

## Chapter 2 The Alternatives

### 2.1 Introduction

This chapter describes the formulation of the proposed action and alternatives, and discusses the alternatives considered but not analyzed in detail. In order to efficiently analyze the Ranger District, five analysis areas were created. (Curtis Creek, Monte Cristo & Wheat Grass, South Fork, Ogden Front & Pineview Reservoir, and Willard & Public Grove). Maps were developed of these five areas describing the proposed road management by alternative and in the case of Alternative 1, the effected roadless areas from the Revised Forest Plan (USDA Forest Service, 2003).

The alternatives were developed in response to the issues under 1.7.2 and present an appropriate range of analysis options, as required under the National Environmental Policy Act (NEPA) regulations (40 CFR 1502.14). Another alternative described in 2.4.6 was created after public comments on the five alternatives considered in this DEIS, including the proposed action described in 2.4.4, four action alternatives and a No Action alternative described in 2.4.5. The No Action alternative in this case would continue the current travel plan including normal road management functions. Factors common to all alternatives in 2.4 are designed to protect other resource uses and values. Monitoring and Evaluation of implementation of the Forest Plan will occur in all alternatives. The details of this monitoring are found in the Forest Plan (USDA Forest Service, 2003 Page 4 – 104 to 117). This monitoring is designed to ensure that the mitigation measures are effective and that the Purpose and Need in 1.3 for this proposal are being met.

### 2.2 Formulation of Alternatives

Subsection 1502.14 of the NEPA regulations require that agencies should “vigorously explore and objectively evaluate all reasonable alternatives” to the proposed action. The alternatives should achieve the same or similar purpose as the proposed action and should address issues raised and include appropriate mitigation measures not already included in the proposed action. Alternatives that would not be reasonable, either because they do not meet the purpose and need or because of other considerations, may be eliminated from detailed study. A brief discussion of the reasons for their having been eliminated is given. An EIS must also “address the alternative of no action”, disclosing the effects of not undertaking the actions comprising the proposed action or any of the action alternatives.

The process of formulating alternatives began with the scoping process described in Chapter 1. Analysis of comments identified the following issues as sufficiently important to warrant alternatives addressing them. The issues include: 1) Wildlife; 2) Roadless Areas; and, 3). Recreation Opportunities;

The Forest Service ID team evaluated the proposed action in consideration of the significant issues described in 1.6.1 Issues. Alternatives to the proposed action addressing the significant issues were developed. If alternatives were identified which were not reasonable, they were recorded but not analyzed in detail as described in 2.3 below.

The resulting range of alternatives is consistent with the purpose and need for action and with the issues raised. Any of the elements included in the proposed action, or any of the action alternatives, could be implemented independently of each other. Therefore, the Forest Service decision maker may ultimately choose and combine elements from any of the alternatives. This chapter identifies those actions that are considered the preferred action. This analysis fully discloses the effects of all activities considered, regardless of the alternative in which they are included.

If you compare the number and scope of the proposed actions presented in the original Scoping Document to the other action alternatives, you will see that additional new road management actions have been included. This was the result of the thorough review of the status of the existing system of roads. Appendix A – Table of Current Roads on the Ogden Ranger District was created to aid our decisions in road management. This road-by-road process of review identified additional management or resource problems with existing roads. As the ID Team reviewed the status of these lower standard roads, it became apparent that a number of new management decisions were needed on these roads and should be included in this analysis.

### 2.3 Alternatives Considered and Eliminated from Detailed Analysis

Federal agencies are required by NEPA to rigorously explore and objectively evaluate all reasonable alternatives and to briefly discuss the reasons for eliminating any alternatives that were not developed in detail (40 CFR 1502.14). As public comment became available in response to the initial scoping effort, the decision was made to modify the original proposed action to incorporate the additional input that was received.

During scoping, comments and suggestions were received from individuals or organizations relative to specific roads and trails. Typically, these comments and suggestions were incorporated into one or more of the action alternatives. In other cases, however, they were not carried forward into an alternative because either the action presented an administrative or regulatory conflict, or the action was in conflict with direction provided in the Revised Forest Plan (2003), or the action was outside of the scope of the analysis. A complete listing of the individual comments that were received during the scoping process is included in the project file. A description of the alternatives that were not carried forward into detailed analysis follows.

- 1. An Alternative emphasizing Soil and Water Quality protection.** An alternative that could be described with a theme of protection of Soil and Water Quality protection was considered but the opinion of the ID Team members, in particular the Hydrologist, Soil Scientist, and Fisheries Biologist, was that the effects to Soil and Water were mitigatable or projects not included in action alternatives and therefore didn't justify a separate alternative.
- 2. Broad suggestions were made to close all or some lower standard roads to motorized use.** Lower standard roads maintained for high clearance vehicle use are the focus for many of the administrative actions described in this EIS. The purpose and need emphasizes providing a diversity of motorized experiences. Low standard roads typically provide this backcountry experience. In some cases they are expressly required for administration of the National Forest. An alternative that would make broad decisions on low standard roads did not meet the purpose and need of the analysis.
- 3. Open all existing routes to motorized public use.** Some roads are not or cannot be made to be environmentally sound to accommodate motorized use. The Desired Future Condition in the revised Forest Plan recognizes non-motorized use on the district. This suggestion has similar rationale as number 2 above for not including it as a separate alternative for analysis.
- 4. Restrict OHV use to limited areas.** It was suggested that only certain geographic areas of the Ranger District should allow motorized recreation. Specifically, eliminate motorized uses along the Ogden Front. This suggestion was similar to number 2 above and did not meet the purpose and need direction of looking at our entire transportation system.
- 5. Restrict OHV use to limited routes.** Another similar issue raised was the use of unlicensed OHV on routes with licensed vehicles. This alternative would focus on closing routes to OHVs where problems are currently occurring or where other forest values are more important. A determination of how unlicensed vehicles use Forest Roads will be addressed in a Mixed Use analysis referenced in this decision. Rather than creating a separate alternative for this issue, the Mixed Use analysis of current OHV uses is included in all alternatives.
- 6. Include non-motorized trails and determine which are open for mountain biking in this analysis.** The Responsible Official determined the scope of the analysis was limited to the District Transportation System for motorized vehicles. The analysis is limited to the effects on non-motorized user because of this defined purpose and need.
- 7. Ranger District-wide plans for dispersed camping.** The issue of how dispersed camping will be managed is a component of our motorized recreation use. However, this issue did not justify creating a separate alternative for this management. Management activities to reduce the problems associated with dispersed camping will be included in mitigation. Two areas of concentrated dispersed camping are included in the proposed action and described in Appendix C.

8. **Limiting administration of improvements such as range structures to non-motorized travel.** This comment suggested that the use of some roads for administrative access for structure maintenance was not necessary. The assumption is that any maintenance activities associated with these structures could be done using non-motorized techniques. This question is always considered when granting a permittee access. This decision is determined based on the resources issues and potential impacts each individual maintenance project rather than as a broad decision.
9. **Include Winter Travel Management decisions.** The Wasatch-Cache Forest Plan (USDA Forest Service, 2003) includes as a part of its decision the use of motorized vehicles for winter travel. The purpose and need for this analysis is limited to summer-motorized recreation, so this alternative would be outside of this analysis.
10. **Specific road decisions not carried from Scoping to the final analysis.** The July 18, 2003 Scoping Document had twenty-eight specific route proposals. A number of proposals were not carried forward in any alternative for the Draft EIS based on comments received during scoping or research on those routes.

## 2.4 Alternatives Considered in Detail

The interdisciplinary team recommended and the District Ranger approved the following alternatives in addition to the required no action alternative. The alternatives respond to public input and the issues, while addressing the purpose and need. Each alternative has specific effects associated with it, and how and to what degree it addresses the purpose and need. The environmental effects of implementing each of the alternatives are discussed in Chapter 4, Environmental Consequences. Management actions common to all alternatives is provided in Section 2.5. Monitoring activities common to all alternatives are provided in Section 2.6.

An additional Alternative 5 was created from comments received during review of the Draft Environmental Impact Statement. The changes from the proposed alternative 3a (section 2.4.4) were minor but the effects could be analyzed, measured, and therefore needed to be disclosed in another alternative.

The Responsible Official determined the scope of the analysis was limited to the District Transportation System for motorized vehicles. The analysis is limited to the effects on non-motorized user because of this defined purpose and need. See chapter 4 for effects by alternative on non-motorized recreation.

The relative differences between alternatives are displayed in Section 2.7. Table 2.7.2 displays the relative differences between alternatives for each analyzed road and trail on the ORD.

Note: The Forest Service uses the most current and complete data available. GIS data and product accuracy may vary. They may be: developed from sources of differing accuracy, accurate only at certain scales, based on modeling or interpretation, incomplete while being created or revised, etc. Using GIS products for purposes other than those for which they were created may yield inaccurate or misleading results. This information was released February 2003. The Forest Service reserves the right to correct, update, modify, or replace GIS products without notification.

### 2.4.1 Alternative 1

The objective of Alternative 1 is to divert motorized use away from inventoried roadless areas in order to preserve their integrity and to minimize motorized impacts on other resources including wildlife habitat, watershed protection and public appreciation of the forest. This alternative emphasizes the value and importance of maintaining roadless and non-motorized landscapes. It focuses on protecting inventoried roadless areas as delineated in the Revised Forest Plan (2003) and concentrating motorized recreation in areas where this type of use is already occurring.

Alternative 1 includes several new OHV loops and it eliminates a number of dead-end roads and trails currently being used by OHV's.

Alternative 1 would provide:

1. 187 miles of classified road that would be managed as open.

2. 56 miles of classified road that would be managed as closed.
3. 39 miles of motorized trail would be managed as open.
4. 55 miles of unauthorized routes would be rehabilitated.
5. 11 new gates and one relocated gate.
6. The Skyline Trail from Pineview Reservoir to Inspiration Point will not be open to motorized use.
7. The Tilda Springs trails will be non-motorized use only.

#### **2.4.2 Alternative 2**

Under Alternative 2, travel route management proposals were based on providing additional and improved motorized recreation opportunities. This alternative has new routes proposed that would create loop trails using the existing system of roads. It also allows public use on routes that in the past were closed, open only for administrative use, or were not on the previous travel plan as an open route.

As described in 1.3.1 Purpose and Need, the system of roads and motorized trails on the ORD has evolved over time. The parcels of land acquired over the last fifty years have come to the Forest Service with an established pattern of use responsible for many of the unauthorized routes we find on the ranger district today. Additionally, the dramatic increase in popularity of motorized recreation vehicles, both ATVs and SUVs, has made it challenging to effectively manage the unauthorized use that is occurring on many of these low standard routes.

This alternative responds to the public comment for additional motorized routes. The Recreation Opportunity Spectrum (Clark, Stankey, 1979) classes from the Revised Forest Plan (2003) were used to identify areas where additional motorized use was appropriate. It also took into consideration the existing situation relative to trails that are receiving motorized use but are not designated as open on the current travel plan map. Field observations by Ranger District personnel over the past several years have identified those trails where this type of unauthorized use is occurring and resource impacts are non-significant.

Alternative 2 would provide:

1. 206 miles of classified road that would be managed as open.
2. 48 miles of classified road that would be managed as closed.
3. 61 miles of motorized trail would be managed as open.
4. 55 miles of unauthorized routes would be rehabilitated.
5. 10 new gates and two relocated gates.
6. Tilda Springs will have additional motorized ATV trails.

#### **2.4.3 Alternative 3**

This alternative was created in response to the numerous comments that were received during the scoping process concerning the negative effects of motorized recreation on wildlife populations and habitat. The objective of this alternative is to provide an array of road and motorized trail experiences while minimizing or reducing the effects to a broad range of wildlife species and their habitats. This alternative concentrates motorized access in areas where these types of activities are presently occurring while reducing existing routes or avoiding new trail and road construction in areas that are more isolated, have less disturbance and provide generally higher quality wildlife habitat.

This alternative also minimizes the creation of new roads and motorized trails within the forest carnivore habitat/corridor especially within the Curtis Creek and Monte analysis areas.

Alternative 3 also maintains or increases the size of habitat patches for elk in many locations.

Alternative 3 would provide:

1. 202 miles of classified road that would be managed as open.
2. 56 miles of classified road that would be managed as closed.
3. 35 miles of motorized trail would be managed as open.

4. 56 miles of unauthorized routes would be rehabilitated.
5. 11 new gates and one relocated gate.
6. The Skyline Trail from North Ogden Divide to Inspiration Point will not be open to motorized use to reduce impacts to Mountain Goats in general.

#### **2.4.4 Alternative 3a**

Alternative 3a was the Forest Service preferred alternative for the Draft EIS. It is similar to Alternative 3, the wildlife emphasis alternative, but with some different actions on a limited number of routes. This difference is primarily due to administrative need or to emphasize another resource in specific areas.

Alternative 3a would provide:

1. 208 miles of classified road that would be managed as open.
2. 50 miles of classified road that would be managed as closed.
3. 49 miles of motorized trail would be managed as open.
4. 55 miles of unauthorized routes would be rehabilitated.
5. 9 new gates and two relocated gates.
6. The Skyline Trail from North Ogden Divide to Inspiration Point will not be open to motorized use until July 15<sup>th</sup> to protect goat-kidding areas.
7. Tilda Springs will have additional motorized ATV trails.

#### **2.4.5 Alternative 4 - No Action**

Under Alternative 4, the existing 2004 Wasatch-Cache National Forest Travel map for the Ogden and Logan Ranger Districts would determine the status of most of the system of routes.

Roads that are managed for Administrative Access Only are not shown as an open road on the public Use Maps or old Travel Plan maps. However, it is a common management practice on National Forest Ranger Districts to close and gate some appropriate routes for administrative use only. Approximately fifty-two roads on this Ranger District are administered through a Special Use Permit for private occupancy of National Forest or closed to the public as administrative use only. For example, water systems permitted to local municipalities, private land access driveways, electronic sites, or church camps have roads that are administratively closed to the general public but can be used with permission from the permittee. This is noteworthy to mention since numerous roads in this situation can be found on the Ranger District.

Although other routes exist and are being used by the public, the No Action alternative would aggressively manage routes, limiting the transportation system to only those roads on the current Travel Plan map and any road used for administrative access.

Alternative 4 would provide:

1. 198 miles of classified road that would be managed as open.
2. 66 miles of classified road that would be managed as closed.
3. 46 miles of motorized trail would be managed as open.
4. 110 miles of non-motorized trail would be managed as open.
5. no new gates.

#### **2.4.6 Alternative 5 – The Selected Alternative**

Alternative 5 was developed by the Forest Service after public comments on the five alternatives described in the draft environmental Impact statement had been reviewed. The purpose was to improve resolution of issues raised in public comments. Most of the actions to roads and trails of the DEIS Preferred Alternative 3a were retained.

Key changes that make it different from Alternative 3a, the DEIS preferred alternative include:

- Laketown Spur 1 and 2 (26717, 26718) will remain closed to public motorized use as in Alternative 4, Existing Condition, rather than new open roads.
- Red Spur Electronic (20205) will be a new open road as proposed in Alternatives 1, 2 and 3 rather than an Administrative Use Only road proposed in Alternative 3a.
- Curtis Ridge Trail (3309) will become a motorized trail as proposed in Alternative 1 and 2 rather than remain a non-motorized trail in Alternative 3a.
- Otter Creek Private (xx36) will be an Administrative Use Only road rather than an Open road proposed in Alternative 3a.
- Baxter Sawmill 2 (26994) will be a new open road on the Travel Plan but it will be closed seasonally from approximately November 15 to June 15.
- Pole Hollow (26109) will be managed as an Administrative Use Only road on the Travel Plan rather than a closed as proposed in Alternatives 1, 2, 3, and 3a.
- Pete's Hollow Trail (26022) will become a motorized trail as proposed in Alternative 2 rather than a non-motorized trail proposed in Alternative 3a. This trail will be open only to single-track motorcycles, not ATVs. A seasonal use restriction from November 15 to April 31 will be applied to this trail to match the restrictions on the Brigham Face Wildlife Management area.
- Mantua Church Camp road (xx31) will be closed seasonally approximately from November 15 to June 15. This closure will likely be on National Forest land but we will coordinate with Box Elder County and the private landowners for the exact location of this gate.
- Sink Hollow Loop (26012) will be a new open road as proposed in Alternative 3a but it will be closed seasonally from approximately November 15 to June 15.
- Three Mile road (20113) located in the Willard & Public Grove Analysis Area will be closed seasonally from approximately November 15 to June 15. This management action was not proposed in the Draft EIS.
- The Willard Mountain Road (20084) will be seasonally closed from approximately November 15 to July 15 above the junction of the Grizzly Peak Road (20091). A gate will be installed near this junction where room for a turn-around is available.
- The Skyline Trail from North Ogden Divide to Inspiration Point will not be open to motorized from approximately November 15 until July 15<sup>th</sup> to protect goat-kidding areas.
- Public Grove 4x4 (20220) will become a motorized ATV trail as proposed in Alternative 1 rather than an open road as proposed in Alternative 3a. This trail will be seasonally closed to motorized use from approximately November 15 to June 15.
- New constructed trails will be: Inspiration Point extension (6091) to Skyline trail (6001), 0.1 miles, open to motorcycles; Tilda spring 3 extension (xxx4), 0.7 miles, open to ATVs; Dairy Wash ATV (xx14), 1.07 miles, open to ATVs; Dry Mitchell ATV (xx13), 1.78 miles, open to ATVs; Lower Dry Bread ATV (xx11), 0.2 miles, open to ATVs; Devils Hole ATV (xx30), 1.8 miles, open to ATVs; Box Elder Creek ATV (xx34), 1.24 miles, open to ATVs.
- Reconstructed trails will be: Curtis Ridge Trail (3309), 2.2 miles, existing trail widened to accommodate motorized ATV uses.

Alternative 5 would provide:

1. 202 miles of classified road that would be managed as open.
2. 50 miles of classified road that would be managed as closed.
3. 58 miles of motorized trail would be managed as open.
4. 54 miles of unauthorized routes would be rehabilitated.
5. 15 new gates and three relocated gates.
6. The Skyline Trail from North Ogden Divide to Inspiration Point will be closed to motorized use from November 15 until July 15<sup>th</sup> to protect goat-kidding areas.
7. Roads and trails in the Willard, Three mile, Rocky Dugway and Public Grove areas will be closed seasonally.

## 2.5 Actions Common to All Action Alternatives

This section discloses components that are common to all action alternatives. Normal management actions necessary to maintain and operate the existing system of routes are will be continued to be done

### 2.5.1 Annual Operations and Maintenance

Annual operation and maintenance plans will be developed for the Ranger District transportation facilities, describing how they will be operated and maintained to meet management needs. The annual plans will identify intended vehicles and type of use for each route, seasonal or yearlong restrictions, needed investment protection measures, and coordination with other cooperators (FSM 7730.3). Forest Development Roads will be maintained in a condition to safely accommodate intended uses. Commercial users will be required to perform maintenance commensurate with their use of forest development roads. Maintenance will be scheduled and coordinated with contractors, commercial users, purchasers, permittees and cooperators. When appropriate, cooperative road maintenance agreements with counties will be used to define maintenance responsibilities. (FSM 7732.03)

All authorized roads and trails will be maintained to Forest Service Standards.

The District's annual road maintenance budget will be spent to repair urgent problems from flooding or windfall, to finance a minimum of a two person seasonal crew that coordinates and implements signing, does minor maintenance, and enforces travel management violations to our special orders.

Each year on average, the District is allocated approximately three weeks of the Forest's road crew's time and equipment to accomplish its annual road maintenance work. This work includes blading and shaping of roads, cleaning of culverts, spot graveling, graveling, clearing of brush and decommissioning (closing unauthorized roads and trails). Routes identified as unauthorized will be closed and rehabilitated. In some years there is funding for additional contract work for maintenance, especially for asphalt roads. This maintenance with heavy equipment will be strategically planned to maintain our entire road system on approximately a five year cycle.

The system of trails on the Ranger District will be managed to meet Forest Service standards. Urgent repairs will be the priority for allocation of annual funding. Each trail will be surveyed on a pre-determined five year cycle based on the assigned trail class.

### 2.5.2 Concentrated Use Areas and Dispersed Recreation Sites

A development plan for two Concentrated Use Areas is included for Dock Flat in the Willard area (26010) and Dry Bread in the Monte Cristo area (20107). Implementation of the plan will occur in all action alternatives. These two areas are popular dispersed camping sites that have become a base for ATV use. Camping with associated use of ATVs in these areas has created new management problems that require special attention. It is critical to begin implementation of these controls as soon as possible to efficiently and effectively manage the recreation uses of Dock Flat and Dry Bread. These plans are included as Appendix C.

The travel plan analysis has identified minor system side roads that access dispersed recreation sites. Strategically located signing as well as other information sources will state that dispersed camping must be accessed by either an open system road or direct access using existing routes, provided the access does not involve crossing live streams and would not result in damage to vegetation, wet meadows or riparian areas. The travel use maps and specific Forest Special Orders (regulations) will contain direction of a general nature describing the authority to drive motor vehicles to dispersed sites within 150 feet of open roads. Access to dispersed camping sites within 150 feet of open roads which do not have a reasonable route will be closed and restored as appropriate based on resource concerns. Mitigation to protect resources in and around dispersed camps is described in Appendix D.

### 2.5.3 Emergency and Administrative Use of Roads

Access for permitted activities (i.e. livestock operations, mineral exploration and development, maintaining water developments, timber management, ski area management, outfitter and guide operations, recreation events) on NFS land is independent of general public access. Individuals or groups with special permits are allowed to conduct their

business within the terms and conditions of their permits. The Forest Service can control when and how access is achieved through approval of annual operating plans. It is the responsibility of all permittees to adhere to the terms and conditions of their permits or in another separate decision. Where permittee access requirements are not part of a special use permit, and would require reconstruction of existing routes, a Road Use Permit or Road Use Easement may be required that directs actions and responsibilities of the permittee. (FSM 2355.32)

Access routes available to permittees but closed to general public motorized use will be signed according to Forest Service guidelines or policy.

With prior Forest Service approval, or in the event of emergency fire suppression activities or a life threatening situation, permission may be given to any federal, state, tribal or local official exempt from prohibitions on motorized access while in the performance of an official duty (36 CFR 261.50 (e), FSM 2355.32). Use of motorized equipment in the South Fork recommended Wilderness requires Forest Supervisor permission and is only granted in extraordinary situation.

Forest Service personnel may be allowed administrative motorized use of any route, area, or land for the purpose of protection or management of forest resources.

#### **2.5.4 Gravel Sources**

An item common to all action alternatives will be the development of two new gravel sources. The first will be located at the south end of the Dairy 2 road (26732) in the Monte Cristo area and the second will be on the south end of the Red Spur Electronic Site road (20205) in the Curtis Creek area. Each site will have an excavation footprint of one-half acre or less. The extracted material will be used for gravel surfacing on existing roads in the general area. This material will not be available for commercial uses. Creation of new gravel sources is a common occurrence and is a direct result of the maintenance of the road system. After the gravel is removed, the sites will be re-contoured to a natural appearance; saved top soil will be reapplied, and seeded to native vegetation. Reclamation will also address appropriate treatment of noxious weeds.

See Appendix D Mitigation and Monitoring Best Management Practices for soil protection at gravel sources.

#### **2.5.5 Mixed Use Analysis**

Some Forest Service roads are open only to vehicles consistent with State Motor Vehicle laws, i.e. licensed vehicle/licensed driver. A Mixed Use Analysis was completed in conjunction with this analysis to designate certain roads and trails for dual or mixed use. Mixed Use Analysis documentation followed Forest Service Manual and Handbook direction (FSM 2352.1, FSH 7709.59). The conclusion of this documentation determined that there is a reasonable level of risk and consequences if unlicensed ATVs are allowed on specific Maintenance Level 2 and 3 roads managed as open to the public in the Travel Management Plan. Level 4 and 5 roads, which tend to be the highest standard roads with increased speeds and traffic, will be closed to unlicensed vehicle traffic.

Mixed use is allowed on 137.9 miles of road on the Ogden Ranger District (Mixed Use Analysis, March 6, 2006). Most of these mile are currently being used by unlicensed vehicles.

Signs meeting Manual of Uniform Traffic Control Devices requirements will be installed on maintenance level 3 roads indicated in the Mixed Use Analysis as open to unlicensed vehicles warning users that ATVs should be expected beyond the signs.

#### **2.5.6 Non-motorized Use on Motorized Trails**

All trails in the transportation system will be open for foot and horse travel unless specifically closed to either or both classes of use. Sometimes trails are closed temporarily to a specific type of user such as equestrians or mountain bikes in order to prevent resource impacts when certain conditions exist.

Mountain bike use is allowed on all transportation routes unless specifically restricted by land designation or other rationale such as the South Fork Recommended Wilderness, east of Causey Reservoir.

### **2.5.7 Noxious Weeds**

Noxious Weed management will follow the direction in the Wasatch-Cache National Forest Revised Forest Plan (USDA Forest Service, 2003), that provides clear direction to increase noxious weed management (USDA 2004). The Wasatch-Cache National Forest Weed Strategy outlines specific actions that need to occur immediately. As new programs and plans are created to combat noxious weeds, additional actions will be identified and implemented on our travel system.

Inventory of noxious weed outbreaks will continue to be a priority. Documentation forms have been developed for use when a population is found on and adjacent to National Forest lands.

The Wasatch-Cache National Forest is in the process of completing an environmental analysis of the effects of various treatments for noxious weeds. Effective mitigation for controlling weeds will be detailed in that analysis and will be implemented as appropriate. Also see Appendix D Mitigation and Monitoring Best Management Practices for additional mitigation.

### **2.5.8 Private Lands and Other Non-National Forest System Lands**

Routes on private or State lands within the National Forest boundary are open to public use only through rights-of-way or easements obtained for the purposes of public access. Travel management decisions considered here relate only to Forest Service lands, not private land. The miles of routes on private land have not been included in this analysis unless necessary to portray road effects at a larger scale such as a watershed level.

Routes that exist on lands acquired by the Forest Service through purchase or exchange may be added to the existing Forest road inventory. A determination of the route status will be made at that time. The route will be appropriately posted at that time.

During the public comment period, the county roads in eastern Box Elder County were raised as both an impact and an opportunity. Since, the county opened these roads through their normal procedures of county ordinances (No. 04-13), the Forest Service considered these as a part of the current public access to the National Forest. Private concerns of impacts to wildlife populations and uncontrolled motorized use were considered in our development of alternatives and management mitigations needed on our roads and trails in this area. The Cache County Attorney provided a letter to this office on February 27, 2006 regarding the roads continuing on to Box Elder County in the Three Mile area on the Willard & Public Grove Analysis area. These are considered public roads by Cache County and essential roadway rights.

### **2.5.9 Revised Forest Plan Guidance**

Additional implementation actions common to all alternatives can be found in the Forest Plan Implementation Guidance, Appendix X, page X – 4 Road/Trail and Access Management.

### **2.5.10 Roadless Areas**

When roadless areas were mapped during the Forest Plan revision, roads that were designated open on existing travel plans that extend into roadless areas were excluded from the roadless area by placing corridors around them that are referred to as “cherry stems”. In other cases open roads were used to delineate roadless area boundaries. In 2004 the Forest was able to acquire more precise and accurate mapping data that has revealed several minor errors in the roadless area delineation that was done for the Forest Plan revision. Typically these mapping errors give the appearance that several roads are located within designated roadless areas. The extent and significance of these mapping errors relative to roadless area boundaries will be detailed in Chapter 4, Effects.

In May 2005 a Roadless Area Management Rule replaced the 2001 Roadless Area Conservation Rule. The 2005 Rule establishes a process for Governors with National Forest System inventoried roadless areas in their state to petition the Secretary of Agriculture to establish or adjust management requirements for these areas. The Revised Forest Plan (USDA Forest Service, 2003) and associated Final Environmental Impact Statement provides

management direction for inventoried roadless areas. Until such time that Governor of Utah petitions Secretary of Agriculture to adjust any or all of this direction, it will continue to be followed in all project planning and activities.

Regardless of the final outcome, the Ogden Ranger District Travel Management Plan will be consistent with all laws and agency regulations.

### **2.5.11 Roads Analysis**

The Road Analysis for the Ogden Ranger District (USDA Forest Service, January 2004) documents the resource values and impacts for the managed system of maintenance level 1 and 2 roads. No road in this analysis had a serious level of concern. The main roads on the Ranger District currently open on the Travel Plan map that have not been identified individually for a change in management will continue to be managed as open. Those routes not shown on the Travel Plan map will remain closed to public use unless a change is proposed. Alternatives describe only the routes where a management decision has been proposed. The Record of Decision will include a list of each route, its disposition or management status, and the final management designation. The Wasatch-Cache National Forest Road Analysis (USDA, Forest Service 2002) completed as part of the 2003 Revised Forest Plan describes the condition of maintenance level 5, 4, and 3 roads. That analysis is incorporated by reference into this environmental analysis.

### **2.5.12 R.S. 2477 Roads**

The Travel Management Plan decision will be made with the understanding that individuals and entities may have established valid existing rights under R.S. 2477. Where there is an assertion that there is a nonfederal property interest, such as a right-of-way under R.S. 2477, an in-holding, or other such interest (including easements) that may be impacted by Forest Service management activities, the Forest Service will evaluate the assertion and give due consideration to any valid existing property right that may exist. (Forest Plan Page 4 – 53). This decision will not negate or infringe on any valid rights. Forest Service regulation of occupancy occurring under valid rights will be consistent with applicable law.

### **2.5.13 Forest Roads and Trails**

For purposes of this assessment, Forest roads are routes that are available to wheel-to-ground motorized vehicles and are consistent with state laws.

1. Motorized OHV trails are routes that are open for vehicles 50 inches or less in width.
2. Motorized single-track trails are open for motorized, two-wheel vehicles under 50 inches or less in width.
3. Non-motorized trails are not open for motorized uses.
4. The Mixed Use Analysis has determined which roads will allow unlicensed OHVs. This includes the use of the new wider sport OHVs.

### **2.5.14 Temporary Closures**

The Forest Supervisor may by special order restrict public use on roads, trails or areas where significant resource damage is occurring. This may include seasonal restrictions on an annual basis (e.g. for calving areas, muddy springtime conditions), or temporary restrictions that address short-term issues (e.g. landslides or flooding). Federal Regulation 36 CFR Part 261 prohibits damage to the land, wildlife or vegetative resources.

### **2.5.15 Heritage Preservation**

The USFS has issued draft policy for National Historic Preservation Act (NHPA) compliance in Travel Management. This is in response to the draft regulations published in July 2004 concerning the use of motorized vehicles on National Forest System (NFS) lands. To comply with Section 106 of the NHPA, we have obtained the appropriate clearances prior to any undertakings with potential affects to historic properties such as constructing a new road or trail, approving motorized use on routes currently closed to vehicles, and incorporating unauthorized routes into the designated open to motor vehicles routes.

## 2.6 Monitoring Activities Common to All Alternatives

The Standards and Guidelines described in Chapter 1 of the Forest Plan will be applied. Best Management Practices (BMP's) addressing soil, water, and noxious weeds will be applied to all construction or maintenance of roads, motorized trails, gravel source developments and route closures. These activities have been summarized in Appendix D, Mitigation and Monitoring Best Management Practices.

All projects involving new construction will be reviewed prior to ground disturbance by both the Forest Botanist and the Forest Archeologist. If impacts to rare plants or significant heritage resources cannot be avoided or mitigated, the projects will not be implemented without additional environmental analysis.

The Revised Wasatch-Cache Forest Plan (4-104 - 4-117) includes a protocol for monitoring activities that are tied closely to key goals and objectives. The Forest is required to complete an annual monitoring report but actual budget levels and funding mixes will affect accomplishment. For this reason we will reach out to user groups, members of the environmental community and other partners to assist us in this effort. Forest Plan level monitoring that will be incorporated into the management of our roads and motorized trails include the following activities:

- Education-Information: Are we delivering key education/enforcement messages? (Forest Plan 4-107)
- Are these messages effective? Do they provide resource protection and/or reduce recreation conflicts? (Forest Plan 4-107)
- Are we providing recreation opportunities for both motorized and non-motorized users while protecting and restoring watersheds and providing for needs of wildlife? Are conflicts between users being reduced? (Forest Plan 4-108)
- Are there a variety of quality recreation opportunities available? (Forest Plan 4-108)
- Are users complying with Travel Management Plans? (Forest Plan 4-108)
- Are users helping to prevent or reduce their impacts, staying on designated routes? (Forest Plan 4-108)
- Are noxious weed infestations increasing or decreasing in number and size relative to implementation of the travel management plan? (Forest Plan 4-110)
- Are we managing concentrated use areas to provide for recreational amenities while meeting standards and guidelines for resource protection? (Forest Plan 4-111)
- Are we working with the public and other agencies to complete trails using partnerships and grants as much as possible? (Forest Plan 4-112)
- Are we minimizing impacts to big game winter range, adjacent property owners, and Wilderness? (Forest Plan 4-112)
- Are forest management actions affecting Management Indicator Species (MIS) and what are the population trends and habitat relationships? (Forest Plan 4-113)
- Are the trends in populations and habitat reflective of species trends in general? (Forest Plan 4-114)
- Are we protecting Threatened and Endangered species and their habitat? (Forest Plan 4-114)
- Are we implementing terms and conditions, mitigation measures, BMP's, standards and guidelines, and are these effective on new and where appropriate, existing projects? (Forest Plan 4-115)
- Are cultural resources being protected and are mitigation measures sufficient to prevent damage to cultural resources from project activities? (Forest Plan 4-117)

This monitoring at the Forest level will compliment the program for monitoring at the Ranger District level.

The amount of monitoring needed on our roads and trails is largely dependent on the effectiveness of implementation of the Travel Plan. Monitoring is generally accomplished by District and Supervisors Office employees in conjunction with their regular duties. Specific monitoring patrols searching for newly created trails, making visitor contacts, or issuing citations for violations of travel regulations occur as a part of our ATV and dispersed recreation program.

## 2.7 Alternative Comparisons

### 2.7.1 General Comparison

Table 2.7.1 provides a summary of some of the main differences between the alternatives, showing differing miles of routes for each and how the alternatives were designed to try to address significant issues. The differences and effects listed below are described in more detail in Chapter 4.

**Table 2.7.1** Comparison of Alternatives

	<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 3a</b>	<b>Alternative 4</b>	<b>Alternative 5 (Selected Alternative)</b>
<b>Route Status</b>	<b>Miles</b>	<b>Miles</b>	<b>Miles</b>	<b>Miles</b>	<b>Miles</b>	<b>Miles</b>
Open Road*	187	206	202	208	198	202
Closed Route*	56	48	56	50	66	50
Motorized Trail*	39	61	35	49	46	58
Non-Motorized Trails*	141	107	128	116	110	113
Unauthorized routes*	55	55	56	55	57	54
<b>Total**</b>	<b>477</b>	<b>477</b>	<b>477</b>	<b>477</b>	<b>477</b>	<b>477</b>
Miles of Open roads and Motorized Trails	226	267	237	256	244	260
Miles of Seasonal Closures	1	8	5	11	7	13
Miles of Administrative Closures	53	49	61	57	51	60
Miles open without any closures	171	210	171	189	185	187
Miles of new Open Motorized trails	34	29	10	13	0.00	18
Miles of Unauthorized Routes to be reclaimed	55	55	56	55	57	54
Number of New Gates	11	10	11	9	0	15
Number of Relocated Gates	1	2	1	2	0	2
<b>Significant Issues to which Alternatives Respond</b>	<b>Alternative Emphasis</b>	<b>Alternative Emphasis</b>	<b>Alternative Emphasis</b>	<b>Alternative Emphasis</b>	<b>Alternative Emphasis</b>	<b>Alternative Emphasis</b>
Motorized activities negatively affect wildlife habitat	Moderate protection of wildlife habitat.	Least protection of wildlife habitat.	Best protection of a range of wildlife habitats.	Good protection of wildlife habitat.	Moderate protection of wildlife habitat.	Good protection of wildlife habitat.
Motorized activities negatively affect regional wildlife corridor	Good protection of wildlife corridor.	Least protection of wildlife corridor.	Best protection of wildlife corridor.	Good protection of wildlife corridor.	Good protection of wildlife corridor.	Good protection of wildlife corridor.
Negative effects to roadless areas	Best protection of roadless areas values.	Least protection of roadless areas values.	Good protection of roadless areas values.	Good protection of roadless areas values.	Good protection of roadless areas values.	Good protection of roadless areas values.
Inadequate range of trail-based recreation opportunities	Good range of motorized trails opportunities.	Best range of motorized trails opportunities.	Least range of motorized trails opportunities.	Good range of motorized trails opportunities.	Moderate range of motorized trails opportunities.	Good range of motorized trails opportunities.

\*Open Road: Roads open to motorized use, seasonally closed, administrative use only, county and state jurisdiction; Closed route: system routes already closed or will be closed to public use and will be removed from the road management system; Motorized trails: existing and new proposed trails open to motorcycles or ATVs; Unauthorized routes: routes created by users or previous land owners which will not be managed as part of the Forest Service transportation system.

\*\*Approximate mileage within plus or minus one mile.

**2.7.2 Relative Changes to Transportation System by Alternative**

Table 2.7.2 describes the relative changes to the transportation system by alternative. Immediately following it is Table 2.7.3 that provides definitions and clarification for the various abbreviations that are used in Table 2.7.2. Specific information on management action to each route is listed by alternative below. The map grid reference listed below for each road corresponds to the map set for each Alternative in this document. The highlighted titles indicate the relative location of the roads and appropriate map name for reference. An “xx” number in the Route No. column indicates that the route doesn’t have a designated INFRA number.

**Table 2.7.2 Summary of Proposed Activities by Alternative**

CURTIS CREEK ANALYSIS AREA								
Road or Area Name	Route No.	Map Grid	Alt 1	Alt 2	Alt 3	Alt 3a	Alt 4	Alt 5
Tilda spring 1	26001	A6	Closed	New Motor tr	Closed	Closed	Closed	Closed
Tilda spring 2	26002	A7	Closed	New Motor tr	Closed	Closed	Closed	Closed
Tilda spring 3 1/	26003	A6B6	Closed	New Motor tr	Closed	New Motor tr	Closed	New Motor tr
Tilda spring 3 extension 1/	xxx4	B6	Nonexistent	New Motor tr	Nonexistent	New Motor tr	Nonexistent	New Motor tr
Tilda spring 4	26004	A6	Closed	New Motor tr	Closed	Closed	Closed	Closed
Tilda spring overlook	26102	A6A7B7	Non-Motor tr	Motor trail	Motor trail	Motor trail	Motor trail	Motor trail
Boundary spring ATV	26736	A7	Non-Motor tr	Motor trail	Motor trail	Motor trail	Motor trail	Motor trail
Boundary spring reroute 2/	xxx5	A6	NMT	NMT	New Motor tr	New Motor tr	NMT	New Motor tr
Baxter sawmill 2	26994	B3B4	New Admin	New Admin	New Admin	New Open	Closed	Seasonal
Baxter Ridge	26714	B3C3	Closed	New Open	New Open	New Open	Closed	New Open
Davenport Hollow overlook	xxx8	B6	Non-Motor tr	New Motor tr	Non-Motor tr	Non-Motor tr	Closed	Non-Motor tr
Davenport Hollow south 1/	20196	B6B7C7	Non-Motor tr	New Motor tr	Non-Motor tr	New Motor tr	Closed	New Motor tr
Davenport Hollow north 1/	20196	B6B7C7	Non-Motor tr	New Motor tr	Non-Motor tr	Non-Motor tr	Closed	Non-Motor tr
Arbs Basin	20269	B6C6	New Open	New Open	New Open	Closed	Closed	Closed
Arbs dispersed camping	20057	C6	New Open	New Open	New Open	New Open	Closed	New Open
Arbs Private	26724	C6	Closed	Closed	New Open	New Open	Closed	New Open
Walton Gulch	xxx7	C6	New Road	New Road	New Road	New Road	Open	New Road
Tin Cup spring	20210	B7	Non-Motor tr	Open	Open	Open	Open	Open
Buck spring reroute 3/	20197	B7	Nonexistent	Nonexistent	Reroute	Reroute	Nonexistent	Reroute
Middle Davenport	20187	B7C7	New Open	New Open	New Open	Closed	Closed	Closed
North gorge canyon	xxx3	C1	New Close	New Close	New Close	New Close	Open	New Close
Curtis private	20074	C3	New Admin	New Open	New Admin	New Admin	New Admin	New Admin
Dry Gulch dispersed	xxx2	C4	New Close	Open	New Close	New Close	Open	New Close
Six Bit spring 4/	20144	D4	New Admin	New Admin	New Admin	New Admin	Open	New Admin
Zion springs	20221	C5	New Admin	New Admin	New Admin	New Admin	Open	New Admin
Running Water Ridge ATV	xxx9	C5	New Motor tr	New Motor tr	Nonexistent	Nonexistent	Nonexistent	Nonexistent
Laketown spur 1	26717	D1	New Admin	New Admin	New Admin	New Open	Closed	Closed
Laketown spur 2	26718	D1	New Admin	New Admin	New Admin	New Open	Closed	Closed
Spencer Basin gated	20103	D4	New Motor tr	New Motor tr	Admin	Admin	Admin	Admin
Red Spur electronic	20205	D3D4	New Open	New Open	New Open	New Admin	Closed	New Open
Campground springs	20082	D3	New Open	New Open	New Open	New Open	Closed	New Open
Curtis Ridge tr	3309	D4	New Motor tr	New Motor tr	NMT	NMT	NMT	New Motor tr
Six Bit -Spencer ATV	xx10	D4	New Motor tr	New Motor tr	Nonexistent	Nonexistent	Nonexistent	Nonexistent
Big Crawford creek 1	26704	D5	New Close	New Close	New Close	New Close	Open	New Close

Big Crawford creek 2	26705	D5	New Close	New Close	New Close	New Close	Open	New Close	
Big Crawford creek 3	26706	D5	New Close	New Close	New Close	New Close	Open	New Close	
Crawford Creek 1	26989	D5	New Close	New Close	New Close	New Close	Open	New Close	
Otter Creek pvt	xx36	E1E2	New Open	New Open	New Open	New Open	Closed	New Admin	
Nick Reservoir 5/	26979	E2	New Admin	New Admin	New Admin	New Admin	Closed	New Admin	
Longhurst spring	26980	E2	New Admin	Seasonal	New Admin	New Admin	Closed	New Admin	
Dry Canyon	26983	E3	New Admin	New Admin	New Admin	New Admin	Closed	New Admin	
Pole Hollow	26109	E4	New Close	New Close	New Close	New Close	Open	New Admin	
Valley ridge north	xxx1	E4	New Open	New Open	New Open	New Open	Closed	New Open	
Dry Fork	20162	E5	New Close	New Close	New Close	New Close	Open	New Close	
Bob Kiddys Hole	26707	E5	New Admin	New Open	New Admin	New Open	Closed	New Open	
<b>MONTE CRISTO &amp; WHEAT GRASS ANALYSIS AREA</b>									
<b>Road or Area Name</b>	<b>Route No.</b>	<b>Map Grid</b>	<b>Alt 1</b>	<b>Alt 2</b>	<b>Alt 3</b>	<b>Alt 3a</b>	<b>Alt 4</b>	<b>Alt 5</b>	
Dry Bread upper	20107	B3B4	Closed	New Open	New Motor tr	New Motor tr	Closed	New Motor tr	
Dry Bread hollow ATV 6/	6324b	B2C2	Motor trail	Motor trail	Motor trail	Motor trail	Motor trail	Motor trail	
Dry Mitchell ATV	xx13	B2C2	New Motor tr	New Motor tr	New Motor tr	New Motor tr	Nonexistent	New Motor tr	
Dry Bread Loop	xx11	C2C3	New Motor tr	unauthorized	New Motor tr	New Motor tr	unauthorized	New Motor tr	
Eli Ridge (beginning) 7/	20202	C2D1	New Close	Open	New Close	Open	Seasonal	Open	
Eli Ridge (end) 7/	20202	C2D1	New Close	New Close	New Close	New Close	Seasonal	New Close	
Powerline Spur 8/	26711	C2	Closed	New Open	Closed	New Open	Closed	New Open	
Silvia overlook	26712	C2	Closed	New Open	Closed	New Open	Closed	New Open	
Monte Cristo Pit Dispersed	20112	D1	New Open	New Open	New Open	New Open	Closed	New Open	
Power line overlook 8/	26019	C2	Closed	New Open	Closed	New Open	Closed	New Open	
Dairy Wash ATV	xx14	C2	New Motor tr	New Motor tr	New Motor tr	New Motor tr	Nonexistent	New Motor tr	
Harriet spring 1	xx35	C2	New Open	New Open	New Open	New Open	unauthorized	New Open	
Harriet spring 2	xx37	C2	New Open	New Open	New Open	New Open	unauthorized	New Open	
Harriet spring 3	xx38	C2	New Open	New Open	New Open	New Open	unauthorized	New Open	
Blake Hollow	20198	C1	New Admin	New Admin	New Admin	New Admin	New Admin	New Admin	
Wasatch Dispersed Rec.	26733	C2D3	New Open	New Open	New Open	New Open	Closed	New Open	
Blue Bell Flat – south end 9/	20201	C3	New Close	New Close	New Close	New Close	Open	New Close	
Neponset cutoff	xx12	C3D3	Closed	New Open	Closed	Closed	Closed	Closed	
Middle Ridge power line trail	6317	D2	New Motor tr	New Motor tr	Admin	Admin	Admin	Admin	
Silvia Hollow trail	6314	D2	New Motor tr	New Motor tr	NMT	NMT	NMT	NMT	
Neponset spring trail	6315	D2	New Motor tr	New Motor tr	NMT	NMT	NMT	NMT	
Wasatch hunting camp	20222	D3	Open	Open	Open	Open	Closed	Open	
Baldy - Wheeler before gates	20071	D3E2	New Motor tr	Open	Open	Open	Open	Open	
Baldy - Wheeler behind gates	20071	D3E2	New Motor tr	Seasonal	Seasonal	Seasonal	Seasonal	Seasonal	
Baldy Ridge	26708	E2	New Motor tr	New Open	Seasonal	Seasonal	Closed	Seasonal	
Dairy 2	26732	E2	New Admin	New Open	New Admin	New Open	Closed	New Open	
<b>SOUTH FORK ANALYSIS AREA</b>									
<b>Road or Area Name</b>	<b>Route No.</b>	<b>Map Grid</b>	<b>Alt 1</b>	<b>Alt 2</b>	<b>Alt 3</b>	<b>Alt 3a</b>	<b>Alt 4</b>	<b>Alt 5</b>	
Camp Red Cliffe	20191	F1	New Admin	New Admin	New Admin	New Admin	Open	New Admin	
<b>OGDEN FRON &amp; PINEVIEW ANALYSIS AREA</b>									
<b>Road or Area Name</b>	<b>Route No.</b>	<b>Map Grid</b>	<b>Alt 1</b>	<b>Alt 2</b>	<b>Alt 3</b>	<b>Alt 3a</b>	<b>Alt 4</b>	<b>Alt 5</b>	
Skyline Divide north 10/	6001	A1A2	Non-Motor tr	Motor trail	Non-Motor tr	Motor trail	Motor trail	Seasonal tr	
Skyline Divide south	6001	B3C4	Non-Motor tr	Motor trail	Motor trail	Motor trail	Motor trail	Motor trail	
Lewis Peak Trail	6041	A3B3	Non-Motor tr	Motor trail	Non-Motor tr	Motor trail	Motor trail	Motor trail	
Coldwater Peak Trail	6087	B3	Non-Motor tr	Motor trail	Non-Motor tr	Motor trail	Motor trail	Motor trail	
City View tr (Skyline to Lewis)	6040	B3	Non-Motor tr	Motor trail	Non-Motor tr	Motor trail	Motor trail	Motor trail	

WILLARD & PUBLIC GROVE ANALYSIS AREA								
Road or Area Name	Route No.	Map Grid	Alt 1	Alt 2	Alt 3	Alt 3a	Alt 4	Alt 5
West Fork Willard Canyon	6323	A4B4	Non-Motor tr	Non-Motor tr	Non-Motor tr	Non-Motor tr	Motor trail	Non-Motor tr
Box Elder Creek ATV trail	xx34	B2B3	Nonexistent	New Motor tr	Nonexistent	New Motor tr	Nonexistent	New Motor tr
Perry Reservoir	20070	B3	Admin	Open	Admin	Admin	Admin	Admin
Grizzly Peak 4x4 11/	20091	B3	New Close	Open	New Close	New Close	Open	New Closed
Willard Mountain 12/	20084	C2B3B4	Open	Open	Open	Open	Open	Seasonal
Inspiration Point	6091	B4	Non-Motor tr	Motor trail	Non-Motor tr	Motor trail	Motor trail	Motor trail
Willard Lake	6090	B4	Non-Motor tr	Non-Motor tr	Non-Motor tr	Non-Motor tr	Motor trail	Non-Motor tr
Skyline Divide north 10/	6001	A1A2	Non-Motor tr	Motor trail	Non-Motor tr	Motor trail	Motor trail	Seasonal tr
Dock Flat to Perry reservoir	26010	B2C2	Closed	New Motor tr	Closed	New Motor tr	Closed	New Motor tr
Dock Flat Loop east of 20084	26010	C2	Open	Open	Open	Open	Closed	Open
Dock Flat parking west of 20084	26010	C2	Open	Open	Open	Open	Closed	Open
Pete's Hollow trail 13/	26022	B2	Closed	New Motor tr	Closed	Non-Motor tr	Closed	New Motor tr
Upper Dock Flat	xx29	C2	New Open	New Open	New Open	New Open	unauthorized	New Open
Devils hole canyon ATV 14/	xx30	C2	New Motor tr	New Motor tr	New Motor tr	New Motor tr	Nonexistent	New Motor tr
Mantua church camp	xx31	C3	New Admin	New Open	New Admin	New Open	Closed	Seasonal
Clay Valley	26011	D1	New Open	New Open	New Open	Closed	Closed	Closed
Sink Hole loop	26012	D2	Closed	New Open	Closed	New Open	Closed	Seasonal
Public grove 4x4 – west 15/	20220	D3E3	New Motor tr	New Open	Closed	Seasonal	Closed	Seasonal tr
Public grove 4x4 – east 15/	20220	D3E3	New Motor tr	Open	New Motor tr	Seasonal	Open	Seasonal
Avon gravel 1	26743	E3	New Motor tr	Open	Closed	Closed	Closed	Closed
Dip Hollow ATV	xx33	E3	New Motor tr	New Motor tr	Nonexistent	Nonexistent	Nonexistent	Nonexistent
Public Hollow loop 4x4 - north	20092	E3E4	New Motor tr	Open	New Motor tr	Seasonal	Open	Seasonal
Public Hollow loop 4x4 - south	20092	E3E4	New Close	New Close	Admin	New Close	Admin	New Close
Jensen ranch 4x4	20114	E3E4	Admin	Admin	Admin	Admin	Closed	Admin
Jensen spur	26018	E3E4	New Motor tr	Closed	Closed	Closed	Closed	Closed
Little Bear ATV	xx32	E3E4	New Motor tr	Nonexistent	Nonexistent	Nonexistent	Nonexistent	Nonexistent

**Table 2.7.3** Clarification of Management Actions Listed in Alternatives Table 2.7.2

<b>Admin</b>	An existing system road controlled by a gate or signs that is open for “official use only” by Forest Service personnel (forest management and protection) or permittees (approved care and maintenance of infrastructure or improvements). <i>Synonymous with administrative use road.</i>
<b>Closed</b>	An existing system route that is not managed as open to public use on the existing Travel Map. These routes are being reclaimed.
<b>Motor Trail</b>	A system trail that is open to motorized use, either motorcycle single-track trail or an ATV motorized trail. Or a system road that will be managed as a Motorized trail.
<b>NMT</b>	A non-motorized system trail that does not have any changes proposed by the alternative. They do not appear on alternative maps since the maps only depict motorized routes.
<b>New Admin</b>	A road that is tracked in the INFRA database that will be open for administrative use and will be controlled by a gate or sign. This could be a road under special use permit or a road that is needed for maintenance of a stock pond.
<b>New Close</b>	An existing system road that will be closed to motorized use. It will be reclaimed.
<b>New Motor tr</b>	A non-motorized system trail that will be opened to either single track or ATV use; or a new constructed route that will be managed as a motorized trail; or a previously closed system road that will be managed as a motorized trail.
<b>New Open</b>	An existing road that is tracked in the INFRA system that will be open to motorized use.
<b>New Road</b>	An existing route that is <b>not</b> presently tracked in the INFRA system that will be managed as a system road.

<b>Nonexistent</b>	A route proposed to be built. Nothing currently exists on the ground. It is listed in alternatives as something other than Nonexistent if it only proposed to be built in that alternative. They are only shown on alternative maps where proposed.
<b>Non-Motor tr</b>	A system road or motorized trail that that is tracked in INFRA that will be managed as a non-motorized trail.
<b>Open</b>	A system road that that is a system road that is currently open on the travel plan. Managed as a road.
<b>Reroute</b>	An existing road or trail that will have a portion replaced with a new constructed alignment. The abandoned section will be rehabilitated.
<b>Seasonal or Seasonal tr</b>	A road or trail that will be seasonally open or closed and is managed with either a gate or signs.
<b>Unauthorized</b>	Unauthorized or unclassified road or trail. A road or trail that is not a forest road or trail or a temporary road or trail and that is not included in a forest transportation atlas (INFRA). Note: the term unclassified is no longer used in 36 CFR 212.1 which uses ‘unauthorized’. For the purpose of this document, we will continue to use unclassified and the same definition applies to both.

- 1/ - The Tilda Spring 3 trail would be extended to link to the Davenport Hollow (20196). This extension will create an ATV loop and an alternate route in and out of the Tilda Complex. The Davenport Hollow (20196) road will be closed at this junction to motorized uses going north creating a non-motorized trail to Johnson Draw but open south for ATVs.
- 2/ - Boundary Spring will be protected from motorized vehicle impacts by re-routing a short segment of trail around the west side of the pond. It is a very short section and difficult to see on the maps.
- 3/ - Buck Springs will have a small section of the road moved uphill away from the pond for protection of the aquatic resources. The old road section by the pond will be ripped and seeded to restore the native ground cover. This re-route would extend to connect to the Tin Cup spring road (20210).
- 4/ - Six-Bit Spring road (20144) will be gated as an administrative closure at the east end only. A gate will be installed just past a group of dispersed campsites.
- 5/ - Nick Reservoir (26979) shows as a loop road on the maps. Administrative need to access the reservoir will be done with only one end of this loop. The southern portion of this loop will be abandoned and will be ripped and seeded.
- 6/ - Dry Bread Hollow ATV is shown in this table even though no changes are proposed to this trail because any new Travel Use Maps will show the configuration of the trails will change. The 1997 Travel Map is in error and does not correctly show the open trails. Other new trails are proposed in this immediate area. Reference the Monte Cristo maps.
- 7/ - Eli Ridge road will be gated just past a group of dispersed campsites about ½ mile from the beginning. The existing gate will be moved to this location, changing the management of the “beginning” section and the “end” section.
- 8/ - This small road adjacent to SR39 is inventoried as two routes. Power Line Spur (26711) and Power Line Overlook (26019) are very close together and it is difficult to depict them on the map as separate routes. They will be managed in a similar manner.
- 9/ - Blue Bell Flat road will be closed just past the dispersed camps at the old gravel pit. The closed section will be managed as a part of the non-motorized Blue Bell Hollow trail (6099).
- 10/ - The Skyline trail (6001) beginning at the North Ogden Divide Trailhead, will be closed to motorized use from November 15 to July 15 to improve the habitat for Mountain Goats around Ben Lomond and Willard peaks.
- 11/ - Grizzly Peak 4x4 road will be closed at the junction of the Willard Peak Road. This will close this road to motorized vehicles.
- 12/ - The Willard Mountain Road (20084) will be seasonally closed from approximately November 15 to July 15 above the junction of the Grizzly Peak Road (20091). A gate will be installed near this junction where room for a turn-around is available.
- 13/ - Pete’s Hollow trail will be managed for single-track motorcycle only. A seasonal use restriction for motorized use from November 15 to April 31 will be applied to this trail to match motorized access restrictions on the Brigham Face Wildlife Management area.
- 14/ - Devils Hole Canyon ATV trail will be a newly constructed trail. The portion of this trail west of the main Willard Road will be included to provide a link to the Box Elder Creek Trail.
- 15/ - The west end of Public Grove 4x4 will be managed as an ATV trail with a seasonal closure from November 15 to June 15. The east end will also have a seasonal closure from November 15 to June 15.

**2.8 Mitigation**

Mitigating the impacts from use of the National Forest is an important role of the Forest Service. Impacts caused by any number of reasons such as development projects or public recreation use must not be allowed to change our continued

ability to manage the lands effectively. The Forest Service Manuals and Handbooks have specific guidance for reducing or eliminating impacts from the construction or maintenance of trails and roads (FSM/FSH 2350, 7700).

Mitigation is also listed in Appendix D, Mitigation and Monitoring Best Management Practices. The listed appropriate site specific or general mitigation measures will be an integral component of implementing this decision.

Prior to any construction, a final review will be done by the resource specialist for the Wasatch-Cache National Forest. Site specific Mitigation measure to reduce or eliminate effects to sensitive resources will be developed and implemented during the construction activity.

The Ogden RD also has a document for Trail Mitigation and Monitoring that combines Best Management Practices, direction and techniques for the management and development of both motorized and non-motorized trails within this jurisdiction (USDA Forest Service, Ogden RD BMP Mitigation and Monitoring). Much of Appendix D was created from this previous document.

## **2.9 Implementation**

Once the Record of Decision is final, the decision of how and when the plan will be implemented will be made by the District Ranger in coordination with the Forest Engineer. The mechanics of implementation of the decision will first consist of prioritization of the work to be done. It is expected with the current budget that implementation will occur over a number of years. The reality is that lower priority implementation may not occur at this time.

Priorities for managing the road system on the ORD is expected to be as follows: 1) Improved public information in the form of a new and improved Travel Plan Map, implement seasonal closures, correct signing on each road, corrected computer inventory data, active user education and involvement programs, improved coordination with adjacent landowners, permittees, and local governments; 2) continued, and increased if possible, annual road maintenance and decommissioning programs; and, 3) physically closed and/or gated routes based on the determination of priority.

## **2.10 Forest Plan Consistency**

Alternative 5, the preferred alternative, is consistent with the revised Forest Plan (USDA Forest Service, 2003). No amendment or changes are proposed from the mix of route management activities summarized in the final Record of Decision.

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