

## 2. Alternatives, including the Proposed Action

This chapter describes and compares the alternatives considered for the Echo Staley Road Storage and Illegal Household Trash Site Management project. It includes a description and map of each alternative considered. This section also presents the alternatives in comparative form, sharply defining the differences between each alternative and providing a clear basis for choice among options by the decision maker and the public. Some of the information used to compare the alternatives is based upon the design of the alternative (i.e., type of road closure treatment or method) and some of the information is based upon the environmental, social and economic effects of implementing each alternative (i.e., the amount of erosion or cost of closure treatments).

### 2.1 Alternatives Considered but Eliminated from Detailed Analysis

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#### 2.1.1 Road Obliteration:

An alternative was considered by the IDT that would decommission these roads. After evaluating the future need for road access to this area and the economic feasibility, it was determined that the roads may be needed for fire prevention and suppression, timber management, and administrative purposes. If the roads are obliterated, and reentry is needed in the future, decommissioning and then re-constructing these roads would be cost prohibitive. Also, this E.A. does not preclude future decisions to allow managed use of OHVs (off-highway vehicles, including motorcycles and all-terrain vehicles) as part of the Willamette National Forest Travel Management Rule planning process.

#### 2.1.2 Keep Rd. 2404 open to Flat Creek trailhead:

An alternative was considered that would keep Rd. 2404 open as far as the trailhead for Flat Creek trail. A gate would be placed and the road would be closed just past the trailhead parking area to reduce trash dumping on this road. A gate would also be placed on Rd. 2404212. This alternative was not developed further because: 1) the old mule meadow would still be vulnerable to soil damage from 4WD vehicles; 2) other means of keeping 4WD vehicles out of the mule meadow have a low probability of effectiveness; and 3) Alternative 4 addresses the Flat Creek trailhead issue by not closing Rd. 2404.

#### 2.1.3 Restore soil damage in Mule Meadow

It was determined that it would be more feasible to include the proposal to restore soil damage in the old Mule Meadow with the Oakridge/Westfir Thinning and Fuel Reduction Project. Meadow restoration could more likely be funded with money generated from that project. Part of the purpose and need for that project is to restore meadow habitat in this vicinity.

#### **2.1.4 Rolling drain dips on Rd. 2404 system**

Two alternatives were considered that would construct drivable drain dips on Rd. 2404 after closure. The Rd. 2404 system would be needed for access and log hauling in the proposed Oakridge/Westfir Thinning and Fuel Reduction (OWTFR) project. Since we would not want rolling drain dips to be installed on the Rd. 2404 system until after the OWTFR project is completed, it was determined to be more reasonable to propose and analyze them in an alternative in the OWTFR project E.A.

#### **2.1.5 Increase law enforcement patrols**

An alternative was considered that would increase law enforcement patrols to discourage illegal household trash dumping instead of closing roads. This alternative would also implement an “adopt-a-road” program to encourage volunteers to pick up garbage. This alternative was determined to be not feasible because there is no funding for increased law enforcement, nor funding to manage an “adopt-a-road” program. Funding for these purposes is not likely to be increased in the future.

#### **2.1.6 Sites that were dropped from analysis in this EA:**

The following sites were dropped from detailed analysis in this EA because they are administrative sites, did not receive negative comments from the public, did not have resource concerns, or are improving the effectiveness of a closure that was already in place, and can be implemented without a NEPA decision:

- Site #5 - Boulders will be placed to keep vehicles from driving around an existing gate on a dirt road that takes off of the old Westfir scaling station road.
- Site #8 - Additional Jersey barriers will be placed at the edge of Road 1910 to prevent dumping of trash and old cars.
- Site # 9 – Motorized vehicle access will be blocked on the roads leading into Larison rock pit with a gate and boulders to prevent trash dumping. The site will still be accessible by walking in.
- Site #11b – Boulders will be placed to keep vehicles from driving around an existing gate on Road 2400029.
- Site #13 – This is the old scaling station on Salmon Creek Road, just east of the Rd. 2404 junction. Permanent closure to prevent illegal trash dumping will be deferred at this time, to allow for discussions about possible future uses of this site.

## **2.2 Alternatives Given Detailed Analysis**

### **2.2.1 Alternative 1 – No Action**

Under the No Action alternative, current management plans would continue to guide management of the project area. This analysis acknowledges that under No Action the natural landscape and

the transportation system will change with time, even if no administrative changes are prescribed. The current trend of reduced maintenance funding (which results in declining accessibility), reduced timber haul, and very little additional recreation funding would result in “uncontrolled” changes to the transportation system.

As considered here, No Action means that none of the roads considered in the Echo Staley portion of this proposed project would be put in storage and none of the roads or sites considered in the trash site portion would be closed at this time. Road densities would remain the same; some damaged roads would continue to receive little or no maintenance. The roads proposed for closure would continue to be an increased risk to bull trout, resident fish, and other aquatic species in affected areas. Roads currently accessible by motorized vehicles would continue to be accessible, unless reduced maintenance of roads or damage from storm events limits access. . Because funding for trash cleanup is not dependable and is likely to be reduced in future years, trash dumping would become an even greater problem in the future on roads and sites in the trash site portion of the project.

## **2.2.2 Alternative 2 – Proposed Action**

### **Echo Staley portion:**

About 23.3 miles of roads with desired objective maintenance level 1 in the Echo Staley portion of the project area would be closed to all motorized vehicles. Of these miles, about 20.7 miles would have various treatments applied (see Figures 2-1, 2-3) to place them in a maintenance storage condition for 10 or more years. The roads that are closed would remain closed and not be maintained for a minimum of 10 years. All of these 23.3 miles were recommended for closure in the Middle Fork District Roads Analysis, 2004. These roads would still be available for non-motorized activities such as hiking, hunting, camping, horseback riding, and bicycling.

The roads would be stored utilizing several different methods, depending on road location on the landscape, road condition, proximity to stream, and potential for failure or sedimentation to streams. Road entrances would be closed with a combination of an earthen berm, deep ditch, and possibly boulders. Most roads would have water bars cut into the road surface to direct water flow off of the road. Many of the roads would have a water bar cut into the road on the downhill side of each culvert. In the event the culvert becomes plugged with debris, water bars direct the water across the road, helping storm proof the road from erosion. Many culverts would have deep ditches cut in the fill directly above the culvert. This would allow the stream to stay in the same watercourse in the event the culvert becomes plugged and overtops the fill. One culvert would be completely removed and the stream restored to a natural stream course.

### **Trash Site portion:**

About 33.4 miles of road and two dispersed sites in the trash site portion of the project area would be closed to all motorized vehicles with boulder or gate placement to prevent illegal trash

dumping (see Figures 2-2, 2-4). Of these miles, about 17.6 miles of road would be closed year-round with gates or boulders, including the Rd. 2404 system; about 15.8 miles would be closed seasonally with a gate from Dec. 15 to July 1 (Rd. 5828 system); and two dispersed sites would be blocked with boulders (no road miles affected). Of the 33.4 miles, the District Roads Analysis recommended keeping open approximately 11.6 miles. In this alternative all 33.4 miles would be closed with either year-round or seasonal closures due to the chronic illegal household trash problem.

Site restoration activities are proposed for site #10 including soil ripping, tree planting, movement of soil waste piles to create a berm, and placement of boulders.

The recommendation for key road 2404 and non-key road 2400019 would be changed from “open” to “close” and the recommendation for key road 5828 and non-key road 5828101 would be changed from “open” to “close seasonally” due to the chronic trash dumping problem.

**Implementation:**

Implementation would occur during the summer months in 2007. All closures would be enforced with a CFR road closure order prohibiting motorized vehicle traffic. All closures would be year-round except the proposed gate on Rd. 5828 (site # 12), which would be closed Dec. 15 to July 1st.

**Administrative Exceptions:**

- Verizon Wireless would be granted access to Rd. 5258 for cell tower maintenance as needed.
- Disciples of Dirt mountain bike club would be granted access to do annual trail maintenance work in the spring each year.

**Mitigation:**

- Because motorcycles are allowed on Flat Creek trail, motorcyclists would be allowed to ride up Rd. 2404 to gain access to the Flat Creek trailhead. Motorcyclists would not be allowed to go farther up Rd. 2404 or Rd. 2404-212, however.

See also section 2.3, Mitigation Measures Common to All Action Alternatives.

**Discrepancies in closure miles:** Discrepancies between proposed road closure miles in the Scoping Letter to the public and road closure miles in this E.A. are due to omissions of some roads that are tributary to roads proposed for closure with gates, boulders, or berms. The corrected mileages are used in this E.A.

Figures 2-1 and 2-2, below, display the roads and sites proposed for closure to motorized vehicles in this alternative, the length of the road, the Roads Analysis recommendation, closure method, and treatments proposed. Each road was previously evaluated utilizing the Roads Analysis process. The process evaluated the impact that leaving a road open or closing the road would have on the following use categories: administrative use, public use, terrestrial and aquatic

wildlife. Personnel from the district watershed department conducted field surveys of the portion of the project in Lane County to verify resource needs. The Douglas County roads were not verified in the field due to time constraints, but were listed from previous experience and map analysis. The Douglas County roads will be field verified before project implementation.

**Figure 2-1: Road closure treatments in Echo Staley portion of Alternative 2 – Proposed Action**

Road Number	County	Miles of Road Placed in Storage	Miles of Road Blocked to Motorized Vehicles*	Treatment Type	Road Analysis Prescription
2120463	Lane	0.87	0.87	WB/DITCH/BERM	Close
2134150	Douglas	0.10	0.10	WB/DITCH/BERM	Close
2134237	Lane	0	0.14	No treatment. Access controlled by proposed closure on Rd. 2134255	Close
2134243	Lane	1.27	1.73	WB/DITCH/BERM/CR	Close
2134254	Lane	0.32	0.32	WB/DITCH/BERM	Close
No number	Lane	0.20	0.20	WB/DITCH/BERM	N/A
2134255	Lane	0.63	0.63	WB/DITCH/BERM	Close
2134258	Douglas	0.91	0.91	WB/DITCH/BERM	Close
2134259	Lane	0.49	0.87	WB/DITCH/BERM	Close
2134260	Douglas	0.18	0.18	WB/DITCH/BERM	Close
2134261	Lane	0.23	0.23	WB/DITCH/BERM	Close
2134262	Lane	0	0.23	No treatment. Access controlled by proposed closure on Rd. 2134259	Close
2135294	Lane	1.76	0.54	WB/DITCH/BERM	Close FS/Verify Pvt
2135295	Lane	1.33	1.33	WB/DITCH/BERM	Close FS/Verify Pvt
2135296	Lane	0.37	0.37	WB/DITCH/BERM	Close
2135297	Lane	0.52	0.52	WB/DITCH/BERM	Close
2135304	Lane	0	0.14	No treatment. Access controlled by proposed closure on Rd. 2135295	Close
2136274	Douglas	0.50	0.50	WB/DITCH/BERM	Close
2136277	Douglas	0.78	0.78	WB/DITCH/BERM	Close
2136279	Douglas	1.08	1.08	WB/DITCH/BERM	Close
2136280	Douglas	1.26	1.26	WB/DITCH/BERM	Close
2136283	Douglas	0	0.29	No treatment. Access controlled by proposed closure on Rd. 2136280	Close
2136285	Douglas	0.49	0.49	WB/DITCH/BERM	Close

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Road Number	County	Miles of Road Placed in Storage	Miles of Road Blocked to Motorized Vehicles*	Treatment Type	Road Analysis Prescription
2136289	Douglas	0.14	0.14	WB/DITCH/BERM	Close
2137039	Douglas	0.19	0.19	WB/DITCH/BERM	Close
2137274	Lane	0.38	0.63	WB/DITCH/BERM	Close
2137276	Lane	0	0.08	No treatment. Access controlled by proposed closure on Rd. 2137274	Close
2143204	Lane	0	0.09	No treatment. Access controlled by proposed closure on Rd. 2143315	Close
2143205	Lane	0	0.21	No treatment. Access controlled by proposed closure on Rd. 2143315	Close
2143210	Lane	0	0.07	No treatment. Access controlled by proposed closure on Rd. 2143315	Close
2143315	Lane	0.16	1.06	WB/DITCH/BERM	Close
2143319	Lane	0.88	0.88	WB/DITCH/BERM	Close
2143322	Lane	0.95	0.95	WB/DITCH/BERM	Close
2143324	Lane	0.72	0.83	WB/DITCH/BERM	Close
2143327	Lane	0	0.47	No treatment. Access controlled by proposed closure on Rd. 2143322	Close
2143329	Lane	0.95	0.95	WB/DITCH/BERM	Close
2144335	Douglas	3.03	3.03	WB/DITCH/BERM	Close
<b>Total</b>		<b>20.69</b>	<b>23.29</b>		

BERM=Closing road with a berm or very large ditch to close road to motor vehicle access.

DITCH= Cutting large ditch in road above the culvert to keep overtopping stream in streambed

WB= Water bar-Small ditch and berm placed in road surface/below culvert to divert water

CR= Culvert removal

\* Miles of Road Blocked to Motorized Vehicles only includes miles of road that are not currently closed.

**Figure 2-2: Road and site closures in Trash Site portion of Alternative 2 – Proposed Action**

Road Number	Site Number	County	Miles of Road Blocked to Motorized Vehicles*	Duration of Closure	Closure Method	Road Analysis Prescription
1910698	6	Lane	2.09	Year-round	Boulders	Close
Dispersed site off Rd. 1910	7	Lane	0.01	Year-round	Boulders	N/A
2400011	10	Lane	0.01	Year-round	Boulders	Close
2400019	14	Lane	0.31	Year-round	Boulders	Open
2404000	11a	Lane	4.54	Year-round	Gate	Open
2404074		Lane	0.56	Year-round	Access controlled by proposed gate on Rd. 2404	Close
2404101		Lane	0.04	Year-round	Access controlled by proposed gate on Rd. 2404	Close
2404102		Lane	0.33	Year-round	Access controlled by proposed gate on Rd. 2404	Close
2404103		Lane	0.14	Year-round	Access controlled by proposed gate on Rd. 2404	Close
2404190		Lane	0.50	Year-round	Access controlled by proposed gate on Rd. 2404	Not analyzed
2404191		Lane	0.14	Year-round	Access controlled by proposed gate on Rd. 2404	Not analyzed
2404210		Lane	0.41	Year-round	Access controlled by proposed gate on Rd. 2404	Close
2404211		Lane	0.23	Year-round	Access controlled by proposed gate on Rd. 2404	Close
2404212		Lane	1.64	Year-round	Access controlled by proposed gate on Rd. 2404	Close
2404213		Lane	0.09	Year-round	Access controlled by proposed gate on Rd. 2404	Close
5828000	12	Lane	6.72	Dec 15 – July 1	Gate replacement	Open
5828017		Lane	0.10	Dec 15 – July 1	Access controlled by proposed gate on Rd.	Close

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Road Number	Site Number	County	Miles of Road Blocked to Motorized Vehicles*	Duration of Closure	Closure Method	Road Analysis Prescription
					5828	
5828101		Lane	0.06	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Open
5828390		Lane	0.37	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828391		Lane	0.88	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828520		Lane	0.08	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828560		Lane	0.50	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828580		Lane	0.30	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828585		Lane	1.05	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close/Open
5828586		Lane	0.25	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828685		Lane	0.09	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828686		Lane	0.58	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
5828687		Lane	3.05	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Prohibit Seasonally (Jan 15-July31)
5828689		Lane	0.60	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Prohibit Seasonally (Jan 15-July31)
5828692		Lane	1.20	Dec 15 – July 1	Access controlled by proposed gate on Rd. 5828	Close
no number	1	Lane	0.17	Year-round	Boulders	N/A
5835509	2b	Lane	0.31	Year-round	Boulders	Close

Road Number	Site Number	County	Miles of Road Blocked to Motorized Vehicles*	Duration of Closure	Closure Method	Road Analysis Prescription
5835510	4	Lane	0.65	Year-round	Boulders	Close
5835511		Lane	0.09	Year-round	Access controlled by proposed closure of Rd. 5835510	Close
5835515	2a	Lane	3.57	Year-round	Boulders	Close
5835520	3	Lane	1.04	Year-round	Boulders	Close
5835522		Lane	0.64	Year-round	Access controlled by proposed closure of Rd. 5835520	Close
5835530		Lane	0.08	Year-round	Access controlled by proposed closure of Rd. 5835520	Close
<b>Total</b>			<b>33.42</b>			

\*Miles of Road Blocked to Motorized Vehicles only includes miles of road that are not currently closed.

The following two maps, Figures 2-3 and 2-4, display the existing road and trail systems, proposed year-round closures, proposed road storage, subwatersheds, and private land in the Echo Staley portion and the trash site portion of the project area for Alternative 2.

Figure 2-3  
Alternative 2 - Echo Staley Portion

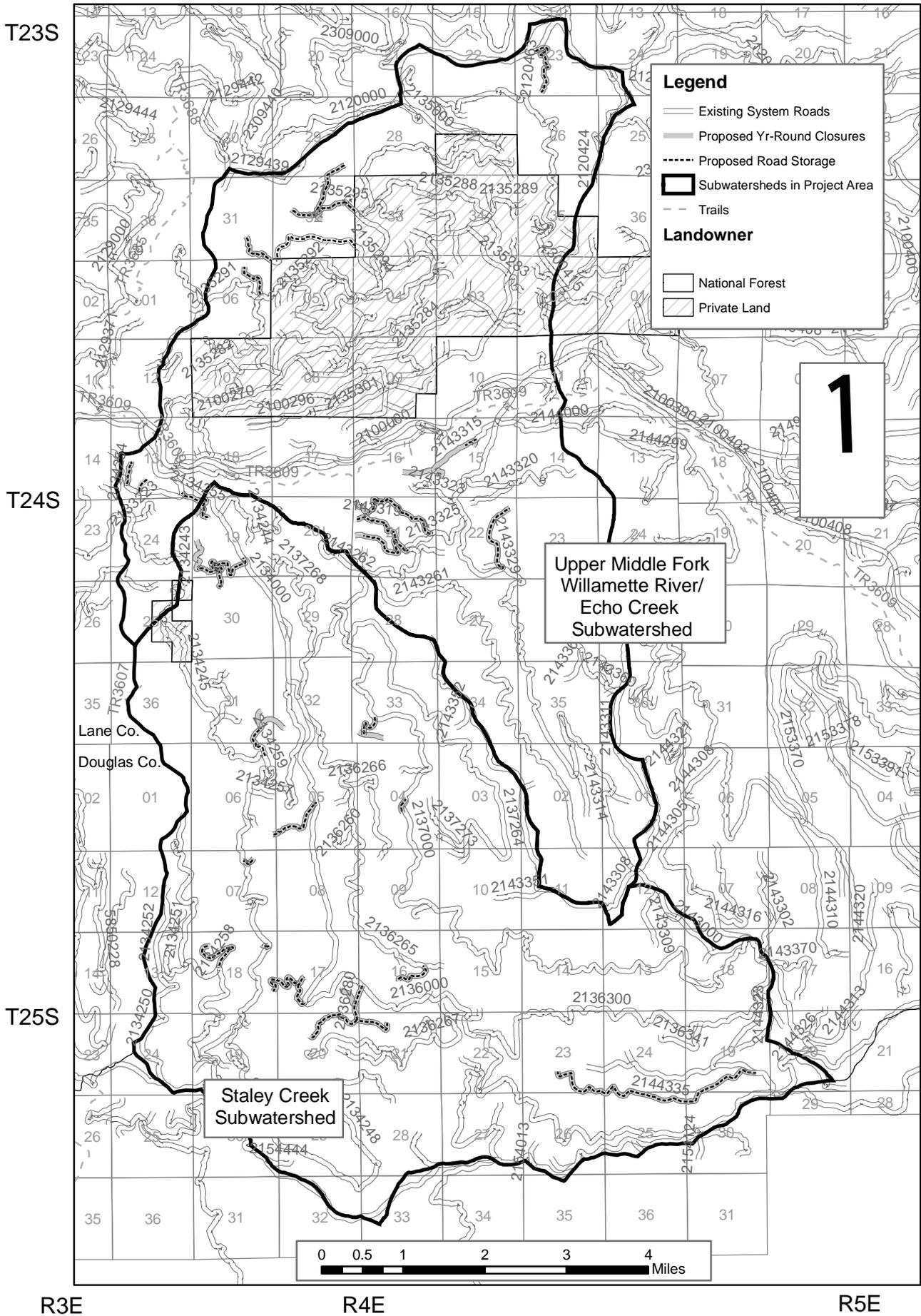


Figure 2-4  
Alternative 2 - Trash Site Portion

