

## **Appendix C**

### **General Description of Changes from Alternative 7 of the Draft EIS to Alternative 7-M of the Final EIS**

*The following is an overview of changes that were made from Alternative 7 of the Draft Environmental Impact Statement (DEIS) to Alternative 7-Modified (7-M) of the Final Environmental Impact Statement (FEIS).*

#### **General**

- Blanket spring restrictions on mountain bike and stock use were lifted in Alternative 7-Modified for all but approximately a dozen trails (See route tables).
- Alternative 7-M includes a proposed objective and standard for potential future proposals for backcountry landing strips but without the specific locations identified as they were in Alternative 3 of the DEIS.
- The proposed programmatic direction (goals, objectives, standards and guidelines) have been modified and reformatted as described at the beginning of Chapter I of the Detailed Description of the Alternatives.
- Seasonal restrictions for snowmobile use in those areas proposed for seasonal restrictions were changed from June 1 – December 1 to restricted October 15 – December 1.

#### **Absaroka-Beartooth Plateau Travel Planning Area**

- In Alternative 7-M the area closure to horses was modified to become simply closed to all overnight stock use. In addition, cross-country day use of stock would only be permitted from August 1 to December 2. Key routes would be closed to horses including the Zimmer Trail #574 and Lower Aero Trail #31. A small area closure would be employed between Summerville and Castle Lakes. See summer non-motorized map.

#### **Absaroka-Beartooth Wilderness Travel Planning Area**

- In Alternative 7-M the stock restriction on the Pine Creek trail would terminate September 15 each year rather than be a yearlong restriction. Stock would be allowed from September 15 – December 2. Stock would not be allowed overnight in the Pine Creek Lake Basin yearlong.

#### **Bangtails Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The marked ski route and associated snowmobile area closure would be dropped from the Skunk Creek Road (#974) to the Stone Creek Divide. (This essentially takes the marked route off of the Bangtail Divide.) The Stone Creek trail would continue to be managed with a snowmobile restriction.

- The standard requiring obliteration of roads prior to constructing new route connectors has been dropped because the work was completed in FY06.
- The ATV connector from the South Fork to the Middle Fork of Willow Creek was moved uphill 1 mile to an existing road where some use currently exists. Correspondingly the mountain bike route was shifted as well on the summer non-motorized map.

## **Bear Canyon Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The first two miles of the Bear Canyon trail was made a ski trail only in winter and the rest of the snowmobile area restriction within the canyon was lifted. Snowmobiles would be prohibited on the first 2 miles of the trail.
- The marked ski/snowmobile trail was connected from Bear Lakes to the Trail Creek cabin to complete a loop.
- The trail along Bear/Goose divide inside the 440 loop was made available for public non-motorized travel. This was an oversight and now the summer non-motorized map shows this route as green.

## **Big Sky Travel Planning Area**

- No significant changes between Alternative 7 and Alternative 7-Modified.

## **Bozeman Creek Travel Planning Area**

- The marked ski trail from the Bozeman Creek 454 junction to the Moser divide was dropped in Alternative 7-M to limit increased over-snow route density.

## **Bridger Canyon Travel Planning Area**

- No significant changes between Alternative 7 and Alternative 7-Modified.
- Note: The Forest access from the Bridger Bowl parking lot to the Forest boundary is now shown on the summer maps. This was an oversight.

## **Bridger Mountain Travel Planning Areas**

**(West Bridger South, W. Bridger North, North Bridgers, and Fairy Lake TPAs)**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Brackett Creek Trailhead access changed based on the completion of the Brackett Creek Land Exchange (See map on the website or Alt. 7-M map).
- The snowmobile area restriction was re-configured to allow for some high-marking opportunities and transport of skiers to popular areas (See Alt. 7-M map - winter).
- There was a snowmobile restriction reconfiguration in W. Bridger North (see Alternative 7-M map).
- Stock would be allowed on the Bridger Ridge Trail #513 north of the “M”.

- The snowmobile area closure was dropped in W. Bridger South except for the “M” and Sypes trail connector would still be closed.
- Trail #528 was opened to ATV’s to the top of the Felix road system and existing roads would be used between Johnson Canyon and Felix for ATVs and motorcycles. (See map)
- Trails in the southwest corner of the Bridgers from the “M” north through Corbly Gulch may be managed in a “timeshare” fashion for motorcycles and mountain bikes. That is these routes may only be open to mountain bikes or motorcycles (whichever use applies) on certain days of the week, weeks of the month, or times of the day. After the decision, the Forest will work with interested user groups to develop the “time share” method.

## **Cabin Creek Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- There was a reconfiguration of motorcycle trails. Trail 203 from Potamogeton trailhead to Cabin Creek divide was dropped as a motorcycle route. The Red Canyon trail (i.e. Red Cub Trail #205; Seg. 3) was added. Trail 205 (from Trail 210 to the Cabin Creek Recreation Wildlife Management Area boundary) was dropped. Trail #210 was added. See the summer motorized map.

## **Cherry Creek Travel Planning Area**

- Alternative 7-Modified is the same as Alternative 7.

## **Cooke City Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Goose Lake (#3230) and Lake Abundance Roads (#3219) would be re-opened to the Wilderness Boundary.
- The proposed Huckleberry and Tredanic loop connectors for ATV’s was dropped.
- The snowmobile area restriction south of Highway 212 was dropped to the east of Irma Mine.
- The proposed seasonal restrictions (fall) on Goose Lake Road #3230, Sheep Mountain Road, and Scotch Bonnet Road #3229 were dropped. In Alternative 7-M the seasonal restrictions would run from December 2 to June 15 for all area roads.

## **Crazy Mountain Travel Planning Areas (East Crazies, Ibex and Shields TPAs)**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Smeller Lake Trail #220 was closed to motorcycles.
- The Rock Creek North Trail #270, Seg. 2, was opened to motorcycles.
- The Trespass Trail #268 was closed to motorized use and stock use would become the emphasis.
- The Porcupine Lowline trail was opened to motorcycles.

- The Shields Lowline Trail #258 from Porcupine cabin to the Sunlight road was opened to motorcycles.
- The Cottonwood Lake Trail #197 would end as a motorcycle, ATV and mountain bike route at the end of road at the western boundary of the private land section.
- There was a motorized route re-configuration, particularly in Smith Creek area. Additional motorized summer loops are included in T6N R10E Sections 28, 29, and 33. Refer to the Alt. 7-M summer motorized map for changes.
- The project road (E ½ of sec. 6, T6N R10E, to private land) was changed to a 4x4 and mountain bike route.
- The East Fork Bitter Creek connector was dropped. An ATV route would be constructed parallel to the East Fork Smith Creek road and into Section 6 up to the ATV parking lot.
- The snowmobile closure immediately adjacent to the Ibex Cabin was dropped to allow snowmobilers to access the Cottonwood-Trespass snowmobile trails from the cabin.
- A connector was added from the end of the East Fork Smith Creek road to the new route on the Lewis and Clark with some minor road additions (see map).
- Changes made to ATV routes result in a corresponding change for mountain bikes.

## **Deer Creeks Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- See the Alt. 7-M maps for the best information on changes made in this area.
- Trail #108 would not be open to motorcycles.
- Motorcycles and ATV's were dropped on the Tin Can Gulch Trail from Cherry Creek to Red Mountain.
- There is a motorcycle connector between the Lodgepole Trail system and the Iron Mountain Road system. Trail #124 from the Boone Creek Driveway to the Iron Mountain connector was opened to motorcycles.
- The Lodgepole Trail #124 from Elk Creek trailhead to Boone Creek Driveway #2 was opened to motorcycles.
- Lower Deer Creek Trail #5 was changed to be motorcycle only from its' junction with Placer Gulch Trail #256 north to its junction with Red Mountain Trail #156.

## **East Boulder Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Graham Creek Trail #117 was opened to motorcycles. This trail connects Main Boulder to the end of Pickett Pin Road #140.
- The Dry Fork Road was opened to 4x4's as far as the Blacktail Trail junction. (See Alternative 7-M summer motorized map)
- The Dry Fork Trail #13 to Moccasin Lake was opened to ATV's to approximately ¼ mile below the lake.
- The snowmobile area restriction was dropped (between Pickett Pin road and the Wilderness boundary).

## **Gallatin River Canyon Travel Planning Area**

- Alternative 7-Modified is the same as Alternative 7.

## **Gallatin Roded Travel Planning Area**

- In Alternative 7-M the Moose Creek Trail #187 was opened to motorcycles.

## **Gardiner Basin Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- There would be no seasonal restrictions on most roads. Exceptions include the Upper Eagle Creek Road which would close December 26 and Bald Mountain and Bear Fork roads which have been closed October 15 through December 1.

## **Hebgen Basin Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The snowmobile restriction boundary on the north side of the Madison Arm was moved from the road to the bluffs closer to the shoreline. In other words, snowmobilers would be able to look out over the arm.
- As a map correction the road to Black Sands Spring would be open to snowmobiling.
- The snowmobile area closure at the Madison River was extended east to the YNP line.
- Road #2530 was changed to a project road from the middle of Sec. 26 north.
- There would be a new marked ski trail starting just north of the Ranger Station and running to Baker's Hole Campground.
- A snowmobile area closure was added to the Cougar/Duck Creek area (see map) in the wetland portion.
- There was a map error in Alternative 7 for the existing winter range closure around Whits Lake. This was corrected in Alternative 7-M.
- West Hebgen Lake Road # 167 was exempted from the 300 foot off-route access allowance for camping. In other words, motorized access to dispersed camp sites along this road would be restricted to designated locations.

## **Hyalite/Porcupine-Buffalo Horn WSA Travel Planning Areas (Gallatin Crest, Porcupine/Buffalo Horn, Tom Miner/Rock, and Yellowstone TPAs)**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Heather and Emerald Lake basin and the upper Portal Creek/Rock Creek area was opened to snowmobiles. The area open in the south end is expanded from Alternative 7 (see Alt. 7-M map).
- The Porcupine/Buffalo Horn snowmobile restriction recommended by Montana Fish Wildlife and Parks was incorporated (see Alt. 7-M map).

- A designated snowmobile route, Trail #160 was added to Ramshorn Lake with a play area included surrounding the lake (see Alt. 7-M map).
- The Windy Pass Trail #82 was changed to a non-motorized summer route.
- The Tom Miner closure date was changed to December 25 to provide access for early season skiing and Christmas tree cutting.
- The Moose Creek Trail #187 was opened to motorcycles. Also in the Gallatin Roded Travel Planning Area.

## **Hyalite Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- Snowplowing would only go as far as Blackmore Picnic Area and Boat Launch.
- There would be a winter snowmobile opportunity from Moser Creek to the Hyalite #427 (Grotto Falls) and East Hyalite #434 trailheads and beyond to Heather/Emerald lake basin within the Gallatin Crest Travel Planning Area on a designated route (see the winter map for 7-M).
- An open snowmobile area would be available from Moser Creek Road north to the Forest boundary and between the Moser Jumpoff Road and the Hyalite Road.
- A snowmobile/ski trail from Moser Creek Road south to the Heather/Emerald drainage and to the Grotto Falls trailhead would be designated. All snowmobile parking would be at Moser Creek Road junction.
- The marked ski trails were dropped between Moser and Buckskin.
- A marked ski trail was added paralleling the road from the Blackmore Picnic Area to Langohr Campground. This is not a new route, the portion from Lick Creek to Blackmore was an oversight.
- Should plowing of the road become infeasible to Blackmore, snowmobiles would be allowed to run from the end of the plowed road (where-ever that may be) to destination points further up (e.g. for ice fishing/ice climbing) on the designated route.

## **Lee Metcalf – Monument Travel Planning Area**

- Alternative 7-Modified is the same as Alternative 7.

## **Lee Metcalf – Hilgard Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The management designation for stock use on the West Fork Beaver Creek Trail (#222) was changed from an “E” to an “A”.

## **Lee Metcalf – Spanish Peaks Travel Planning Area**

- Alternative 7-Modified is the same as Alternative 7.

## **Lionhead Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- There would be an allowance for snowmobiles on the Ghost Village Road through the area closure near Campfire Lodge.
- The McClure Creek Road #2544 was made a project road.
- The Beaver Creek Road #985 was exempted from the 300 foot off-route access allowance for camping. In other words motorized access to dispersed camp sites along this road would be restricted to designated locations.
- The snowmobile closure north of Hebgen Lake to the northwest of Kirkwood was dropped and so was the snowmobile restriction north of 287 and Quake Lake.
- The management designation for mountain bike use on all motorized trails was changed from an “A” to an “E”. This was an oversight.

## **Main Boulder Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Graham Creek Trail #117 was opened to motorcycles. See East Boulder Travel Planning Area.

## **Mill Creek Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The stock restriction on the Pine Creek trail was lifted during the fall to accommodate hunting (restricted from 12/1 to 9/15). No overnight stock use would be allowed.
- Motorized use was prohibited on Trail #65 Emigrant Gulch.
- The snowmobile restriction was expanded from Emigrant Peak to Road #3272 and Trail #65.

## **Mission Creek Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The trailhead facility at the end of the Mission Creek Road would stay as it is today (i.e. Alternative 1).
- All but the Suce Creek/Livingston Peak portion of the snowmobile area restriction was dropped.

## **Sawtooth Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Sawtooth Trail #297 and the new connector across State land would remain on the system as a non-motorized route.

## **South Plateau Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Tyghee ATV connector to the Targhee Forest system was added on an existing road. This would be a short segment from Trail #116 into the Targhee National Forest.
- The management designation for mountain bike use on all motorized trails was changed from an “A” to an “E”. This was an oversight.
- The new marked cross-country ski trail from Targhee Pass south to the Continental Divide was dropped.

## **Taylor Fork Travel Planning Area**

Alternative 7-Modified differs from Alternative 7 as follows:

- The Minnie Wapiti Trail #203 from the Wapiti Trail to the Cabin Creek divide was changed to a motorcycle route. Trail #74 was then changed to a non-motorized route.
- A snowmobile route was added from Sage Creek to the Wapiti Cabin. The winter range snowmobile closure was reconfigured at Lower Wapiti and Cache/Lightning. See Alt. 7-M winter map.
- The Deadhorse Road was made a motorcycle route to improve north-south connectivity (open July 15 to December 1).
- Trail #6 becomes a non-motorized route between the junction of Trail #30 and the junction of Trail #223.
- The map was corrected to show Trail #63 and #8 as open to motorcycles to Lizard Lake.
- The Wapiti Road #2522 is no longer shown as a snowmobile route.
- Taylor Fork Road #134 was exempted from the 300 foot off-route access allowance for camping. In other words, motorized access to dispersed camp sites along this road would be restricted to designated locations.

## **Yankee Jim Travel Planning Area**

- Alternative 7-Modified is the same as Alternative 7.