and permanent closure of roads within the wilderness is a one-time activity of short duration. Implementation of the work, with utilization of the BMPs and LOPs would have minimal short-term impacts on the environment, and long-term positive benefits. Decommission and closing roads will reduce sediment discharge, improve water quality and habitat conditions for anadromous fish, and help meet TMDL standards. The proposed work will have long-term benefits to water quality and anadromous fish habitat. There are no other actions planned within this newly added portion of the YBME wilderness. Much of the original YBME wilderness, farther to the north of this proposed work, was impacted by lightning-caused wildfire in the summer of 2008. Suppression activities were undertaken to control and suppress the wildfire. Following control of the fire the area was assessed for post-fire rehabilitation needs by a Burned Area Emergency Rehabilitation (BAER) team, and appropriate measures such as waterbarring, mulching etc. were undertaken prior to the onset of winter rains in order to minimize fire-related erosion. Additional work in 2009 and outyears will continue, focusing on rehab of wilderness trails (falling of extreme hazard trees and waterbarring/restoration of foot/horse trails) to reduce further reduce erosion and restore wilderness facilities. These wilderness fire-related restoration activities may overlap the proposed road decommissioning project in time, although it would be somewhat separated in location. However, both activities would have a positive cumulative impact on reducing sediment into the Middle Fork of the Eel River.

ITEM 5 - Soil Impacts

This Proposal requests funding to complete NEPA/CEQA analysis and documentation, as well as implementation of the proposed decommissioning and closure of the three roads.

Decommissioning of the three roads involves removal of large culverts and associated fills, stabilization of the fill material and installation of rolling dips or other erosion control structures at intervals, as needed, to hydrologically stabilize the road bed. All of the roads will be permanently closed to motorized vehicles by strategically placing, log and/or rock barriers, or fences, at strategic to prevent future illegal use of the restored areas, and a "wilderness boundary -- no motorized access" sign erected at each barrier. Implementation of BMPs including: 2.4, 2.7, 2.9, 2.12, 2.13 and 2.26 will assure that soil erosion during project implementation is minimized.

ITEM 6 - Damage to Scenic Resources

Not Applicable. The YBME Wilderness is not within the viewshed of a designated state scenic highway. The YBME Wilderness Road Decommissioning Project, by decommissioning and permanently closing roads, fully meets the intent of the wilderness legislations (HR 233) by restoring the area to a more "natural" appearance.

ITEM 7 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) Yes No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 8 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) Yes No

If YES, describe the potential impacts and for any substantially adverse changes in the significance of historical or cultural resources and measures to be taken to minimize or avoid the impacts.

ITEM 9 - Indirect Significant Impacts

This Proposal requests funding to complete NEPA/CEQA analysis and documentation, as well as implementation of the proposed decommissioning and closure of the three roads.

There will be no impacts as a result of implementing the project. There were no authorized system OHV trails within the area designated for addition to the YBME Wilderness. The decision to close roads within the YBME Wilderness was made with signing of the legislation, HR 233. Within the newly designated portions of the YBME Wilderness there are many miles of existing system roads, as well as unauthorized OHV trails identified during the Route Designation Inventory process that need to be permanently closed and decommissioned in order to meet the intent of a designated wilderness area. Motorized use within the newly designated portions of the YBME Wilderness is no longer allowed, rendering the many miles of roads and unauthorized OHV trails a resource liability that the Mendocino National Forest no longer has the ability to maintain. It is imperative that we decommission, hydrologically stabilize and permanently close these roads/trails before they begin to fail, resulting in unacceptable resource damage. At this time we are requesting funding for Roads 24N09, 24N21, and 24N37C, our highest priority because these roads have very large culverts and fills, some of which are in imminent danger of failure, and thus present the most immediate need for action. In subsequent years we will work to decommission and close the remainder of the lower priority roads within the new portion of the wilderness.

CEQA/NEPA Attachment

Attachments:

[NEPA analysis and Specialist Reports](#)

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1. Project Cost Estimate - Q 1. (Auto populates from Cost Estimate)

1. As calculated on the Project Cost Estimate, the percentage of the Project costs covered by the Applicant is: 3

(Check the one most appropriate) (Please select one from list)

- 76% or more (10 points)
 51% - 75% (5 points)
 26% - 50% (3 points)
 25% (Match minimum) (No points)

2. Natural and Cultural Resources - Q 2.

2. Natural and Cultural Resources - Failure to fund the Project will result in adverse impacts to: 20

(Check all that apply) (Please select applicable values)

- Domestic water supply (4 points)
 Archeological and historical resources identified in the California Register of Historical Resources or the Federal Register of Historic Places (3 points)
 Stream or other watercourse (3 points)
 Soils - Site actively eroding (2 points)
 Sensitive areas (e.g., wilderness, riparian, wetlands, ACEC) (2 point each, up to a maximum of 6) Enter number of sensitive habitats [2]
 Threatened and Endangered (T&E) listed species (2 point each, up to a maximum of 6) Enter number of T&E species [2]
 Other special-status species- Number of special-status species (1 point each, up to a maximum of 3) Enter number of special-status species [3]

Describe the type and severity of impacts that might occur relative to the checked item(s):

Domestic Water: Listed as domestic supply in state water quality control plans.

Stream: Continued erosion and/or failure of the culverts could contribute over 100,000 cubic feet of sediment to the Middle Fork Eel Wild & Scenic River.

Soils: Gully in roads continues to adjacent slopes in many places.

Sensitive areas: Large quantities of fill can be expected to enter the stream when any of the culverts fail.

Wilderness incursions will likely continue if the project is not implemented.

T&E: Coho and Chinook. Elevated sedimentation fills the interstitial voids of gravel which increases egg and juvenile mortality.

Other special-status: FS Sensitive Species: Western Pond Turtle, Foothill Yellow-legged Frog, and Southern Torrent Salamander. Elevated levels of sedimentation can impact the prey base of turtles, which include invertebrates, frogs, and fish by clogging the gills and coating the eggs and fry. Similar impacts are expected for the foothill yellow-legged frog.

3. Reason for Project - Q 3.

3. Reason for the Project 3

(Check the one most appropriate) (Please select one from list)

- Protect special-status species or cultural site (4 points)
 Restore natural resource system damaged by OHV activity (4 points)
 OHV activity in a closed area (3 points)
 Alternative measures attempted, but failed (2 points)
 Management decision (1 point)
 Scientific and cultural studies (1 point)

- Planning efforts associated with Restoration (1 point)

Reference Document

Northern California Coastal Wild Heritage Wilderness Act of 2006
Mendocino National Forest Land and Resource Management Plan
Mendocino National Forest Motor Vehicle Use Map

4. Measures to Ensure Success - Q 4.

4. Measures to ensure success –The Project makes use of the following elements to ensure successful implementation 10

(Check all that apply) Scoring: 2 points each (Please select applicable values)

- Site monitoring to prevent additional damage
 Construction of barriers and other traffic control devices
 Use of native plants and materials
 Incorporation of universally recognized 'Best Management Practices'
 Educational signage
 Identification of alternate OHV routes to ensure that OHV activities will not reoccur in restored area

Explain each item checked above:

All culverts and fills will be removed and the roads hydrologically stabilized employing Best Management Practices. Native plants and materials will be utilized to stabilize fill material and road surfaces as needed to prevent erosion and soil movement. Roads will be barricaded following decommissioning and signed to indicate that the area is a wilderness and closed to motorized vehicle traffic. Monitoring will be conducted to assure that the barriers remain in place and that further vehicular intrusion into the wilderness has been prevented.

5. Publicly Reviewed Plan - Q 5.

5. Is there a publicly reviewed and adopted plan (e.g., wilderness designation, land management plans, route designation decisions) that supports the need for the Restoration Project? 5

(Check the one most appropriate) (Please select one from list)

- No (No points) Yes (5 points)

Identify plan

Northern California Coastal Wild Heritage Wilderness Act of 2006
Mendocino National Forest Land and Resource Management Plan
Mendocino National Forest Motor Vehicle Use Map

6. Primary Funding Source - Q 6.

6. Primary funding source for future operational costs associated with the Project will be: 5

(Check the one most appropriate) (Please select one from list)

- Applicant's operational budget (5 points)
 Volunteer support and/or donations (3 points)
 Other Grant funding (2 points)
 OHV Trust Funds (No points)

If 'Operational budget' is checked, list reference document(s):

Operational costs will be identified in Project Work Plans using federally appropriated dollars for fiscal years following completion of the project, and will be provided through recreation, law enforcement, and resource specialist time and materials costs.

7. Public Input - Q 7.

7. The Project was developed with public input employing the following 2

(Check all that apply) Scoring: 1 point each, up to a maximum of 2 points (Please select applicable values)

- Meeting(s) with the general public to discuss Project (1 point)
 Conference call(s) with interested parties (1 point)
 Meeting(s) with stakeholders (1 point)

Explain each statement that was checked

The Wilderness Bill has been widely publicized and discussions with many stakeholders have been held since signing of the bill. Numerous meetings have been held with the California Wilderness Coalition and Backcountry Horsemen's Association in which they have expressed great interest in timely decommissioning and closure of all roads within the wilderness. The North Coast Regional Water Quality Control Board has been an active participant in the development of this project proposal. One of their representatives has participated in a field trip to review the project on the ground and has participated in development of the project proposal and NEPA analysis. The North Coast Regional Water Quality Control Board is a key stakeholder representing the interests of the State and the public in protecting water quality and meeting TMDL standards in an Impaired Watershed.

8. Utilization of Partnerships - Q 8.

8. The Project will utilize partnerships to successfully accomplish the Project. The number of partner organizations that will participate in the Project are 2

(Check the one most appropriate) (Please select one from list)

- 4 or more (4 points) 2 to 3 (2 points)
 1 (1 point) None (No points)

List partner organization(s):

North Coast Water Quality Control Board, California Wilderness Coalition, Backcountry Horseman's Association.

A representative of the North Coast Regional Water Quality Control Board has been an active participant in the development of the proposed project. He has participated in field review and as part of the NEPA analysis interdisciplinary team. He will continue to be involved in reviewing project implementation and post-implementation monitoring of the project.

9. Scientific and Cultural Studies - Q 9.

9. Scientific and cultural studies will

(Check all that apply) (Please select applicable values)

- Determine appropriate Restoration techniques (2 points)
 Examine potential effects of OHV Recreation on natural or cultural resources (2 points)
 Examine methods to ensure success of Restoration efforts (1 point)
 Lead to direct management action (1 point)

Explain each item checked above

10. Underlying Problem - Q 10.

10. The underlying problem that resulted in the need for the Restoration Project has been effectively addressed and resolved 3

(Check the one most appropriate) (Please select one from list)

- No (No points) Yes (3 points)

Explain 'Yes' answer

Enactment of the Northern California Coastal Wild Heritage Wilderness Act of 2006 requires that all roads/OHV trails within the wilderness areas be closed to motorized vehicle traffic. This proposal calls for decommissioning and closure of portions of three roads within the Yolla Bolly-Middle Eel Wilderness (Roads 24N09, 24N21, 23N37C) to prevent continued vehicle use within the wilderness. These 3 roads are the first priority for decommissioning as they contain large culverts and fills that are at severe risk of failure now that the Forest Service can no longer maintain these roads. Under this proposal the culverts and fills will be removed, the roads left in a hydrologically stable condition and barricaded and signed to prevent future motorized vehicle intrusion within the wilderness.

11. Size of sensitive habitats - Q 11.

11. Size of sensitive habitats (e.g., wilderness, riparian, wetlands, ACEC) within the Project Area which will be restored 5

(Check the one most appropriate) (Please select one from list)

- Greater than 10 acres (5 points)
- 1 – 10 acres (3 points)
- Less than 1 acre (1 points)
- No sensitive habitat within Project Area (No points)