

Chapter 2

Alternatives

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CHAPTER 2. ALTERNATIVES

2.1 INTRODUCTION

This chapter describes the five alternatives analyzed in this Final Environmental Impact Statement (FEIS) and the changes in alternatives between the Draft Environmental Impact Statement (DEIS) and the FEIS. One new alternative (the Preferred Alternative) is analyzed and other alternatives were modified, improved or corrected in response to public comments to the DEIS. The environmental impacts of the alternatives are summarized in comparative form in Section 2.6, according to the National Environmental Policy Act (NEPA) implementing regulations (40 CFR 1502.14). A complete analysis of effects for each resource is presented in Chapter 3.

The five alternatives analyzed in detail in the DEIS included:

- Alternative 0 - No Action Alternative
- Alternative 1 - Designated System Routes
- Alternative 2 - Revised Proposed Action
- Alternative 3 - Recommended Wilderness/Roadless Areas Values Emphasis, and
- Alternative 4 - Maximum Motorized Emphasis Alternative.

Two other alternatives were considered in the DEIS but were eliminated from detailed study. These were the original Proposed Action and an alternative requesting motorized designation of all routes, both system and unauthorized routes, on the SCNF (DEIS pp. 2-1- 2-2).

A Notice of Availability announcing the DEIS was published in the Federal Register on September 26, 2008, starting a 60-day public comment period. Hundreds of letters, comment forms, and e-mail messages were received in response to the DEIS. Chapter 4, Public Involvement, provides a thorough discussion of the entire public involvement process and how comments were used in the development of this FEIS.

The NEPA implementing regulations (40 CFR 1503.4) and the Forest Service Handbook (FSH 1909.15, Sec. 24.1) provide direction to review, analyze, evaluate, and respond to substantive comments on a Draft Environmental Impact Statement (DEIS). The direction states "An agency preparing a final environmental impact statement shall assess and consider comments both individually and collectively, and shall respond by one or more of the means listed below, stating its response in the final statement. Possible responses are to:

- (1) Modify alternatives including the proposed action.
- (2) Develop and evaluate alternatives not previously given serious consideration by the agency.
- (3) Supplement, improve, or modify its analyses.
- (4) Make factual corrections.
- (5) Explain why the comments do not warrant further agency response, citing the sources, authorities, or reasons which support the agency's position and, if appropriate, indicate those circumstances which would trigger agency reappraisal or further response."

One new alternative (the Preferred Alternative) has been developed, and modifications, improvements, and/or factual corrections have been made to Alternatives 0, 1, 3 and 4. Two other alternatives were considered but dismissed from detailed analysis in this FEIS. The Revised Proposed Action was used as the basis for the Preferred Alternative but is not carried forward into this FEIS, except to provide a brief summary of the alternative. A discussion of the changes between the Revised Proposed Action and the Preferred Alternative are included in Appendix E.

2.2 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

An alternative that would eliminate all motorized travel in Inventoried Roadless Areas (IRAs) was considered but was dismissed from detailed analysis. About 73 percent of the project area is within IRAs and/or Forest Plan Recommended Wilderness Areas and eliminating all motorized travel within these areas would fragment the existing transportation system. Neither the 2001 Roadless Rule nor the recently promulgated Idaho Roadless Rule precludes motorized travel on existing system routes in IRAs. Alternative 3, however, does analyze the effects of eliminating motorized travel within Forest Plan Recommended Wilderness Areas.

A proposal specific to management on the Salmon portion of the Forest was submitted by two local residents and a member of a conservation organization. This proposal delineated broad geographic areas of the Salmon National Forest where proponents thought motorized travel should be emphasized as described in Alternative 4 of the DEIS and other areas proponents thought should be non-motorized. Some geographic areas align with general route designations in Alternative 4, while others do not. For example, the proposal delineated an area north of the Salmon River, in the vicinity of Owl Creek for motorized emphasis. Motor vehicle use is currently restricted in this area on the existing Travel Plan to provide erosion control and big game security. The purpose for these restrictions is still valid; therefore, this particular component of the proposal was considered but dismissed from detailed study.

2.3 ALTERNATIVES CONSIDERED IN DETAIL

Relatively few public comments were received concerning the Revised Proposed Action compared to the No Action Alternative (Alternative 0), the Recommended Wilderness/Roadless Areas Emphasis Alternative (Alternative 3), or the Maximum Motorized Emphasis Alternative (Alternative 4) analyzed in the DEIS. Respondents generally wanted the travel situation to remain unchanged or favored either Alternative 3 (with fewer motorized designations) or Alternative 4 (with more motorized designations). Public comments clearly expressed the deeply divided opinions of individuals and groups responding to the DEIS. The Revised Proposed Action (DEIS pp. 1-4 through 1-5) sought to balance competing public interests regarding motorized and non-motorized uses on the SCNF and was used as the basis for the Preferred Alternative (Alternative 5).

Maps and tables of designated roads and motorized trails displaying the route number, route name, vehicle type, seasonal open periods, and mileage for each alternative are displayed by ranger district in Appendix H.

Information included in the text and tables and displayed on the maps is based on the best available information. Corrections and adjustments will be made during project implementation and Motor Vehicle Use Map (MVUM) production.

2.3.1 FEATURES COMMON TO ALL ACTION ALTERNATIVES

Forest Plan modifications and amendments, in addition to PDFs, mitigation, and monitoring would apply to all action alternatives as described in the following sections.

Forest Plan Modifications and Amendments

The Salmon National Forest LRMP allows editorial and other minor modifications without amending or revising the plan. Direction in the plan states: “Editorial and other minor modifications to [these] management requirements which do not alter their intent may be made without amending or revising the Forest Plan” (LRMP IV-4). Management requirements in the LRMP are presented as: Management Activities, General Direction Statements, and Standards and Guidelines (Salmon LRMP IV-4). Language in Section IV, Forest Management Direction Part B. Forest-wide Direction for Dispersed Recreation Management (page IV-17) stating “a. Display off-road vehicle restrictions in the Forest Travel Plan” would be deleted. In accordance with the Travel Rule, the MVUM will be published yearly and would display where off-road vehicle use is allowed. This in effect, also shows where off-road vehicle use is restricted and does not alter the intent of the Salmon National Forest LRMP.

Language in Section IV, Forest Management Direction Part B. Forest-wide Direction for Transportation System Management (page IV-62) stating “a. Specify off road vehicle restrictions based on OHV use management and display in the Forest Travel Plan” would be deleted using the same rationale stated above. This same statement would also be deleted from Management Area Direction on pages IV-99, 102, 105, 111, 114, 120, and 159.

The Challis National Forest LRMP does not include language allowing modifications to the plan that do not alter the intent therefore, the Challis LRMP would be amended to comply with the Travel Rule for all action alternatives.

The following Forest-wide Management Direction, and Standards and Guidelines described on pages IV-11 and IV-12 of the Challis LRMP would be amended. An additional amendment that pertains to motorized travel in recommended wilderness (and is addressed in Amendment #9 Forest Travel Plan, 1993) would be required to implement Alternative 4 and is explained in the description of that alternative.

Following is the current language from the Challis Forest Plan and the language to amend the plan as part of this decision.

Forest-wide Direction (Challis NF LRMP, page IV-11):

1. Recreation

Current Direction

b. Dispersed Sites

4) ORV closures should be adequately signed.

f. Off-Road Vehicles (Challis NF LRMP page IV-12)

1) Annually inventory high use ORV areas on the Forest, identifying areas of watershed damage.

4) Sign to clearly indicate if whether an area or trail is open, closed or restricted to ORV use.

5) Designate unrestricted ORV use areas, specific ORV travel routes, and promote public awareness and utilization through the Travel Plan.

9) Discourage ORV use on wetlands and riparian areas.

(The following two standards are added to the Forest Direction by Amendment 9)

14) On National Forest System lands where travel (motorized and/or mechanized) is restricted to designated routes only, off-route travel is limited to within 300 feet on either side of the designated routes and for the purposes of access to camping sites, retrieval of big game carcasses, or for fuelwood gathering; unless otherwise authorized by a properly executed Forest Service permit.

15) The Forest Travel Plan will be displayed on a map designed to be easily understood by the public.

Amended Direction

b. Dispersed Sites

4) Open trails will be signed, to the extent possible, to supplement the MVUM.

f. Off-Road Vehicles

1) Annually inventory high use areas where motorized access for dispersed camping is allowed to identify resource damage.

4) Sign, to the extent possible to indicate if an area or trail is open to ORV use.

5) Designated motorized routes (roads and trails) will be displayed annually on the Forest MVUM.

9) Prohibit ORV use on wetlands and riparian areas.

14) On National Forest System lands, off-route travel is limited to within 300 feet on either side of the designated routes, where practicable, depending on slope and topography, for the purposes of access to dispersed camping sites unless otherwise authorized by a properly executed Forest Service permit. No motorized access for the retrieval of big game carcasses would be allowed.

Types of Routes

Cross-country Motor Vehicle Use: Motor vehicle travel is considered cross-country when a motor vehicle (except motorized over-snow vehicles on snow) leaves a designated road or a designated motor vehicle trail.

Designated Route: Roads and trails identified by the agency where the appropriate traffic type and time period of use is specified. Any routes or areas not designated for motor vehicle use are restricted to non-motorized use.

Roads are defined as a motor vehicle travelway for vehicles over 50 inches wide. Off-Highway Vehicles (OHVs such as ATVs and dirt bikes) operated by licensed drivers are also legal, as prescribed in Idaho law. Unlicensed drivers may operate OHVs on NFS roads if supervised by a licensed adult operator (18+). Hikers, bicyclers, and horseback riders are encouraged to travel safely along road edges unless specifically prohibited.

Roads are classified into one of two categories:

1) Unauthorized roads are roads that are not National Forest System roads and are not included in a forest transportation atlas. These include roads also termed unclassified, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designated motor vehicle use and added to the system.

2) Classified roads include roads wholly or partially within or adjacent to National Forest System lands needed for long-term motor vehicle access, including state roads, county roads, privately owned roads, National Forest System roads (see below), and other roads authorized by the Forest Service.

National Forest System (NFS) Road: A classified forest road under the jurisdiction of the Forest Service. The term “National Forest System road” is synonymous with the term “forest development roads” as used in 23 U.S.C. 205. These roads may be classified as open, closed, or seasonal. Forest System roads have a 5-digit route number. Roads on the Salmon National Forest begin with the numeral 6 and roads on the Challis National Forest begin with the numeral 4. For example, FR #40093 is the Morgan Creek Road on the Challis portion of the Forest.

Motorized trails, OHV trails, or ATV trails are routes available for Off-Highway Vehicles (OHVs) as well as non-motorized users. They include trails available to all OHVs, and those available specifically to All Terrain Vehicles (ATVs), and motorcycles. Trails may be closed seasonally for resource protection or public safety reasons. Forest system trails have a 4-digit route number. Trails on the Salmon National Forest begin with the numeral 6 and trails on the Challis National Forest begin with the numeral 4. For example, Trail 6106 is the Divide National Recreation Trail on the Salmon portion of the Forest.

Two-wheel motorized (Motorcycle) trails are single-track trails available for motorcycles and dirt bikes, as well as non-motorized users. Forest system trails have a 4-digit number. Trails on the Salmon National Forest begin with the numeral 6 and trails on the Challis National Forest begin with the numeral 4. For example, Trail 6106 is the Divide National Recreation Trail on the Salmon portion of the Forest.

Non-motorized trails are routes available for non-motorized and non-mechanical uses, such as hiking, bicycling (except in Wilderness Areas) and horseback riding. Use by motorized wheelchair is allowed when feasible within the defined trail-bed. Routes restricted to non-motorized use are closed to motor vehicle use administratively. These trails also have a 4-digit number.

Summer Use Regulations

For all alternatives, the 1988 Salmon National Forest Travel map and the 1994 Challis National Forest Travel map would be replaced with a MVUM that designates routes for summer use only. Summer use is defined as the snow-free season when tracked vehicles or equipment such as a snowmobile or skis are not required for travel. The 1988 Salmon National Forest Travel Plan map and the 1994 Challis National Forest Travel Plan map would provide travel management direction for over-the-snow use on each respective Forest until over-snow direction can be incorporated and displayed on an over-snow vehicle use map.

The MVUM will be displayed by ranger district. Maps will be available free of charge at all SCNF offices and on the Forest web page.

Summer travel management would include the following:

- Motorized and non-motorized travel routes, designated by the Forest Service as open to public travel. Designated motorized routes would be identified on the SCNF MVUM using nationally-directed uniform standards. Road number signs identifying those routes open to public travel would be posted on the ground to the extent practicable. Designation of travel routes and areas would follow requirements in 36 CFR Parts 212, 251, 261, and 295 (Federal Register, 70 FR 68264).
- Parking within one vehicle length off all designated motorized routes.
- A designation for a road or trail includes all terminal facilities, trailheads, parking lots, and turnouts associated with the designated road or trail. The designation also includes parking a

motor vehicle within one vehicle length from the edge of the road surface when it is safe to do so and without causing damage to NFS resources (proposed Washington Office Directive FSM 7716.1).

- Off-Highway Vehicle (OHV) operation for general travel would not be allowed off any designated motorized route. Motor vehicle use for big game retrieval off designated roads or designated motorized trails would not be allowed. Section 212.51 of the Travel Management Rule “provides that in designating routes, the responsible official *may* include in the designation the limited use of motor vehicles within a specified distance of certain designated routes, and if appropriate within specified time periods, solely for the purposes of big game retrieval or dispersed camping.”

The Forest Supervisors in Idaho and the Idaho Department of Fish and Game (IDFG) support the prohibition of motorized travel off the designated system for the purpose of game retrieval. IDFG does not recognize a need to harvest game and then enlist motorized means to retrieve that game. Hunters are obliged to make a thoughtful decision prior to taking game including the hunter’s ability to transport their game from the field to their home.

The Idaho Fish and Game 2009 Big Game rules provide information and rationale for restricting motor vehicles. The rules state “Wisely managing roads, trails and motor vehicles will yield more old bucks and bulls, permit more hunting opportunity, allow longer seasons, decrease erosion, reduce conflicts, reduce damage to habitat and the spread of noxious weeds, and best of all it will make hunting better.” The rules also state “Cross-country travel with motor vehicles can create a network of new travel ways that cause erosion, spread noxious weeds, and damage fish and wildlife habitats. Much of this cross-country travel occurs during hunting season. To reduce these impacts, Idaho’s land and wildlife managers ask all hunters using motorized vehicles to stay on roads and trails and use designated routes where they are established. Do not travel cross-country with a motor vehicle.”

- Unauthorized routes would be restricted to non-motorized use unless designated for motor vehicle use in the selected alternative.
- All areas and routes in the project area are open to non-motorized use (by foot, mountain bike, or horse), unless prohibited for administrative reasons such as safety.
- Mountain bikes would be permitted on all roads and trails outside of the FC-RONRW, unless otherwise posted.
- Hiking and horseback riding would be permitted anywhere on the Forest, unless otherwise posted.

Other Common Features

- Grants and Agreements - the Forest Service will pursue partnerships and grants with Idaho Department of Parks and Recreation to maintain motorized and non-motorized trails.

Standards and Maintenance

Road and trail standards vary depending on intended use. Standards allow for a range of route conditions from primitive to high standard. Road and trail maintenance, required by Forest Service Manual direction, would continue as funding is allocated. No new road or trail construction or improvements involving ground disturbance would occur under any of the alternatives. A consequence of designating routes open for motorized travel is that those routes not designated as open would be identified as closed to motorized travel. Road closure procedures that involve ground-disturbing

activities would not be part of any action alternative and would require separate and distinct site-specific NEPA decisions regarding the implementation aspects of road closures. The environmental effects of having roads closed to motorized travel would be evaluated in this analysis. Several new routes that meet the objectives for a motorized transportation system have been identified; however, separate site-specific NEPA decisions would be required to implement ground-disturbing activities associated with new route construction.

2.3.2 PROJECT DESIGN FEATURES

Project design features (PDFs) include Best Management Practices (BMPs), standard operating procedures (SOPs), and identified design features below. These items are included to protect public safety and Forest resources, and are integral parts of all action alternatives.

User education and enforcement of the new travel management regulations would occur. User education would include public meetings and brochures describing the new travel management policy and use of the MVUM.

The SCNF would follow national direction for signing and maps. The Forest Service has developed a standard national format for the MVUM. These maps will be available at local Forest Service offices and on Forest Service web sites, as soon as practicable. The Forest Service plans to issue additional travel management guidance in its sign standards handbook to ensure consistent messages and use of standard interagency symbols.

Newly Designated Roads and Motorized Trails. Newly designated roads and motorized trails would be subject to the following project design features (a) through (g). A newly designated road or trail is defined as a route designated on a previously unauthorized or closed system road that would now be open to public travel; or a non-motorized trail designated as motorized. Newly designated roads and/or trails would not be authorized or placed onto the MVUM until on-the-ground assessments are made and all applicable PDFs are implemented.

a) Cultural Resources. A route would not be designated for motor vehicle use until all cultural resource surveys are complete and mitigations for associated sites are in place. The Forest Archaeologist shall review and approve annual maintenance plans for both roads and trails. Maintenance activity within or adjacent to significant archaeological sites would not be approved unless mitigation measures are in place. Mitigation measures include closing routes or mitigating site disturbance through data recovery or avoidance during scheduled maintenance activities. Although these are examples of mitigation measures which may be considered, the list is not exhaustive and the Salmon-Challis Heritage Resources staff, in consultation with the Idaho State Historic Preservation Officer (SHPO), Tribes, travel managers, and interested parties will consider all mitigation measures which will preserve and protect these non-renewable resources. Areas of high probability associated with this route designation project would be surveyed and evaluated by a qualified archaeologist in an effort to locate, record, and assess any historic and/or archaeological properties. In the event that significant archaeological and/or historical resource sites are discovered to be present, and any proposed action will have an adverse effect on the site, mitigation would occur in consultation with the Idaho SHPO. Consultation with the Shoshone-Bannock Tribes and the Nez Perce Tribe would also occur if an affected site is identified as Native American in origin.

b) Plants. Necessary protection measures would be enacted so that unacceptable impacts to sensitive plant populations either would not occur or would be mitigated.

c) Route Standards. Roads and trails must meet minimum road or trail standards as defined by the Forest Service Handbook FSH section 7700 for roads, or the Forest Service Standard Specifications for Constructions of Trails (EM-7720-102).

d) Fisheries. Routes that are proposed for a new designation as “authorized motorized routes” would be inventoried for engineering requirements, safety and resource concerns (including Forest Service Aquatic Organism Passage requirements and compliance with PACFish/INFish RMOs), prior to being approved and incorporated into the Forest’s system of designated routes. (USDA FS 2008, McAllister and Troyer 2003) Forest personnel will review and/or inventory newly proposed routes to determine if streams are affected, if they are fish-bearing, whether existing crossings provide fish passage and whether PACFish/INFish Riparian Habitat Management objectives (RMOs) and ESA Section 7 consultation requirements and other required conditions are being met. As noted in the *National Inventory and Assessment Procedure for Identifying Barriers to Aquatic Organism Passage at Road-Stream Crossings*; “Unless an ecological reason exists for excluding species, the ideal crossing is one that passes **all** aquatic and terrestrial species that require stream or streamside zones to move” (USDA FS 2005). Road construction and maintenance in streams is often permitted under a Corps of Engineers “nationwide permit” that includes the following General Condition: “No activity may substantially disrupt the movement of those species of aquatic life indigenous to the water body including those species which normally migrate through the area.... Culverts placed in streams must be installed to maintain low flow conditions.” (65 FR 12893, March 29, 2000; Section C.4, Aquatic Life Movements)

Non-designated and unauthorized routes would be closed to motor vehicle use. Insofar as these routes may still be utilized for non-motorized travel by foot, bicycle or horseback, at least 10% of the routes would also be inventoried annually over a ten year period, for the identification of resource and fisheries concerns that would need mitigation, rehabilitation, or reclamation in order to meet PACFish/INFish RMOs.

Mitigation, reclamation, or rehabilitation of legacy impacts would be prioritized for resolution and implemented as funding is available. Progress on monitoring surveys, prioritization of needs and implementation of remedial actions would be annually coordinated and reported upon to NMFS and FWS, as part of existing requirements of both the Trail and Road Maintenance Programmatic Biological Assessments and Biological Opinions, and ESA consultations for this Travel Plan revision.

Ongoing maintenance of designated routes would be performed as part of annual Roads (Engineering) and Trails (Recreation) route maintenance programs. Maintenance activities would be performed in compliance with the existing Programmatic Roads and Trails Maintenance Biological Assessments and Opinions, which require annual pre-season coordination and post-season accomplishment reporting to the Level 1 Streamlining Team, and NMFS and FWS. (Baer 2003, Foster and Gamett 2002)

A fish passage and road culvert inventory has already been performed on approximately 150 of the highest priority perennial stream crossings with the greatest concerns for fish passage and connectivity of local populations. Progress on the implementation of fish passage restoration projects would also be reported annually, in compliance with the *Interagency Programmatic Biological Assessment for Culvert Replacement and/or Removal* and its Biological Opinion.

e) Watershed. No motorized access or parking would be allowed within 30 feet of a stream, lake, or pond to provide water quality protection.

f) Weeds. Treat identified noxious weed sites as appropriate.

g) Public Safety. Qualified personnel would complete assessments to determine measures needed to provide for safe use on newly designated roads and motorized trails.

2.3.3 MONITORING AND EVALUATION

The goal of travel plan monitoring is to determine how well the travel plan is working and to make management or monitoring adjustments if necessary. Monitoring and evaluation tell how travel management decisions have been implemented (called “implementation monitoring”) and how effective the implementation has proven to be in accomplishing the desired outcomes (called “effectiveness monitoring”).

Not all distinctive variables can be monitored. Monitoring has administrative costs to the agency and is contingent on future funding, so selection of a monitoring item in the Record of Decision for the Travel Plan represents a statement of management intent to fund the implementation of that monitoring item in the future.

The following monitoring items are associated with this Travel Plan:

Cultural Resources:

- Sites eligible for the National Register of Historic Places (those that have been assigned a risk assessment rating of ‘3’ as described in Chapter 3) would be monitored regularly to determine if adverse effects related to travel route designation are occurring. If the condition of a particular site is found to have deteriorated to an unacceptable level due to travel route designation, mitigation of the adverse effects would be conducted. All mitigation would be carried out in consultation with the SHPO and affected tribes.

Fish:

- Monitoring of revised Travel Plan routes for their effects on listed fish species and critical habitats would be achieved through a multi-tiered set of strategies that respond to the needs and objectives of various types of management designations, as noted below:

1. Designation of new motor vehicle routes and types of uses on existing routes with resource conditions that have not been evaluated for their effects.

2. Designation of new motor vehicle routes and types of uses on unauthorized routes with resource conditions that have not been evaluated for their effects prior to being designated and incorporated into the Forest’s system of motorized routes.

3. Closure of existing and unauthorized routes and uses with a range of resource conditions that have not been evaluated for their effects prior to being closed to future motor vehicle uses, but on which non-motorized use may still continue to occur.

Responding to each of these management situations will require different timelines and priorities. Insofar as the new Travel Management Rule directs that “Adaptive Management” strategies be used for annual reviews and updates to Travel Plan designations, mechanisms exist that would provide for an ongoing monitoring strategy in association with new Travel Plan route designations. Given the size of the project area (3,123,243 acres), the miles of stream involved (11,390 miles), the large amount of cross country area that will be closed to motorized travel (980,243 acres), the large number of road and trail miles to either be closed or designated as open (6,742 miles) and the large number of HUC 5 watersheds that would be involved (75),

Forest-wide monitoring could be accomplished by the following strategies for each of the above management situations:

1. Designated Roads: Annual road condition surveys for system routes are assigned to each forest by the Washington and Regional offices through a random selection process. In addition, each Ranger District identifies annual road maintenance needs as part of annual work-plan prioritizations for Forest-wide road maintenance. The SCNF road crew and members of the public often identify road maintenance needs as well, as road conditions change during the year. Newly designated roads would be inventoried for engineering, archeological, and other resource management concerns prior to being designated as open to motor vehicle use. Road maintenance programs would include findings of and corrective actions for the 150 priority culvert crossings that have already been inventoried for fish passage requirements.
2. Designated Trails: Annual trail condition surveys for designated system routes are also assigned to each forest by the Washington and Regional offices through a random selection process. Each year the SCNF is assigned to perform route condition surveys on five trails which vary in length, depending on the specific trails assigned. In addition, annual cooperation is provided by the Idaho Department of Parks and Recreation, whose members perform light maintenance on trails that they monitor, as well as identify to the SCNF where more extensive maintenance is required. Newly designated trails would also be inventoried for engineering, archeological, and other resource management concerns prior to being designated as open for public motor vehicle use.
3. Closure of existing authorized and unauthorized routes: Ten percent of existing routes closed to future motor vehicle use would be inventoried annually in order to identify resource management concerns and develop mitigation measures for meeting Biological Opinion Terms and Conditions, Forest Plan Standards and Guidelines (including PACFish/INFish RMOs) and fish passage at perennial stream crossings. A reporting form would be developed for a GIS data-base system with which to track reports of road and trail problems, resource concerns and impacts that have been identified by agency personnel and members of the public. This reporting process would be incorporated into Forest management programs for tracking of needs and their prioritization for remediation. The implementation of mitigation or rehabilitation measures would be dependent upon future funding and/or other opportunities to address these problems. This program can be developed and initiated using the many public and agency comments for route concerns and impacts that have been received as part of this NEPA process.

Implementation of these three monitoring strategies would be integrated with the annual interagency coordination and reporting requirements of programmatic consultations for Forest-wide Road and Trail Maintenance Biological Assessments and Opinions. These consultations already require an annual preseason Level 1 Team review of road and trail maintenance needs and planned actions, as well as the provision of an annual accomplishment report for an end-of-year Level 1 Team review.

Recreation:

- Monitor impacts of motor vehicle use on sections of the Continental Divide National Scenic Trail.

Soil and Water:

- Implementation and effectiveness monitoring of Travel Plan ATV PDFs.
- Effectiveness monitoring of the Travel Plan's designation of areas open to motorized access for dispersed camping on the protection of the soil, water, riparian, and aquatic (SWRA) resources within stream buffers.
- Implementation and effectiveness monitoring of closure of unauthorized routes.

Noxious Weeds:

- Monitoring is an integral part of Integrated Weed Management. The Forest would continue to monitor current invasive and/or noxious weed infestations for reductions or expansions in gross area and/or density. The Forest has a goal of monitoring the majority of all treated sites. Monitoring would be performed using both qualitative and quantitative methodology.

Wildlife:

- The effectiveness of seasonal openings in areas where big game habitat security is a concern would be determined in cooperation with the Idaho Department of Fish and Game.
- Ranger district route densities and specific route authorizations would be reevaluated if determined to be contributing to adverse effects to ESA-listed, sensitive species, or other special status wildlife populations.

Plants:

- Specific route authorizations would be reevaluated if determined to be contributing to adverse impacts to sensitive plant species populations.

2.4 EXISTING CONDITION

The Existing Condition is not an alternative but is discussed and compared to the alternatives so the public and the decision-maker will understand the on-the-ground situation and how unmanaged cross-country motorized travel has led to proliferation of unauthorized routes.

Many public comments expressed confusion and frustration about the Existing Condition and No Action Alternative. Some respondents stated the Existing Condition *is* the No Action Alternative; however, this is not the case for this particular analysis. The Existing Condition is the actual situation of roads and trails, including unauthorized routes and motorized cross-country travel on the ground while the No Action Alternative represents the current authorized management situation.

About 2,700 miles of *known* unauthorized routes have been inventoried on the SCNF. Unauthorized routes in restricted areas of existing travel plans (1,594 miles), and unauthorized routes causing resource damage in areas open to cross-country travel on existing travel plans are violations of current management. Many public comments requested the Forest “leave things the way they are” without recognizing that many routes currently existing on the landscape are not authorized and are causing adverse resource impacts. The Existing Condition for motor vehicle use consists of the:

- Miles of open Forest system roads by vehicle type and seasonal open periods. Currently, there are 11 seasonal open period for roads and trails.
- Miles of motorized Forest system trails by vehicle type and seasonal open periods and miles of all Forest system trails in areas open to cross-country travel on existing Travel Plan maps.
- Miles of known unauthorized routes; differentiating those that are in areas currently open to cross-country travel and those that are in restricted areas of current Travel Plans,
- Acres currently open to cross-country travel,
- Acres of off-road travel allowed by route type for access for dispersed camping, game retrieval, and fuelwood gathering, and
- Existing closure orders.

The Existing Condition will not be mapped. Although the Forest has an inventory of unauthorized routes, it would not be feasible to display all known routes at the mapping scale used for this analysis. Maps of known unauthorized routes are in the Project Record.

2.5 DESCRIPTION OF THE ALTERNATIVES

2.5.1 ALTERNATIVE 0 - NO ACTION ALTERNATIVE

The No Action Alternative is the current, authorized management displayed on existing Travel Plan maps, travel management decisions made through other NEPA analyses since the existing Travel Plans were developed, and existing closure orders. The No Action Alternative is required by NEPA and serves as the baseline for analyzing effects. This alternative would maintain current management direction and would not implement the Travel Management Rule. The No Action Alternative includes:

- Miles of Forest system roads open to motorized public use by vehicle type and seasonal open periods. Closed routes are not analyzed since they are not available for public use. There are 11 seasonal open periods for existing roads and trails,
- Miles of motorized Forest system trails by vehicle type and seasonal open periods. All Forest system trails in areas open to cross-country travel on existing Travel Plan maps are included in the calculation of motorized trails. This causes the miles of motorized trails to be an artificially high number in the No Action Alternative,
- Miles of Forest system roads in areas currently open to cross-country travel,
- Miles of known unauthorized routes in areas currently open to cross-country travel,
- Acres currently open to cross-country travel; however not all acres are accessible,
- Acres of off-road travel allowed by route type for access for dispersed camping, game retrieval, and fuelwood gathering, and
- Existing closure orders.

Roads and Motorized Trails: There are 2,920 miles of roads and 1,119 miles of motorized trails on the current system of motorized routes Forest-wide. All NFS trails in open areas displayed on the current Salmon National Forest and Challis National Forest Travel Plan maps (whether actually used for motorized recreation) are interpreted as motorized trails in the calculation of mileages displayed below

because no official designations allowing or prohibiting motor vehicle use on these trails are currently in effect. This has caused the miles of motorized trails to be an artificially high number.

Additionally, there are 980,423 acres currently open to motorized cross-county travel displayed on existing Travel Plan maps. About 720,000 acres are on the Salmon portion of the Forest and 260,000 acres on the Challis portion. Although nearly a million acres are shown on the maps, only a fraction of that acreage can actually be traveled because of steep topography, dense forest vegetation, rocky slopes and cliffs, wet areas, streams, rivers and lakes.

Currently, there are 1,108 miles of known unauthorized routes (non-system routes) in areas open to cross-country motorized travel.

Table 2-1. No Action Alternative: Forest-wide route designation.

Route Status	Miles
System roads open yearlong	2,751
System roads open seasonally	169
Motorized system trails open yearlong to OHVs	833
Motorized system trails open seasonally to OHVs	22
Motorized system trails open yearlong to ATVs and 2-wheel vehicles	116
Motorized system trails open seasonally to ATVs and 2-wheel vehicles	51
Motorized system trails open yearlong to 2-wheel vehicles (closed to ATVs)	33
Motorized system trails open seasonally to 2-wheel vehicles (closed to ATVs)	64
TOTAL of MOTORIZED SYSTEM ROUTES	4,039
Unauthorized Routes in Areas Open to cross-country travel	1,108
Cross-country Travel	Acres
Area open to cross-country travel	980,423

Table 2-2. No Action Alternative: Route Designation by District.

Miles of Motorized Routes							
Route Status	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	Total
Road open yearlong	542	227	454	237	464	827	2,751
Road open seasonally	39	14	24	0	56	36	169
Total System Roads	581	241	478	237	520	863	2,920
Motorized trail open yearlong to OHVs	268	84	52	32	151	246	833
Motorized trail open seasonally to OHVs	0	4	0	0	18	0	22
Motorized trail open yearlong to ATVs and 2-wheel vehicles	43	1	65	6	0	0	116
Motorized trail open seasonally to ATVs and 2-wheel vehicles	11	0	31	0	0	9	51
Motorized trail open yearlong to 2-wheel (closed to ATVs)	0	16	0	0	11	7	33
Motorized trail open seasonally to 2-wheel	34	1	28	0	0	1	64

Miles of Motorized Routes							
Route Status	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	Total
vehicles (closed to ATVs)							
Total Motorized System Trails	356	106	176	38	180	263	1,119
Total Motorized System Routes	937	347	654	275	700	1,126	4,039
Unauthorized routes in open areas	29	296	137	29	235	383	1,108
GRAND TOTAL ALL ROUTES	965	643	1,059	304	935	1,509	5,147
Acres Open to Cross-Country Travel on Current Travel Plans and Access to Dispersed Camping							
Cross-country Travel	73,118	121,449	119,444	68,201	219,007	379,204	980,423
Access to Dispersed Camping	52,860	56,439	61,528	41,212	40,622	148,928	401,589

Motorized Access for Dispersed Camping and Game Retrieval: The current Salmon National Forest Travel Plan allows direct ingress and egress for temporary campsites within 300 feet of open designated routes, provided that no vegetation is damaged or destroyed and no streams or wet meadows are crossed. Motorized access to dispersed camping is also allowed in open areas of the Forest except where restrictions are shown on the map or signed on the ground. The current Salmon National Forest Travel Plan map does not indicate if game retrieval is allowed or prohibited. Idaho Fish and Game management unit boundaries are illustrated on the map to aid sportsmen in locating boundaries. Fish and Game vehicle restrictions specific to management units apply.

The current Challis National Forest Travel Plan map allows motorized travel to campsites, for game retrieval and fuelwood cutting within 300 feet of designated roads and to campsites and for game retrieval within 300 feet of designated trails. Areas identified on the map as “A” areas are generally open to all motorized vehicles, but some restrictions apply. Operators are responsible for resource damage and the use of existing roads and trails is encouraged.

Salmon River Road: The No Action Alternative allows motorized access for dispersed camping within 300 feet on either side of the Salmon River Road (FR #60030), where topography allows, provided no streams are crossed and no wet meadows are damaged. This alternative is displayed on Map NF-1A.

Changes between the Draft and Final EIS: Mileages of some routes have changed between the DEIS and the FEIS. The most substantial change is between the miles of routes open yearlong. The DEIS reported 2,419 miles of roads open yearlong, while the FEIS reports 2,751 miles. This change is a correction based on more accurate GIS analysis.

2.5.2 ALTERNATIVE 1 - DESIGNATED SYSTEM ROUTES

This alternative would designate existing system roads and motorized trails displayed on current Travel Plan maps and travel management decisions made through other NEPA analyses. This alternative would use the best available information to assign vehicle types and seasonal open periods on trails in areas open to cross-country travel on current Travel Plan maps. Some trails that were previously used for motorized travel may not be designated based on information in the Forest trail inventory. After designations are complete on an administrative unit or a ranger district, motor vehicle use on that unit or district that is inconsistent with the designations would be prohibited under Sec. 261.13 of the Travel Management Rule.

Roads and Motorized Trails: Alternative 1 proposes to designate 2,612 miles of roads and 812 miles of motorized trails totaling 3,424 miles of motorized system routes. These are the routes displayed on current Travel Plan maps and routes designated through previous NEPA decisions. Tables of designated roads and motorized trails displaying the route number, route name, vehicle use type, seasonal open periods and mileage are displayed by ranger district in Appendix H. There are 11 seasonal open periods for roads and trails in this alternative.

Maps CY-1, LD-1, LR-1, MF-1, NF-1, NF-1A, and SC-1 depict routes included in Alternative 1.

Table 2-3. Alternative 1: Forest-wide Route Designation.

Route Status	Miles
System roads open yearlong	2,443
System roads open seasonally	169
Motorized system trails open yearlong to OHVs	6
Motorized system trails open seasonally to OHVs	0
Motorized system trails open yearlong to ATVs and 2-wheel vehicles	165
Motorized system trails open seasonally to ATVs and 2-wheel vehicles	51
Motorized system trails open yearlong to 2-wheel vehicles (closed to ATVs)	520
Motorized system trails open seasonally to 2-wheel vehicles (closed to ATVs)	70
TOTAL of MOTORIZED SYSTEM ROUTES	3,424

Table 2-4. Alternative 1: Route Designation by District.

Route Status	Miles of Motorized Routes						Total
	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	
Road open yearlong	523	210	451	232	364	662	2,443
Road open seasonally	39	14	24	0	56	36	169
Total System Roads	562	224	475	232	420	698	2612
Motorized trail open yearlong to OHVs	<1	0	0	0	0	5	6
Motorized trail open seasonally to OHVs	0	0	0	0	0	0	0
Motorized trail open yearlong to ATVs and 2-wheel vehicles	52	24	63	6	0	20	165
Motorized trail open seasonally to ATVs and 2-wheel vehicles	11	0	31	0	0	9	51
Motorized trail open yearlong to 2-wheel (closed to ATVs)	248	55	33	17	105	63	520
Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	35	5	29	0	0	1	70
Total Motorized System Trails	346	84	156	23	105	98	812
Total Motorized System Routes	908	308	631	255	525	796	3,424
Unauthorized routes in open areas	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Miles of Motorized Routes							
Route Status	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	Total
GRAND TOTAL ALL ROUTES	908	308	631	255	525	796	3,423
Acres of Limited Motor vehicle use to Access Dispersed Camping							
Access for dispersed camping	32,539	11,502	27,116	9,757	11,725	27,613	120,251

Motorized Access for Dispersed Camping and Game Retrieval: This alternative would allow limited motor vehicle use to dispersed campsites via routes that terminate in dispersed campsites as well as anywhere within 300 feet of current designated **system** roads and motorized trails (but does not include motorized access to dispersed camping on currently unauthorized routes proposed for designation) *where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage.* Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife.

Parking is allowed as part of the designation of all motorized routes where it is safe to do so, where it does not cause resource damage, and where all parts of the vehicle are within one vehicle length of the road edge (proposed Washington Office Directive FSM 7716.1). Parking is also allowed in attendant facilities such as trail heads, short dead road segments leading to gates, pull-offs, turn-outs, and other terminal facilities. Parking would not be acceptable on steep cut and fill slopes, within 30 feet of a stream, pond, or lake, in wet meadows and in other locations that may be signed prohibiting parking. Once parked in a reasonable and safe location, forest visitors may engage in the full range of non-motorized activities. Permits are required for some activities such as fuelwood harvest, Christmas tree cutting, and collection of forest products. Motorized activities must comply with designations on the MVUM.

Acres available for limited motor vehicle use to dispersed camping were calculated using slopes less than 30 percent. Approximately 120,251 acres of limited motorized access for dispersed camping would be available under this alternative. No motorized access for game retrieval would be allowed.

Forest Plan modifications and amendments described in Section 2.3.1 of this document would be necessary to implement this alternative.

Changes between the Draft and Final EIS: During the comment period, some discrepancies regarding the total miles of routes were pointed out by the public. Page 2-2 of the DEIS states “there are about 3,900 miles of system routes (about 2,700 miles of open routes and 1,200 miles of closed routes) on the SCNF.” This should have stated “There are about 2,600 miles of open roads and 1,200 miles of closed roads (not routes) on the SCNF.” This would agree with the figures displayed in Table 2-10 or Appendix H of the DEIS.

The descriptions of motor vehicle use for dispersed camping and game retrieval for Alternative 1 are the same as described in the DEIS; however, the number of acres available for motorized access for dispersed camping is less than calculated for the DEIS. The DEIS stated 126,522 acres were available for limited motor vehicle use for dispersed camping. The acreage available has been adjusted to only include those acres on slopes less than 30 percent slope.

2.5.3 ALTERNATIVE 2 - REVISED PROPOSED ACTION

The Revised Proposed Action is not carried forward into the FEIS, but was used as a starting point for the Preferred Alternative. The Revised Proposed Action planned to designate 2,670 miles of roads and 838 miles of motorized trails. Motorized access to and from dispersed campsites was proposed for 300 feet on either side of designated routes except the Salmon River Road (FR #60030). Camping with the use of a motor vehicle (e.g. car, motor-home, truck and camp trailer, camper, off-highway vehicle, or motorcycle) was proposed in designated dispersed camping areas and designated pull-outs along the Salmon River Road. The Revised Proposed Action identified 54 pull-outs and areas available for dispersed camping. No motorized access for game retrieval was proposed under this alternative. Nine seasonal open periods were proposed for roads and motorized trails. Forest Plan Amendments would be required to implement this alternative.

2.5.4 ALTERNATIVE 3 - RECOMMENDED WILDERNESS/ROADLESS AREA EMPHASIS

This alternative responds to four issues identified during the analysis process. The first issue contends that motor vehicle uses in the Borah Peak, Boulder/White Clouds and Pioneer Mountain Recommended Wilderness Areas would adversely affect wilderness attributes. The second issue contends that motor vehicle use on designated roads and motorized trails within Inventoried Roadless Areas (IRAs) detracts from the roadless characteristics of the land. Under this alternative, no motorized access would occur within Recommended Wilderness Areas and no new routes would be designated in Inventoried Roadless Areas.

This alternative also responds to a third issue that allowing motorized access to dispersed camping for 300 feet on either side of designated routes (except the Salmon River Road, FR #60030) would undermine the purpose of the Travel Rule and lead to adverse impacts to wildlife habitat, fish habitat, and soil and water quality.

The fourth issue is that designated motorized access to dispersed camping areas #42 and #43, along the Salmon River Road, would adversely impact significant cultural resources.

Roads and Motorized Trails: This alternative would designate 2,424 miles of roads and 482 miles of motorized trails for a total of 2,905 miles of motorized routes. This alternative is more restrictive than other alternatives in that it offers fewer yearlong opportunities on roads, and is more restrictive of vehicle types on motorized trails. There are nine seasonal open periods proposed for roads and trails in this alternative.

All routes proposed for designation in this alternative that are different from the No Action Alternative (current management) were evaluated using 28 criteria to assess consistency with Forest Plans, safety, resource conflicts, recreation opportunities, and impacts to cultural and natural resources. This evaluation (included in the Project Record) is consistent with Section 212.55 of the Travel Management Rule, which enumerates the criteria for designating roads, trails, and areas pursuant to the Travel Management Rule. Specific considerations (such as geography, user demands, environmental impacts, and local circumstances) which vary across the Forest and even route-to-route, were considered by Forest Service managers working closely with the public in applying the criteria for designating roads, trails, and areas pursuant to the Travel Management Rule. Descriptions of the criteria are included in Appendix G.

Tables of designated roads and motorized trails displaying the route number, route name, vehicle use type, seasonal open periods and mileage are displayed by ranger district in Appendix H. There are nine seasonal open periods for roads and trails in this alternative.

Maps CY-3, LD-3, LR-3, MF-3, NF-3, and SC-3 depict routes included in Alternative 3, the Recommended Wilderness/Roadless Area Values Emphasis Alternative.

Table 2-5. Alternative 3: Forest-wide Route Designation.

Route Status	Miles
System roads open yearlong	2,170
System roads open seasonally	254
Motorized system trails open yearlong to OHVs	25
Motorized system trails open seasonally to OHVs	18
Motorized system trails open yearlong to ATVs and 2-wheel vehicles	112
Motorized system trails open seasonally to ATVs and 2-wheel vehicles	34
Motorized system trails open yearlong to 2-wheel vehicles (closed to ATVs)	219
Motorized system trails open seasonally to 2-wheel vehicles (closed to ATVs)	74
TOTAL of MOTORIZED SYSTEM ROUTES	2,905

Table 2-6. Alternative 3: Route Designation by District.

Miles of Motorized Routes							
Route Status	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	Total
Road open yearlong	416	173	410	226	356	588	2,170
Road open seasonally	85	20	0	0	42	107	254
Total System Roads	501	193	410	226	398	695	2,424
Motorized trail open yearlong to OHVs	10	7	3	0	2	3	25
Motorized trail open seasonally to OHVs	4	3	0	0	0	11	18
Motorized trail open yearlong to ATVs and 2-wheel vehicles	20	6	79	0	0	8	112
Motorized trail open seasonally to ATVs and 2-wheel vehicles	21	2	6	0	0	5	34
Motorized trail open yearlong to 2-wheel (closed to ATVs)	127	9	6	11	53	13	219
Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	29	20	2	4	5	14	74
Total Motorized System Trails	211	47	96	15	60	54	482
Total Motorized System Routes	712	240	506	241	458	749	2,905
Unauthorized routes in open areas	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GRAND TOTAL ALL ROUTES	712	240	506	241	458	749	2,905
Acres of Limited Motor vehicle use to Access Dispersed Camping							
Access for Dispersed Camping	16,380	5,739	13,249	5,677	6,994	19,842	67,881

Motorized Access for Dispersed Camping and Game Retrieval: This alternative would allow motorized access to dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of **most** designated **system** roads and motorized trails (but does not include motorized access to dispersed camping on currently unauthorized routes proposed for designation or the Salmon River Road, FR #60030) *where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage*. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife.

Additionally, no motorized access for dispersed camping would be allowed off designated routes in RHCAs and would be displayed on the MVUM.

Parking is allowed as part of the designation of all motorized routes where it is safe to do so, where it does not cause resource damage, and where all parts of the vehicle are within one vehicle length of the road edge. Parking is also allowed in attendant facilities such as trail heads, short dead road segments leading to gates, pull-offs, turn-outs, and other terminal facilities. Parking would not be acceptable on steep cut and fill slopes, within 30 feet of a stream, in wet meadows, and in other locations that may be signed prohibiting parking. Once parked in a reasonable and safe location, forest visitors may engage in the full range of non-motorized activities. Permits are required for some activities such as fuelwood harvest, Christmas tree cutting, and collection of forest products. Motorized activities must comply with designations on the MVUM.

Acres available for motorized access to dispersed camping were calculated using slopes less than 30 percent. Approximately 67,881 acres of motorized access for dispersed camping would be available under this alternative. No motorized access for game retrieval would be allowed.

Salmon River Road: Camping with the use of a motor vehicle (e.g. car, motor-home, truck and camp trailer, camper, off-highway vehicle, or motorcycle) would be allowed in designated dispersed camping areas and designated pull-outs along the Salmon River Road (FR #60030). This alternative identifies 52 pull-outs and areas available for dispersed camping (dispersed areas #42 and #43 would be eliminated in this alternative). Day use parking would be allowed along the Salmon River Road. Table 2-7 identifies the number of the pull-out or dispersed camping area, the size of the pull-out or dispersed camping area, the mileage below North Fork for locating the pull-out or dispersed camping area, and the side of the road where the pull-out or dispersed camping area is situated. Map NF-2A displays the pull-out and dispersed camping areas. Mileposts would be installed along the Salmon River Road to assist in locating pull-outs and dispersed camping areas on the ground.

Table 2-7. Proposed Designated Pull-Outs and Dispersed Camping Areas along the Salmon River Road, FR #60030.

Pull Out / Dispersed Camping No.	Mileage (Below North Fork)	Side of the Road	Size Length x Width	Comment
1	0.4	Left	60' X 20'	
2	0.5	Left	200' X 35'	
3	0.6	Left	0.8 acre	Newland Picnic Area open seasonally
4	1.0	Right	120' X 35'	
5	2.5	Right	200' X 20'	Paved, accessible path down to river
6	2.8	Right	50' X 30'	
7	3.6	Left		Gravel lot- north end of Deadwater Picnic Area
8	3.65	Left	0.3 acre	Parking Area at Deadwater ramp

Pull Out / Dispersed Camping No.	Mileage (Below North Fork)	Side of the Road	Size Length x Width	Comment
9	4.8	Left	1.5 acres	Dump Creek gated dispersed area
10	5.4	Left	75' X 25'	
11	5.6	Left	150' X 30'	
12	5.7	Left	200' X 40'	@ Moose Cr. close access to lower terrace
13	5.8	Left	150' X 40'	Above Sore Foot dispersed area
14	6.0	Left	120' X 25'	
15	6.6	Left	180' X 90'	
16	7.2	Left	100' X 25'	
17	7.3	Left	120' X 50'	
18	7.9	Left	130' X 40'	
19	8.3	Left	100' X 20'	
20	9.3	Left	70' X 30'	
21	10.6	Left	170' X 75'	Squaw Creek river access
22	12.0	Left	60' X 18'	
23	12.2	Left	90' X 18'	
24	12.4	Left	120' X 20'	
25	12.6	Left	130' X 45'	
26	15.1	Left	5.0 acres	Cadagan dispersed camping area-west end
27	16.3	Left	1.5 acres	Turn to lower Spring Creek dispersed
28	16.5	Left	2.5 acres	Turn to Spring Cr. campground -
29	17.1	Left	70' X 20'	
30	17.4	Left	80' X 25'	
31	18.6	Left	240' X 18'	
32	19.6	Left	120' X 18'	
33	20.8	Right	60' X 20'	
34	21.2	Left	100' X 25'	
35	22.5	Left	240'X60'	Half Way Gulch
36	22.5	Right	240'X15'	Half Way Gulch
37	25.8	Right	300'X30'	Lunch Spot for floaters
38	26.4	Right	240'X35'	
39	27.6	Right		North end of Cove Creek Bridge
40	28.1	Left	75'X20'	
41	28.2		3.0 acres	Cove Creek Area
Dispersed camping sites 42 and 43 are eliminated from this alternative because of concerns to cultural resources.				
44	32.2	Left	75'X25'	
45	32.9	Left	200'X25'	
46	35.6	Above Rd		Salmon Canyon Copper, launch & campsites
47	37.3	Right		Long Tom Picnic Area
48	38.1	Left	100'X15'	@ confluence with Middle Fork
49	40.7	Left	45'X18'	
50	41.0			Cache Bar, launch area-campsites
51	41.1	Left	120'X12'	Cache Bar Parking Lot
52	42.8	Right	60'X20'	Bear Basin Creek toilet
53	43.3	Right	100'X24'	
54	45.6	Right	75'X28'	

* Note: This table does not include developed campgrounds along the Salmon River Road.

Forest Plan Amendments: Forest Plan modifications and amendments described in Section 2.3.1 of this document would be necessary to implement this alternative. Challis Forest Plan Amendment #9 (1993) would be reversed, leaving the Forest Plan as it was before it was amended.

Changes between the Draft and Final EIS: The DEIS stated “Under this alternative, no motor vehicle uses would occur within Recommended Wilderness Areas and no new routes would be designated in Inventoried Roadless Areas.” An error was pointed out by the public during the public comment period that some new routes were designated in IRAs in this alternative. The DEIS should have stated “no new roads would be designated in Inventoried Roadless Areas.”

In the DEIS, this alternative also designated motorized routes funded by past grant money in IRAs. Some respondents to the DEIS objected to this, indicating that past funding sources should not affect the potential designation and analysis of routes in this alternative.

This alternative has been modified. There are no new roads and no motorized trails open to full-sized vehicles within IRAs including routes funded by past grant projects; therefore, the number of miles of motorized routes in IRAs is reduced compared to the DEIS. Additionally, some routes leading to wilderness areas and some routes with resource concerns have been eliminated from the alternative, also in response to concerns raised during the comment period.

The descriptions of motorized access for dispersed camping and game retrieval for Alternative 3 are similar to the description in the DEIS, except no motorized access for dispersed camping would be allowed in RHCAs. The acres available for motorized access for dispersed camping are less because fewer routes are designated.

2.5.5 ALTERNATIVE 4 - MAXIMUM MOTORIZED EMPHASIS ALTERNATIVE

This alternative responds to issues that the designation of specific motorized routes to comply with the Travel Management Rule will affect motorized and non-motorized recreation opportunities by altering the amount, type, and season of motorized routes. Many public comments requested the designation of as many motorized routes as possible and suggested that the Travel Management Rule would cause fewer motorized routes to be designated.

This alternative also responds to the issue that designating motorized access to specific dispersed campsites along the Salmon River Road (using the mileage below North Fork as a location guide) would be difficult for the public to understand because there are no mileposts along the road and would be difficult for the agency to enforce.

Roads and Motorized Trails: This alternative would designate 3,021 miles of roads and 1,330 miles of motorized trails for a total of 4,351 miles of motorized routes. This alternative offers the least restrictive opportunities for motorized recreation.

Tables of designated roads and motorized trails displaying the route number, route name, vehicle use type, seasonal open periods, and mileage are displayed by ranger district in Appendix H. There are nine seasonal open periods for roads and trails in this alternative.

All routes proposed for designation in this alternative that are different from the No Action Alternative (current management) were evaluated using 28 criteria to assess consistency with Forest Plans, safety, resource conflicts, recreation opportunities, and impacts to cultural and natural resources. This evaluation (included in the Project Record) is consistent with Section 212.55 of the Travel Management Rule, which enumerates the criteria for designating roads, trails, and areas pursuant to the Travel Management Rule. Specific considerations (such as geography, user demands, environmental impacts, and local circumstances) which vary across the Forest and even route-to-route, were considered by

Forest Service managers working closely with the public in applying the criteria for designating roads, trails, and areas pursuant to the Travel Management Rule. Descriptions of the criteria are included in Appendix G.

Maps CY-4, LD-4, LR-4, MF-4, NF-4, and SC-4 depict routes included in Alternative 4, the Maximum Motorized Emphasis Alternative.

Table 2-8. Alternative 4: Forest-wide Route Designation.

Route Status	Miles
System roads open yearlong	2,811
System roads open seasonally	208
Motorized system trails open yearlong to OHVs	275
Motorized system trails open seasonally to OHVs	60
Motorized system trails open yearlong to ATVs and 2-wheel vehicles	336
Motorized system trails open seasonally to ATVs and 2-wheel vehicles	51
Motorized system trails open yearlong to 2-wheel vehicles (closed to ATVs)	574
Motorized system trails open seasonally to 2-wheel vehicles (closed to ATVs)	34
TOTAL of MOTORIZED SYSTEM ROUTES	4,351

Table 2-9. Alternative 4: Route Designation by District.

Miles of Motorized Routes							
Route Status	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	Total
Road open yearlong	514	263	508	234	465	828	2,811
Road open seasonally	43	13	0	0	67	86	208
Total System Roads	557	276	508	234	532	914	3021
Motorized trail open yearlong to OHVs	49	80	49	1	16	79	275
Motorized trail open seasonally to OHVs	0	28	0	0	21	11	60
Motorized trail open yearlong to ATVs and 2-wheel vehicles	93	44	127	33	6	32	336
Motorized trail open seasonally to ATVs and 2-wheel vehicles	30	1	4	3	0	13	51
Motorized trail open yearlong to 2-wheel (closed to ATVs)	211	77	41	1	141	103	574
Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	12	10	0	5	7	1	34
Total Motorized System Trails	395	240	222	43	191	239	1,330
Total Motorized System Routes	952	516	729	277	723	1,152	4,351
Unauthorized routes in open areas	N/A	N/A	N/A	N/A	N/A	N/A	N/A
GRAND TOTAL ALL ROUTES	952	516	729	277	723	1,152	4,351

Miles of Motorized Routes							
Route Status	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	Total
Acres of Limited Motor vehicle use to Access Dispersed Camping							
Access for Dispersed Camping	34,481	19,829	31,126	10,852	15,202	39,022	150,512

Motorized Access for Dispersed Camping and Game Retrieval: This alternative would allow motorized access to dispersed campsites via routes that terminate in dispersed campsites as well as anywhere within 300 feet of designated roads and motorized trails (**both system routes and previously unauthorized routes proposed for designation**) *where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage*. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife.

Parking is allowed as part of the designation of all motorized routes where it is safe to do so, where it does not cause resource damage, and where all parts of the vehicle are within one vehicle length of the road edge. Parking is also allowed in attendant facilities such as trail heads, short dead road segments leading to gates, pull-offs, turn-outs, and other terminal facilities. Parking would not be acceptable on steep cut and fill slopes, within 30 feet of a stream, in wet meadows and in other locations that may be signed prohibiting parking. Once parked in a reasonable and safe location, forest visitors may engage in the full range of non-motorized activities. Permits are required for some activities such as fuelwood harvest, Christmas tree cutting, and collection of forest products. Motorized activities must comply with designations on the MVUM.

Acres available for motorized access to dispersed camping were calculated using slopes less than 30 percent. Approximately 150,512 acres of motorized access for dispersed camping would be available under this alternative. No motorized access for game retrieval would be allowed under this alternative.

Salmon River Road: This alternative proposes to designate six access routes along the Salmon River Road as well as 300 feet on either side of the Salmon River Road where motorized access to dispersed campsites would be allowed. It is displayed on Map NF-2A.

Designated routes off the Salmon River Road include the Newland Picnic Area Road, the Dump Creek gated dispersed area road, Cadagan Road, Cove Creek Helispot Road, Cove Creek Boating Site Road, Cache Bar launch area and campsites road. There would be no motorized access to dispersed camping at the Newland Administrative Site, the Newland Dumpsite, and Indianola.

Three hundred feet on either side of the Salmon River Road, where topography and vegetation permit, from North Fork to milepost 28.7 would be included in the designation for the purpose of motorized access to dispersed campsites only for dispersed camping. No motorized access for dispersed camping would be available from milepost 28.7 to milepost 32.9 (bottom end of the Clam Hole). Another 300-foot corridor on either side of the Salmon River Road where topography and vegetation permit would be designated for motorized access to dispersed camping from milepost 32.9 to Corn Creek (at the campground entrance). No motorized access would be allowed within 30 feet of the Salmon River or its tributaries to provide streambank and water quality protection.

An approximate 5-acre open area at the Cadagan dispersed campsite would also be designated for motor vehicle use.

Forest Plan Amendments: In addition to the amendments and modifications described in Section 2.3.1, another amendment to the Challis Forest Plan would be necessary to implement this alternative. The amendment would eliminate two-wheeled motor vehicle use on a portion of the Long Lost Trail #194 which is currently allowed under Amendment 9 of the Challis Forest Plan. The plan would also be amended to allow motorized travel on a portion of the Swauger Lakes Trail #091 to motorized and mechanized vehicles 50 inches or less in width only. Currently, motorized travel is restricted to two-wheeled motorized and mechanized vehicles only.

The Challis National Forest LRMP would be amended to include changes to the two sections identified below.

Forest-wide Direction (Challis NF LRMP, Amendment 9, Travel Plan): Standards and Guidelines

Current Direction

Clause d. Proposed Wilderness.

Continue existing ORV closures or expand closures where needed to allow adverse impacts from ORVs to heal.

May allow ORV use to continue on the following roads and/or trails:

- a. Toolbox-Herd Peak Trail #051 - Between the ridgetop at the head of Toolbox Canyon, to Herd Peak - on the two short segments of this trail which dip into the proposed wilderness area; two-wheeled motorized and mechanized vehicles only.
- b. Wildhorse Road #136 - From proposed wilderness boundary (1/4 mile above Wildhorse Campground) to end of current road; no vehicle size restrictions.
- c. Long Lost Creek Road #434 - From proposed wilderness boundary to Trailhead for Long Lost Trail #194; no vehicle size restrictions.
- d. Long Lost Trail #194 - From Long Lost Creek Road #434 to end of trail; two wheel, motorized and mechanized vehicles only.
- e. Swauger Lakes Trail #091 - From Long Lost Creek Road #434 to Dry Creek Trail #240; two-wheel, motorized and mechanized vehicles only.
- f. Long Lost-Wet Creek Trail #245 - From Long Lost Trail #194 to Shadow Lakes; two wheel, motorized and mechanized vehicles only.

Amended Direction

Clause d. Proposed Wilderness; item d described above would be removed from the list.

Long Lost Trail #194 would not be a designated motorized route and would not be open for motorized public use.

Management Area Direction for Management Area #16 Borah Peak, Recreation

Current Direction

Clause c. Swauger Lakes Trail #091 - from Long Lost Creek Road #434 to Dry Creek Trail #240; two wheel, motorized and mechanized vehicles only.

Amended Direction

Clause c. Swauger Lakes Trail #091 - from Long Lost Creek Road #434 to Dry Creek Trail #240; motorized and mechanized vehicles 50" or less in width only.

Changes between the Draft and Final EIS: Many public comments to Alternative 4 described in the DEIS stated the alternative did not designate enough routes for a motorized emphasis alternative compared to the other action alternatives and that concentrating an increasing number of motor vehicle users into smaller areas and onto a distinct number of designated routes would cause user conflicts, reduce safety, and detract from the user's recreation experience. Other comments expressed that none of the action alternatives proposes or considers keeping open a significant or substantial percentage of unauthorized routes.

In the DEIS, an alternative that would designate all routes on the SCNF, both system and unauthorized (non-system), was dismissed from detailed analysis because it would not be feasible or desirable from a resource, monetary, or management standpoint to consider designating all routes on the landscape. The Forest estimates there are about 2,700 miles of *known* unauthorized routes on the landscape.

Alternative 4 has been modified to increase the miles of motorized routes, the types of motor vehicle uses, and consider additional unauthorized routes. All routes specifically requested by the public during the comment period are considered in this alternative, but this alternative does not propose designating all known unauthorized routes. Most of these routes are analyzed as motorized trails.

The descriptions of motorized access for dispersed camping and game retrieval for Alternative 4 are the same as described in the DEIS; however, the number of acres available for motorized access for dispersed camping is greater than calculated for the DEIS because more routes are designated. The DEIS stated 136,354 acres were available for motorized access for dispersed camping.

2.5.6 ALTERNATIVE 5 - PREFERRED ALTERNATIVE

The Preferred Alternative is a new alternative not previously analyzed. It blends some components from action alternatives analyzed in the DEIS and incorporates new features to address public comments to the DEIS. The Revised Proposed Action was used as a starting point for this alternative and strives to balance competing public interests regarding motorized and non-motorized uses on the SCNF.

Roads and Motorized Trails: The Preferred Alternative would designate 2,670 miles of roads and 864 miles of motorized trails for a total of 3,534 miles of motorized routes Forest-wide. Tables of designated roads and motorized trails displaying the route number, route name, vehicle use type, seasonal open periods, and mileage are displayed by ranger district in Appendix H. There are six seasonal open periods for roads and trails in this alternative.

All routes proposed for designation in this alternative that are different from the No Action Alternative (current management) were evaluated using 28 criteria to assess consistency with Forest Plans, safety, resource conflicts, recreation opportunities, and impacts to cultural and natural resources. This evaluation (included in the Project Record) is consistent with Section 212.55 of the Travel Management Rule, which enumerates the criteria for designating roads, trails, and areas pursuant to the Travel Management Rule. Specific considerations (such as geography, user demands, environmental impacts, and local circumstances) which vary across the Forest and even route-to-route, were considered by Forest Service managers working closely with the public in applying the criteria for designating roads, trails, and areas pursuant to the Travel Management Rule. Descriptions of the criteria are included in Appendix G.

Maps CY-5, LD-5, LR-5, MF-5, NF-5, and SC-5 depict routes included this alternative.

Table 2-10. Alternative 5: Preferred Alternative; Forest-wide route designation.

Route Status	Miles
Roads open yearlong	2,437

Route Status	Miles
Roads open seasonally	233
Motorized trails open yearlong OHVs	88
Motorized trails open seasonally to OHVs	26
Motorized trails open yearlong to ATVs and 2-wheel vehicles	199
Motorized trails open seasonally to ATVs and 2-wheel vehicles	64
Motorized trails open yearlong to 2-wheel vehicles (closed to ATVs)	396
Motorized trails open seasonally to 2-wheel vehicles (closed to ATVs)	93
TOTAL of MOTORIZED ROUTES	3,536

Table 2-11. Alternative 5: Preferred Alternative: Route Designation by District.

Miles of Motorized Routes							
Route Status	Challis-Yankee Fork	Leadore	Lost River	Middle Fork	North Fork	Salmon-Cobalt	Total
Road open yearlong	493	205	489	233	376	643	2437
Road open seasonally	46	14	0	0	65	107	233
Total Roads	539	219	489	233*	441	750	2,670
Motorized trail open yearlong to all vehicles	17	29	16	3	2	20	86
Motorized trail open seasonally all vehicles	0	15	0	0	0	11	26
Motorized trail open yearlong to ATVs and 2-wheel vehicles	51	30	103	<1	2	13	199
Motorized trail open seasonally to ATVs and 2-wheel vehicles	14	2	18	7	0	22	64
Motorized trail open yearlong to 2-wheel (closed to ATVs)	190	45	33	19	87	23	396
Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	36	12	2	8	4	3	93
Total Motorized Trails	308	133	172	36*	95	120	864
GRAND TOTAL MOTORIZED ROUTES	847	352	661	270	537	870	3,536
Acres of Limited Motor vehicle use to Access Dispersed Camping							
Access for Dispersed Camping	10,619	11,556	22,693	9,274	11,889	30,717	116,748

* Resource analyses in Chapter 3 of this FEIS are based on 232 miles of roads and 35 miles of motorized trails on the Middle Fork District. About two miles of routes to access dispersed campsites were inadvertently omitted from a previous calculation of mileages and the Alternative 5 map for this district. An errata map and the mileages in this table and Appendix H correct this omission. Resource analyses were not recalculated to account for this approximate 2-mile increase since it would have a very small overall effect on the outcome of the analyses.

Motorized Access for Dispersed Camping and Game Retrieval: Limited motor vehicle use for dispersed camping would be allowed to access dispersed campsites via routes that terminate in dispersed campsites as well as within 300 feet of either side of **most** designated system roads and motorized trails *where slope, topography, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage*. Unacceptable levels of damage may include but would not be limited to excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed within 30 feet of a stream, pond, or lake to provide streambank and water quality protection. Some designated Forest routes occur within 30 feet of a stream, lake, or pond. Traveling on these routes is acceptable; however, traveling off these routes for the purpose of accessing dispersed campsites would not be acceptable.

Parking is allowed as part of the designation of all motorized routes where it is safe to do so, where it does not cause resource damage, and where all parts of the vehicle are within one vehicle length of the road edge (proposed Washington Office Directive FSM 7716.1). Parking is also allowed in attendant facilities such as trail heads, short dead road segments leading to gates, pull-offs, turn-outs, and other terminal facilities. Parking would not be acceptable on steep cut and fill slopes, within 30 feet of a stream, pond, or lake, in wet meadows, and in other locations that may be signed prohibiting parking. Once parked in a reasonable and safe location, forest visitors may engage in the full range of non-motorized activities. Permits are required for some activities such as fuelwood harvest, Christmas tree cutting, and collection of forest products. Motorized activities must comply with designations on the MVUM. Over the long-term, the SCNF may designate more routes to dispersed camping sites, require camping in designated sites only in some locations, or change the 300-foot motorized corridors for dispersed camping in size and distribution across the landscape.

Eight high-use areas where motorized access for dispersed camping off designated routes is a concern were field-reviewed in the fall of 2008, after the release of the DEIS. In this alternative, these areas would be closed to any motorized travel off designated routes including dispersed camping due to sensitive resource protection needs. Areas with sensitive resources where motorized off-route travel would not be allowed are Sawmill Canyon, Antelope, Wildhorse, Pass Creek, and North Fork Big Lost River areas of the Lost River Ranger District, and the Thatcher Creek, Beaver Creek, and Cape Horn areas of the Middle Fork Ranger District.

In these areas, all dispersed camping would be restricted to designated sites which would be displayed on the MVUM and signed on the ground. A proliferation of unauthorized routes off Forest system roads and trails has adversely impacted cultural and natural resources in these high-use areas. Table 2-12 displays the areas and routes where motor vehicle use for the purpose of dispersed camping would **not** be part of route designation.

Table 2-12. Areas and routes where dispersed camping would be restricted to designated sites

Area	Route Number	Approx. Mileage	Route Name
Sawmill Canyon	40101	9.0	Sawmill Creek Road
	40102	6.5	Squaw Creek Road
	40103	1.9	Bull Creek Road
	40104	4.1	Redrock Loop Road
	40105	2.5	Timber Creek Road
	40171	1.0	Mill Creek Road
	40423	1.4	Rocky Canyon Road

Area	Route Number	Approx. Mileage	Route Name
	40449	0.9	Warm Creek Road
	40460	0.7	Redrock Spur Road
	40523	1.9	Quigley Bear Loop Road
Pass Creek Area	40430	1.75	Bear Creek Road
Antelope Area	40137	7.5	Antelope Creek Road
	40218	5.5	Leadbelt/Fish Creek Pass Road
Wildhorse Area	4055	6.3	Burnt Aspen Trail
	40136	10.2	Wildhorse Canyon Road
	40620	0.4	Dry Canyon Spur A
No. Fk. Big Lost River Area	40128	13.0	North Fork Big Lost Road
	40208	10.6	Trail Creek Road
	40475	2.0	Park Canyon Road
	40477	1.3	Hunter Creek Road
Thatcher Creek Area	40195	1.7	Swamp Creek Road
	40331	1.3	Thatcher Creek Mine Road
	U121123D	0.3	Unauthorized route
	U121123E	0.4	Unauthorized route
Beaver Creek Area	40008	20.6	Beaver Creek Road
	40053	0.3	Lola Creek Campground
	40083	1.5	Lola Creek Road
	40160	1.6	Langer Peak Access
Cape Horn Area	40317	0.2	Fir Creek Transfer Camp Road
	40579	3.3	Stanley Landmark Road
Salmon River	60030	5.0	Salmon River Road
		121.65	

Salmon River Road: As part of route designation, this alternative proposes to allow limited use of motor vehicles within 300-feet of either side of the Salmon River Road and six intersecting access routes for the purpose of dispersed camping, where slope, topography, vegetation, and resource conditions are suitable.

Designated routes off the Salmon River Road where limited use of motor vehicles for dispersed camping may occur are the Newland Picnic Area Road, the Dump Creek gated dispersed area road, Cadagan Road, Cove Creek Helispot Road, Cove Creek Boating Site Road, Cache Bar launch area and campsites road. There would be no motorized access for dispersed camping at the Newland Administrative Site, the Newland Dumpsite, and Indianola. The Salmon River Road as it would be designated in the Preferred Alternative is displayed in Map NF-3A.

Limited use of motor vehicles within 300-feet on either side of the Salmon River Road, from North Fork to milepost 28.7 would be designated for dispersed camping only, where such use would not cause unacceptable resource damage including excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment to fish or wildlife. No motorized access for dispersed camping would be allowed from milepost 28.7 to milepost 32.9 (bottom end of the Clam Hole). Limited use of motor vehicles within 300-feet on either side of the Salmon River Road from milepost 32.9 to Corn Creek (at the campground entrance) would be designated for dispersed camping only, where such use would not cause unacceptable resource damage including excessive soil compaction and displacement; damage to wet meadows, seeps, springs, bogs and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance or harassment

to fish or wildlife. No motorized access for dispersed camping or vehicle parking for dispersed camping would be allowed within 30 feet of the Salmon River or its tributaries to provide streambank and water quality protection. In some locations the Salmon River Road is within 30 feet of the Salmon River. In those locations, no motorized off-road travel for the purpose of dispersed camping would be allowed.

An approximate 5-acre open area at the Cadagan dispersed campsite would also be designated for motorized access.

Parking is allowed as part of the designation of the Salmon River Road and the same stipulations discussed for other routes described above would apply. Permits are required for some activities such as fuelwood harvest, Christmas tree cutting, and collection of forest products. The terms and conditions of those permits shall apply. Christmas trees guidelines state trees be cut ¼ mile from the roadside of the Salmon River Road, and at least 100 feet away from either side of any main road. Motorized activities must comply with designations on the MVUM.

As part of route designation, this alternative would allow limited motor vehicle use for dispersed camping which was calculated using slopes less than 30 percent. Limited motor vehicle use for dispersed camping would be allowed on approximately 116,748 acres. No motorized access for game retrieval would be allowed under this alternative.

Appendix H lists the seasonal open periods for roads and motorized trails for all alternatives analyzed in the FEIS. There are six seasonal open periods in Alternative 5.

Forest Plan Amendments: Forest Plan modifications and amendments described in Section 2.3.1 of this document would be necessary to implement this alternative.

2.6 COMPARISON OF THE ALTERNATIVES

This section provides a comparative summary of how the alternatives respond to the purpose and need for action and how the alternatives respond to the significant issues. Also displayed are the projected outputs and other environmental effects that may influence alternative selection. Based on this information and the analysis provided in Chapter 3, the responsible official and the public will be able to compare how alternatives affect resources and issues differently and what the trade-offs are among alternatives to provide “a clear basis for choice among options by the decision maker and the public” (40 CFR 1502.14).

Table 2-13. Route and Dispersed Camping Comparison by Alternative

Route Status	Alt. 0 No Action	Alt. 1 Designated System	Alt. 3 Wilderness Roadless Emphasis	Alt. 4 Motorized Emphasis	Alt. 5 Preferred Alt.
Project Area Acres (includes the entire SCNF excluding designated wilderness)	3,120,243	3,120,243	3,120,243	3,120,243	3,120,243
Acres open to cross-country travel	980,423	Limited use of motor vehicles for access to dispersed camping is included in the designation of routes and is quantified below			
Miles of system roads open yearlong	2,443	2,443	2,170	2,811	2,437
Miles of system roads open seasonally	169	169	254	208	233
Total System Roads	2,920	2,612	2,424	3,021	2,670
Miles of motorized system trails open yearlong to OHVs	833	6	25	275	86

Route Status	Alt. 0 No Action	Alt. 1 Designated System	Alt. 3 Wilderness Roadless Emphasis	Alt. 4 Motorized Emphasis	Alt. 5 Preferred Alt.
Miles of motorized system trails open seasonally to OHVs	22	0	18	60	26
Miles of motorized system trails open yearlong to ATVs and 2-wheel vehicles	116	165	112	336	199
Miles of motorized system trails open seasonally to ATVs and 2-wheel vehicles	51	51	34	51	64
Miles of motorized system trails open yearlong to 2-wheel vehicles (closed to ATVs)	33	520	219	574	396
Miles of motorized system trails open seasonally to 2-wheel vehicles (closed to ATVs)	64	70	74	34	93
Total Motorized System Trails	1,119	812	482	1,330	864
Total Motorized System Routes	4,039	3,424	2,905	4,351	3,534
Miles of unauthorized routes in "open areas" of current travel plans	1,108	0	0	0	0
Miles of unauthorized routes in "restricted areas" under current travel plans	N/A	N/A	N/A	N/A	N/A
Total All Routes: System + Unauthorized	5,147	3,424	2,905	4,351	3,534
Acres of motorized access open to limited motor vehicle use for dispersed camping	401,589	120,251	67,881	150,512	116,748

2.6.1 COMPARISON OF EFFECTS

The following tables compare issue indicators and resource effects by alternative for each issue as described in Chapter 1. Chapter 3 provides in-depth discussion of the effects of alternative implementation by resource.

Recreation Issues

The DEIS stated that cross-country motorized travel would be eliminated as a consequence of designating routes and implementing the Travel Management Rule. Some respondents to the DEIS objected to this characterization. The explicit language from the rule states "After National Forest System roads, National Forest System trails, and areas on National Forest System lands have been designated pursuant to 36 CFR 212.51 on an administrative unit or a ranger district of the National Forest System, and these designations have been identified on a MVUM, it is prohibited to possess or operate a motor vehicle on National Forest System lands in that administrative unit or ranger district other than in accordance with those designations" (70 FR 68289).

The preamble of the Travel Management Rule references prohibition of cross-county travel stating in the response to comments that "The Department expects that some administrative units or Ranger Districts will complete route and area designation before others and that the prohibition on cross-country motor vehicle use in Sec. 261.13 will go into effect on different units and Ranger Districts at different times" (70 FR 68270).

References to the elimination of cross-country travel have been clarified to use the explicit language in the Travel Management Rule and are no longer included in the issue statement for Recreation Issue 1.

Comments from Idaho Department of Parks and Recreation (IDPR) recommended in their response to the DEIS that another indicator be included in the FEIS to analyze the impacts of motorized recreation to

non-motorized recreation. A motorized influence zone analysis would be conducted to show areas where a non-motorized visitor can likely see or hear a motorized vehicle and where a non-motorized visitor can escape motorized vehicles throughout the range of ROS. “Miles of motorized routes within Primitive (P) and Semi-Primitive Non-motorized (SPNM) ROS classes” was one indicator used in the DEIS. IDPR advised that this indicator does not present the full picture of non-motorized opportunities on the SCNF. The motorized influence zone analysis discloses how many acres are within ½ mile of a motorized route.

Public comments regarding management options for motorized access for dispersed camping along the Salmon River Road were divided. Some respondents favored the designation of dispersed campsites along the Salmon River corridor while others, mostly local publics, wanted to maintain the 300-foot dispersed camping corridor. Forest Service personnel continue to express concerns about the difficulty of identifying individual dispersed campsites at the MVUM mapping scale as well as the effects to scenic quality from signing over 50 individual sites on the ground.

Table 2-14. **Recreation Issue 1, Challis-Yankee Fork District:** The designation of specific motorized routes (and the prohibition of cross-country travel off the designated system) will affect motorized and non-motorized recreation experiences.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Acres open to cross-country travel	73,111	Limited use of motor vehicles for access to dispersed camping is included in the designation of routes.			
Miles of motorized routes (roads and trails) by use type and seasonal open periods by District					
Miles of Road open yearlong	562	523	416	514	493
Miles of Road open seasonally	39	39	85	43	46
Total Miles Roads	601	562	501	557	539
Miles of Motorized trail open yearlong to OHVS	277	<1	10	49	17
Miles of Motorized trail open seasonally to OHVs	0	0	4	0	0
Miles of Motorized trail open yearlong to ATVs and 2-wheel vehicles	43	52	20	93	51
Miles of Motorized trail open seasonally to ATVs and 2-wheel vehicles	11	11	21	30	14
Miles of Motorized trail open yearlong to 2-wheel (closed to ATVs)	0	248	127	211	190
Miles of Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	34	35	29	12	36
Total Miles Motorized Trails	364	346	211	395	308
Grand Total Miles of Motorized Routes	965	908	712	952	847
Miles of unauthorized routes coverted to motorized routes	29.2	0	10.5	26	17
Miles of motorized routes w/i Primitive (P) and Semi-Primitive Non-motorized (SPNM) ROS classes	125	120	52	112	85
Miles of motorized routes w/i Rural, Roaded Natural + Semi-primitive Motorized ROS classes	840	788	660	839	762
Percent inconsistency of ROS classification	13%	13%	7%	12%	10%
Motorized Influence Zone Acres	420,750	391,941	313,718	411,249	370,099
Non motorized Acres	383,442	412,251	490,474	392,943	434,093
Eligible wild and scenic rivers with miles of motorized routes within corridor	59	58	55	56	55
Acres open for dispersed camping	52,860	32,539	16,380	34,481	30,619
Size of District	804,192				

Table 2-15. **Recreation Issue 1, Leadore Ranger District:** The designation of specific motorized routes (and the prohibition of cross-country travel off the designated system) will affect motorized and non-motorized recreation experiences.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Acres open to cross-country travel	121,449	Limited use of motor vehicles for access to dispersed camping is included in the designation of routes.			
Miles of motorized routes (roads and trails) by use type and seasonal open periods by District					
Miles of Road open yearlong	227	210	173	263	205
Miles of Road open seasonally	14	14	20	13	14
Total Miles Roads	241	224	193	276	219
Miles of Motorized trail open yearlong to OHVS	84	0	7	80	29
Miles of Motorized trail open seasonally to OHVs	4	0	3	28	15
Miles of Motorized trail open yearlong to ATVs and 2-wheel vehicles	1	24	6	44	30
Miles of Motorized trail open seasonally to ATVs and 2-wheel vehicles	0	0	2	1	2
Miles of Motorized trail open yearlong to 2-wheel (closed to ATVs)	16	55	9	77	45
Miles of Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	1	5	20	10	12
Total Miles Motorized Trails	106	84	47	240	133
Grand Total Miles of Motorized Routes	347	308	240	516	352
Miles of unauthorized routes converted to motorized routes	296.3	0.7	14.6	151	63
Miles of motorized routes w/i Primitive (P) and Semi-Primitive Non-motorized (SPNM) ROS classes	55	13.3	2.2	39.7	17.4
Miles of motorized routes w/i Rural, Roaded Natural + Semi-primitive Motorized ROS classes	588.8	295.1	237.6	474.8	334.8
Percent inconsistency of ROS classification	8.5%	4.3%	<1%	7.6%	4.9%
Motorized Influence Zone Acres	213,127	142,932	110,279	198,586	156,385
Non motorized Acres	116,321	186,516	219,169	139,862	173,063
Wild and scenic river miles/acres with motorized routes within corridor	29	24	10	28	25
Acres open for dispersed camping	56,439	11,502	5,739	19,829	11,556
Total District Acres	329,448				

Table 2-16. **Recreation Issue 1, Lost River Ranger District:** The designation of specific motorized routes (and the prohibition of cross-country travel off the designated system) will affect motorized and non-motorized recreation experiences.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Acres open to cross-country travel	119,444	Limited use of motor vehicles for access to dispersed camping is included in the designation of routes.			
Miles of motorized routes (roads and trails) by use type and seasonal open periods by District					
Miles of Road open yearlong	454	451	410	508	489
Miles of Road open seasonally	24	24	0	0	0
Total Miles Roads	478	475	410	508	489
Miles of Motorized trail open yearlong to OHVS	52	0	3	49	16
Miles of Motorized trail open seasonally to OHVs	0	0	0	0	0
Miles of Motorized trail open yearlong to ATVs and 2-wheel vehicles	65	63	79	127	103
Miles of Motorized trail open seasonally to ATVs and 2-wheel vehicles	31	31	6	4	18
Miles of Motorized trail open yearlong to 2-wheel (closed to ATVs)	0	33	6	41	33
Miles of Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	28	29	2	0	2
Total Miles Motorized Trails	176	156	96	222	172
Grand Total Miles of Motorized Routes	654	631	506	729	661
Miles of unauthorized routes coverted to motorized routes	136.6	1.2	27.6	121	91
Miles of motorized routes w/i Primitive (P) and Semi-Primitive Non-motorized (SPNM) ROS classes	105.8	54.3	37.4	80.9	58.9
Miles of motorized routes w/i Rural, Roaded Natural + Semi-primitive Motorized ROS classes	685.4	576.3	468.4	647.8	602.2
Percent inconsistency of ROS classification	13.4%	8.6%	7.4%	11%	8.9%
Motorized Influence Zone Acres	365,293	298,048	248,441	326,027	300,709
Non motorized Acres	449,218	516,463	566,070	488,484	513,802
Wild and scenic river miles/acres with motorized routes within corridor	72.1	71	64.1	82	77
Acres open for dispersed camping	61,528	27,116	13,249	31,126	22,693
Total district acres	814,505				

Table 2-17. **Recreation Issue 1, Middle Fork Ranger District:** The designation of specific motorized routes (and the prohibition of cross-country travel off the designated system) will affect motorized and non-motorized recreation experiences.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Acres open to cross-country travel	68,201	Limited use of motor vehicles for access to dispersed camping is included in the designation of routes.			
Miles of motorized routes (roads and trails) by use type and seasonal open periods by District					
Miles of Road open yearlong	237	232	226	234	232
Miles of Road open seasonally	0	0	0	0	0
Total Miles Roads	237	232	226	234	232
Miles of Motorized trail open yearlong to OHVS	32	0	0	1	1
Miles of Motorized trail open seasonally to OHVs	0	0	0	0	0
Miles of Motorized trail open yearlong to ATVs and 2-wheel vehicles	6	6	0	33	<1
Miles of Motorized trail open seasonally to ATVs and 2-wheel vehicles	0	0	0	3	7
Miles of Motorized trail open yearlong to 2-wheel (closed to ATVs)	0	17	11	1	19
Miles of Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	0	0	4	5	8
Total Miles Motorized Trails	38	23	15	43	35
Grand Total Miles of Motorized Routes	275	255	241	277	267
Miles of unauthorized routes coverted to motorized routes	28.8	0	1.9	7	6
Miles of motorized routes w/i Primitive (P) and Semi-Primitive Non-motorized (SPNM) ROS classes	15.5	6.5	7.4	19.6	14.7
Miles of motorized routes w/i Rural, Roaded Natural + Semi-primitive Motorized ROS classes	253.2	213.6	201.7	225.7	219.6
Percent inconsistency of ROS classification	5.7%	2.9%	3.5%	7.9%	6.2%
Motorized Influence Zone Acres	92,148	66,487	62,744	75,750	71,139
Non motorized Acres	22,924	48,605	52,348	39,342	43,953
Wild and scenic river miles/acres with motorized routes within corridor	18.3	14	13.6	14	14.5
Acres open for dispersed camping	41,212	9,757	5,677	10,852	9,274
Total district Acres within project area	110,663				

Table 2-18. **Recreation Issue 1, North Fork Ranger District:** The designation of specific motorized routes (and the prohibition of cross-country travel off the designated system) will affect motorized and non-motorized recreation experiences.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Acres open to cross-country travel	219,007	Limited use of motor vehicles for access to dispersed camping is included in the designation of routes.			
Miles of motorized routes (roads and trails) by use type and seasonal open periods by District					
Miles of Road open yearlong	464	364	356	465	376
Miles of Road open seasonally	56	56	42	67	65
Total Miles Roads	520	420	398	532	441
Miles of Motorized trail open yearlong to OHVS	151	0	2	16	2
Miles of Motorized trail open seasonally to OHVs	18	0	0	21	0
Miles of Motorized trail open yearlong to ATVs and 2-wheel vehicles	0	0	0	6	2
Miles of Motorized trail open seasonally to ATVs and 2-wheel vehicles	0	0	0	0	0
Miles of Motorized trail open yearlong to 2-wheel (closed to ATVs)	11	105	53	141	87
Miles of Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	0	0	5	7	4
Total Miles Motorized Trails	180	105	60	191	95
Grand Total Miles of Motorized Routes	700	525	458	723	537
Miles of unauthorized routes converted to motorized routes	234.7	0	2.8	41	9
Miles of motorized routes w/i Primitive (P) and Semi-Primitive Non-motorized (SPNM) ROS classes	30.5	7	3	30.1	6.9
Miles of motorized routes w/i Rural, Roaded Natural + Semi-primitive Motorized ROS classes	903.4	517.5	453.7	692.7	530.2
Percent inconsistency of ROS classification	3.2%	1%	<1%	4%	1.2%
Motorized Influence Zone Acres	309,343	204,228	185,371	257,226	210,917
Non motorized Acres	109,239	214,354	233,211	161,356	207,655
Wild and scenic river miles/acres with motorized routes within corridor (does not include the Salmon River Road, FR #60030)	2.6	1.5	1.5	2.6	1.5
Acres open for dispersed camping	40,622	11,725	6,994	15,202	11,889
Total district acres (outside of designated wilderness)	418,578				

Table 2-19. **Recreation Issue 1, Salmon-Cobalt Ranger District:** The designation of specific motorized routes (and the prohibition of cross-country travel off the designated system) will affect motorized and non-motorized recreation experiences.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Acres open to cross-country travel	379,203	Limited use of motor vehicles for access to dispersed camping is included in the designation of routes.			
Miles of motorized routes (roads and trails) by use type and seasonal open periods by District					
Miles of Road open yearlong	827	662	588	828	643
Miles of Road open seasonally	36	36	107	86	107
Total Miles Roads	863	698	695	914	750
Miles of Motorized trail open yearlong to OHVS	246	5	3	79	20
Miles of Motorized trail open seasonally to OHVs	0	0	11	11	11
Miles of Motorized trail open yearlong to ATVs and 2-wheel vehicles	0	20	8	32	13
Miles of Motorized trail open seasonally to ATVs and 2-wheel vehicles	9	9	5	13	22
Miles of Motorized trail open yearlong to 2-wheel (closed to ATVs)	7	63	13	103	23
Miles of Motorized trail open seasonally to 2-wheel vehicles (closed to ATVs)	1	1	14	1	31
Total Miles Motorized Trails	263	98	54	239	120
Grand Total Miles of Motorized Routes	1,126	796	749	1,152	870
Miles of unauthorized routes coverted to motorized routes	382.8	6.2	12.5	121	32
Miles of motorized routes w/i Primitive (P) and Semi-Primitive Non-motorized (SPNM) ROS classes	30.4	7.4	3.3	16.3	7.5
Miles of motorized routes w/i Rural, Roaded Natural + Semi-primitive Motorized ROS classes	1477.5	788.5	745.7	1135.7	862.4
Percent inconsistency of ROS classification	25	<1%	<1%	1%	<1%
Motorized Influence Zone Acres	511,127	312,465	308,660	404,935	335,511
Non motorized Acres	127,291	325,953	329,758	233,483	302,907
Wild and scenic river miles/acres with motorized routes within corridor	75	59	55.2	57.6	55.1
Acres open for dispersed camping	148,928	27,613	19,842	39,022	30,717
Total district acres	638,418				

Table 2-20. **Recreation Issue 2:** Designating motorized access to specific dispersed campsites (based on mileage) along the Salmon River Road would be difficult for the public to understand and implement, difficult for the agency to enforce, and will adversely affect anglers and campers by restricting their choices during high-use seasons (spring and fall steelhead fishing seasons, and summer floating season).

Dispersed Camping along the Salmon River Road.					
Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alt.
Acres of motorized access for dispersed camping along the Salmon River Road	Approx. 368 acres within 300-ft. on either side of River Rd. (calculated using slope less than 30 percent)	Approx. 368 acres within 300-ft. on either side of River Rd (calculated using slope less than 30 percent)	Approx. 17 acres at 52 designated dispersed campsites	Approx. 368 acres within 300-ft on either side of River Rd. from No. Fork to mile 28.7 and from mile 32.9 to Corn Creek and 6 access routes	Approx. 368 acres within 300-ft on either side of River Rd. from No. Fork to mile 28.7 and from mile t 32.9 to Corn Creek and 6 access routes

Table 2-21. **Recreation Issue 3:** Allowing motorized access to dispersed camping for 300 feet on either side of designated routes (except the Salmon River Road) would defeat the purpose of the Travel Management Rule and lead to adverse impacts to wildlife habitat, fish habitat, soil and water quality.

Dispersed Camping					
Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Challis-Yankee Fork District	52,860	32,539	16,380	34,481	30,619
Leadore Ranger District	56,439	11,502	5,739	19,829	11,556
Lost River Ranger District	61,528	27,116	13,249	31,126	22,693
Middle Fork Ranger District	40,622	11,725	6,994	15,202	11,889
North Fork Ranger District	40,622	11,725	6,994	15,202	11,889
Salmon-Cobalt Ranger District	148,928	27,613	19,842	39,022	30,717
Total acres Forest-wide	401,589	120,251	67,881	150,512	116,748

(Acres for all action alternatives calculated using slopes less than 30 percent.)

Table 2-22. **Roadless Issue 1:** Motor vehicle use on designated roads and motorized trails in Inventoried Roadless Areas (IRA) detracts from the roadless character of the land.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Miles of new motorized routes in Inventoried Roadless Areas					
Challis-Yankee Fk Ranger District	0	0	0	47.3	3.9
Leadore Ranger District	0	0	0	122.3	43.3
Lost River Ranger District	0	0	6.9	56.9	25.2
Middle Fork Ranger District	0	0	0	16.2	8.3
North Fork Ranger District	0	0	0	69.5	13.4
Salmon-Cobalt Ranger District	0	0	2.6	83.5	15.1
Forest-wide	0	0	9.5	395.7	109.2

The effects to Roadless Characteristics are displayed in Appendix C.

Table 2-23. **Wilderness Issue 1:** Motor vehicle use in the Borah Peak, Boulder/White Clouds, and Pioneer Mountain Recommended Wilderness Areas adversely affects wilderness attributes.

Issue Indicator	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alternative
Miles of new motorized routes proposed for designation recommended wilderness areas					
Challis-Yankee Fk. Ranger District	0	0	0	3.02	0.47
Leadore Ranger District	No Forest Plan Recommended Wilderness Areas				
Lost River Ranger District	0	0	0	2.51	1.60
Middle Fork Ranger District	No Forest Plan Recommended Wilderness Areas on Middle Fork District				
North Fork Ranger District	No Forest Plan Recommended Wilderness Areas on North Fork District				
Salmon-Cobalt Ranger District	No Forest Plan Recommended Wilderness Areas on Salmon-Cobalt District				
Forest-wide	0	0	0	5.53	2.07

The effects to Wilderness Attributes are displayed in Appendix D.

Table 2-24. **Water Resources Issue 1:** The type, extent, and location of roads, trails, and dispersed camping may accelerate erosion, deliver sediment to streams and degrade water quality.

Issue Indicator Calculated by 5 th field HUC for watersheds completely or partially within each district	Existing Condition	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alt.
Motorized Route density High motorized route densities and their locations within watersheds are typically correlated with areas of higher watershed sensitivity to erosion and sediment transport to streams. This indicator is best used to evaluate the differences between the No Action and action alternatives from the broad scale effects of changing motorized route densities. Route density can influence the size and timing of streamflows from watersheds with possible consequences for downstream channels and aquatic systems.	Avg. Road Density (mi/mi ²): C-YF= 1.4 Leadore= 1.6 Lost River= 1.0 Middle Fork= 0.2 North Fork= 1.0 Salmon-Cobalt= 1.9 Average= 1.2	Avg. Road Density (mi/mi ²): C-YF= 1.0 Leadore= 1.1 Lost River= 0.6 Middle Fork= 0.2 North Fork= 0.6 Salmon-Cobalt=1.6 Average= 0.9	Avg. Road Density (mi/mi ²): C-YF= 0.9 Leadore=0.6 Lost River=0.5 Middle Fork= 0.1 North Fork= 0.3 Salmon-Cobalt= 0.9 Average=0.6 Reduces route density on all districts. Reduces potential for erosion and sediment transport to streams and indirect effects to downstream channels and aquatic systems.	Avg. Road Density (mi/mi ²): C-YF= 0.7 Leadore= 0.6 Lost River= 0.4 Middle Fork= 0.1 North Fork= 0.3 Salmon-Cobalt= 0.8 Average= 0.5 Reduces route density on all districts. Reduces potential for erosion and sediment transport to streams and indirect effects to downstream channels and aquatic systems.	Avg. Road Density (mi/mi ²): C-YF= 0.9 Leadore=0.9 Lost River= 0.6 Middle Fork= 0.2 North Fork= 0.5 Salmon-Cobalt= 1.2 Average= 0.7 Reduces route density on all districts. Reduces potential for erosion and sediment transport to streams and indirect effects to downstream channels and aquatic systems.	Avg. Road Density (mi/mi ²): C-YF= 0.8 Leadore= 0.6 Lost River= 0.5 Middle Fork= 0.1 North Fork= 0.4 Salmon-Cobalt= 0.9 Average= 0.6 Reduces route density on all districts. Reduces potential for erosion and sediment transport to streams and indirect effects to downstream channels and aquatic systems.
Miles of routes in watersheds with a high vulnerability Watershed vulnerability ratings characterize the natural inherent sensitivity of a watershed to disturbance. In highly vulnerable watersheds, disturbance poses a higher risk of degrading soil-hydrologic, stream dynamic equilibrium, and riparian functions. These watersheds have a high percentage of sensitive lands with highly erodible soils, high sediment yields, and landslide prone areas. The miles of designated routes within watersheds with a high watershed vulnerability rating is best used as a relative measure of potential effects on water quality.	C-YF= 492 Leadore= 98 Lost River= 320 Middle Fork= 300 North Fork= 787 Salmon-Cobalt= 747 Total= 2,744 miles	C-YF= 387 Leadore= 93 Lost River= 247 Middle Fork= 290 North Fork= 611 Salmon-Cobalt= 659 Total= 2,278 miles	C-YF= 342 Leadore= 15 Lost River= 183 Middle Fork= 241 North Fork= 340 Salmon-Cobalt= 340 Total= 2,744 miles Reduces miles of routes in watersheds with high vulnerability on all districts; reduces potential adverse effects to water quality.	C-YF= 289 Leadore= 10 Lost River= 138 Middle Fork= 228 North Fork= 310 Salmon-Cobalt= 271 Total= 1,460 miles Reduces miles of routes in watersheds with high vulnerability on all districts; reduces potential adverse effects to water quality.	C-YF= 335 Leadore= 56 Lost River= 216 Middle Fork= 264 North Fork= 479 Salmon-Cobalt= 449 Total= 1,799 miles Reduces miles of routes in watersheds with high vulnerability on all districts; reduces potential adverse effects to water quality.	C-YF= 325 Leadore= 40 Lost River= 192 Middle Fork= 252 North Fork= 353 Salmon-Cobalt= 350 Total= 1,509 miles Reduces miles of routes in watersheds with high vulnerability on all districts; reduces potential adverse effects to water quality.

Issue Indicator Calculated by 5 th field HUC for watersheds completely or partially within each district	Existing Condition	Alt. 0 No Action Alternative	Alt. 1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alt.
Miles of routes within 300 feet of 303(d) streams Water quality can be degraded by erosion through sediment being delivered directly to streams. The miles of designated routes within 300 feet of 303(d) [water quality-limited streams] are best used as a relative measure of potential effects on water quality.	C-YF= 70 Leadore= 30 Lost River= 177 Middle Fork= 11 North Fork= 0 Salmon-Cobalt= 43 Total= 331 miles	C-YF= 62 Leadore= 27 Lost River= 106 Middle Fork= 10 North Fork= 0 Salmon-Cobalt= 40 Total= 245 miles	C-YF= 59 Leadore= 12 Lost River= 100 Middle Fork= 8 North Fork= 0 Salmon-Cobalt= 30 Total= 208 miles Reduces miles of routes W/I 300' of water quality limited streams; reducing potential adverse effects to water quality.	C-YF= 44 Leadore= 6 Lost River= 74 Middle Fork= 8 North Fork= 0 Salmon-Cobalt= 25 Total= 156 miles Reduces miles of routes W/I 300' of water quality limited streams; reducing potential adverse effects to water quality.	C-YF= 62 Leadore= 19 Lost River= 109 Middle Fork= 9 North Fork= 0 Salmon-Cobalt= 37 Total= 235 miles With the exception of the Lost River Ranger District (3 mile increase) miles of routes W/I 300' of water quality limited streams would be reduced; reducing potential adverse effects to water quality.	C-YF= 57 Leadore= 11 Lost River= 106 Middle Fork= 8 North Fork= 0 Salmon-Cobalt= 26 Total= 208 miles Reduces miles of routes W/I 300' of water quality limited streams; reducing potential adverse effects to water quality.
Number of inventoried perennial stream crossings open to motor vehicle use. Sediment delivered to streams is greatest in riparian areas where roads cross streams. Fords and approaches to crossings deliver sediment directly to streams. Culverts can produce sediment if it plugs and fails. The number of inventoried stream crossings open to motor vehicle use is used as a relative measure of potential effects on water quality.	C-YF= 629 Leadore= 291 Lost River= 568 Middle Fork= 191 North Fork= 504 Salmon-Cobalt= 783 Total= 2,966 crossings	C-YF= 557 Leadore= 251 Lost River= 434 Middle Fork= 181 North Fork= 369 Salmon-Cobalt= 750 Total= 2,542 crossings	C-YF= 540 Leadore= 145 Lost River= 353 Middle Fork= 137 North Fork= 192 Salmon-Cobalt= 427 Total= 1,794 crossings Reduces stream crossings on all districts; reduces potential effects to water quality.	C-YF= 391 Leadore= 112 Lost River= 262 Middle Fork= 128 North Fork= 165 Salmon-Cobalt= 365 Total= 1,423 crossings Reduces stream crossings on all districts; reduces potential effects to water quality.	C-YF= 551 Leadore= 213 Lost River= 370 Middle Fork= 167 North Fork= 283 Salmon-Cobalt= 528 Total= 2,112 crossings Reduces stream crossings on all districts; reduces potential effects to water quality.	C-YF= 482 Leadore= 149 Lost River= 329 Middle Fork= 145 North Fork= 182 Salmon-Cobalt= 421 Total= 1,708 crossings Reduces stream crossings on all districts; reduces potential effects to water quality.

Table 2-25. **Soil Resources Issue 1:** The type, extent, level of use and location of motorized roads, trails, and dispersed camping may degrade soil productivity, accelerate erosion, deliver sediment to streams, and degrade water quality.

Issue Indicator Calculated by 5 th field HUC for watersheds completely or partially within each district	Existing Condition		Alt. 0 No Action Alternative		Alt. 1 Designated System Routes		Alt. 3 Wilderness/ Roadless Values Emphasis		Alt. 4 Maximum Motorized Emphasis		Alt. 5 Preferred Alt.	
Miles of motorized routes greater than 50 inches (Roads)	Challis-Yankee	1,167	Challis-Yankee	877	Challis-Yankee	562	Challis-Yankee	514	Challis-Yankee	605	Yankee	554
	Leadore	797	Leadore	612	Leadore	221	Leadore	196	Leadore	375	Leadore	256
	Lost River	1,068	Lost River	665	Lost River	473	Lost River	412	Lost River	556	Lost River	504
	Middle Fork	307	Middle Fork	296	Middle Fork	230	Middle Fork	225	Middle Fork	233	Middle Fork	232
	North Fork	1,307	North Fork	928	North Fork	421	North Fork	401	North Fork	571	North Fork	446
	Salmon-Cobalt	1,811	Salmon-Cobalt	1,489	Salmon-Cobalt	704	Salmon-Cobalt	710	Salmon-Cobalt	1,003	Salmon-Cobalt	781
Miles of motorized routes less than 50 inches (ATV trails)	Challis-Yankee	54	Challis-Yankee	54	Challis-Yankee	63	Challis-Yankee	41	Challis-Yankee	123	Challis-Yankee	65
	Leadore	1	Leadore	1	Leadore	23	Leadore	8	Leadore	45	Leadore	32
	Lost River	97	Lost River	97	Lost River	94	Lost River	85	Lost River	131	Lost River	122
	Middle Fork	6	Middle Fork	6	Middle Fork	6	Middle Fork	0	Middle Fork	37	Middle Fork	7
	North Fork	0	North Fork	0	North Fork	0	North Fork	0	North Fork	6	North Fork	2
	Salmon-Cobalt	9	Salmon-Cobalt	9	Salmon-Cobalt	29	Salmon-Cobalt	12	Salmon-Cobalt	45	Salmon-Cobalt	35
Miles of 2-wheeled motorized routes (Motorcycle trails)	Challis-Yankee	34	Challis-Yankee	34	Challis-Yankee	283	Challis-Yankee	156	Challis-Yankee	225	Challis-Yankee	228
	Leadore	16	Leadore	16	Leadore	60	Leadore	29	Leadore	88	Leadore	57
	Lost River	28	Lost River	28	Lost River	62	Lost River	8	Lost River	39	Lost River	34
	Middle Fork	0	Middle Fork	0	Middle Fork	17	Middle Fork	15	Middle Fork	6	Middle Fork	25
	North Fork	11	North Fork	11	North Fork	105	North Fork	57	North Fork	152	North Fork	91
	Salmon-Cobalt	7	Salmon-Cobalt	7	Salmon-Cobalt	63	Salmon-Cobalt	27	Salmon-Cobalt	100	Salmon-Cobalt	53
Miles of motorized routes greater than 50 inches on high surface erosion hazard lands	Challis-Yankee	364	Challis-Yankee	288	Challis-Yankee	177	Challis-Yankee	155	Challis-Yankee	183	Challis-Yankee	169
	Leadore	183	Leadore	150	Leadore	51	Leadore	44	Leadore	88	Leadore	61
	Lost River	420	Lost River	260	Lost River	210	Lost River	181	Lost River	240	Lost River	220
	Middle Fork	60	Middle Fork	57	Middle Fork	49	Middle Fork	46	Middle Fork	47	Middle Fork	47
	North Fork	496	North Fork	376	North Fork	159	North Fork	166	North Fork	236	North Fork	174
	Salmon-Cobalt	721	Salmon-Cobalt	617	Salmon-Cobalt	312	Salmon-Cobalt	305	Salmon-Cobalt	409	Salmon-Cobalt	325
Miles of motorized routes less than 50 inches on high surface erosion hazard lands	Challis-Yankee	16	Challis-Yankee	16	Challis-Yankee	22	Challis-Yankee	13	Challis-Yankee	31	Challis-Yankee	19
	Leadore	1	Leadore	1	Leadore	5	Leadore	6	Leadore	9	Leadore	12
	Lost River	54	Lost River	54	Lost River	60	Lost River	48	Lost River	79	Lost River	67
	Middle Fork	2	Middle Fork	2	Middle Fork	2	Middle Fork	0	Middle Fork	9	Middle Fork	2
	North Fork	0	North Fork	0	North Fork	0	North Fork	0	North Fork	0	North Fork	0
	Salmon-Cobalt	5	Salmon-Cobalt	5	Salmon-Cobalt	8	Salmon-Cobalt	7	Salmon-Cobalt	18	Salmon-Cobalt	12
Miles of 2-wheel motorized routes on high surface erosion hazard lands	Challis-Yankee	9	Challis-Yankee	9	Challis-Yankee	94	Challis-Yankee	66	Challis-Yankee	85	Challis-Yankee	89
	Leadore	5	Leadore	5	Leadore	21	Leadore	12	Leadore	25	Leadore	16
	Lost River	20	Lost River	20	Lost River	35	Lost River	8	Lost River	19	Lost River	30
	Middle Fork	0	Middle Fork	0	Middle Fork	2	Middle Fork	3	Middle Fork	2	Middle Fork	3
	North Fork	1	North Fork	1	North Fork	21	North Fork	16	North Fork	58	North Fork	22
	Salmon-Cobalt	2	Salmon-Cobalt	2	Salmon-Cobalt	27	Salmon-Cobalt	11	Salmon-Cobalt	49	Salmon-Cobalt	22
Acres of motorized access for dispersed camping	Challis-Yankee	52,894	Challis-Yankee	52,894	Challis-Yankee	32,516	Challis-Yankee	16,347	Challis-Yankee	34,458	Challis-Yankee	30,592
	Leadore	55,271	Leadore	55,271	Leadore	11,345	Leadore	5,552	Leadore	19,494	Leadore	11,323
	Lost River	61,358	Lost River	61,358	Lost River	27,091	Lost River	13,250	Lost River	31,100	Lost River	22,689
	Middle Fork	41,053	Middle Fork	41,053	Middle Fork	9,662	Middle Fork	5,582	Middle Fork	10,757	Middle Fork	9,180

Issue Indicator Calculated by 5 th field HUC for watersheds completely or partially within each district	Existing Condition		Alt. 0 No Action Alternative		Alt. 1 Designated System Routes		Alt. 3 Wilderness/ Roadless Values Emphasis		Alt. 4 Maximum Motorized Emphasis		Alt. 5 Preferred Alt.	
	North Fork	41,452	North Fork	41,452	North Fork	11,739	North Fork	7,016	North Fork	15,348	North Fork	11,919
	Salmon-Cobalt	148,208	Salmon-Cobalt	148,208	Salmon-Cobalt	27,657	Salmon-Cobalt	19,891	Salmon-Cobalt	38,948	Salmon-Cobalt	30,758

Miles of routes >50" decrease compared to the No Action Alternative on all ranger districts. By decreasing miles of motorized routes soil productivity will be improved as routes narrow and disturbed areas recover. Erosion and sedimentation rates will decrease which will benefit the soil resource as well as improve water quality and aquatic habitat.

Miles of routes <50" generally increase compared to the No Action Alternative except for Alternative 3 which decreases miles of routes. This is due, in part, to a change in classification from >50" to <50". The road width will remain the same or will eventually narrow. For the soil resource there will not be an increase in soil or land needed for the route. For non-system routes added to the designated system an increase in erosion and sedimentation to streams will occur as motor vehicle use begins/increases.

Miles of 2-wheeled routes increase compared to the No Action Alternative. This again is due, in part, to a change in width classification. For the soil resource there will not be an increase in soil or land needed for the route. For routes added to the designated system a decrease in soil productivity and an increase in erosion and sedimentation to streams will potentially occur as motor vehicle use begins/increases.

Miles of routes >50" located on high surface erosion hazard lands decrease compared to the No Action Alternative on all ranger districts. By reducing the miles of roads on these soils the risk of road failure, slope failure, and accelerated erosion associated with concentrated flow in road drainage systems will be reduced.

Miles of routes <50" located on high surface erosion hazard lands generally increase compared to the No Action Alternative. Routes located on these soils are not necessarily at risk of failure. However, the potential for increased erosion and sedimentation can occur on these routes with far less disturbance than routes located on stable soils, especially if not properly constructed and maintained.

Miles of 2-wheeled routes located on high surface erosion hazard lands increase compared to the No Action Alternative. Routes located on these soils are not necessarily at risk of failure. However, the potential for increased erosion and sedimentation can occur on these routes with far less disturbance than routes located on stable soils, especially if not properly constructed and maintained.

Acres of motorized access for dispersed camping decrease compared to the No Action Alternative on all ranger districts. Motorized access to dispersed camping can have negative impacts to the soil resource by damaging wetland soils, riparian vegetation, and causing soil disturbance. By reducing acres available soil quality and productivity will improve as damaged wetland soils, riparian vegetation, and disturbed areas heal over time.

Table 2-26. **Fisheries Issue 1:** Motorized use of new and existing roads and trails may impact habitat for fish species (bull trout, westslope cutthroat, sockeye salmon, spring/summer Chinook salmon, and steelhead) by causing disturbances within Riparian Habitat Conservation Areas (RHCAs), damaging stream-banks, and directly or indirectly affecting fish species and their in-stream habitat at stream crossings.

Fisheries Issue 1						
Issue Indicator Calculated by 5 th field HUC	Existing Condition	Alt. 0 No Action Alternative	Alt.1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alt.
Miles of designated roads and motorized trails within 300' of perennial streams. (FSR Tables 2, 3, 4aD and 5a)	CYFRD = 365 LRD = 156 LRRD = 289 MFRD = 94 NFRD = 264 SCRD = 370	CYFRD = 332 LRD = 142 LRRD = 216 MFRD = 90 NFRD = 220 SCRD = 354	CYFRD = 321 LRD = 102 LRRD = 184 MFRD = 78 NFRD = 152 SCRD = 222	CYFRD = 234 LRD = 70 LRRD = 147 MFRD = 72 NFRD = 139 SCRD = 200	CYFRD = 335 LRD = 124 LRRD = 198 MFRD = 87 NFRD = 195 SCRD = 271	CYFRD = 293 LRD = 95 LRRD = 181 MFRD = 83 NFRD = 150 SCRD = 223
Total (% Comparison to Alt 0)	Total = 1,537	Total = 1,354 (100 %)	Total = 1,059 (78 %)	Total = 862 (64%)	Total = 1,210 (89 %)	Total = 1,024 (77 %)
Miles of designated roads and motorized trails within 100' of intermittent streams. (FSR Tables 2, 3, 4aD and 5a)	CYFRD = 98 LRD = 50 LRRD = 149 MFRD = 6 NFRD = 56 SCRD = 62	CYFRD = 76 LRD = 45 LRRD = 111 MFRD = 5 NFRD = 41 SCRD = 49	CYFRD = 72 LRD = 18 LRRD = 93 MFRD = 3 NFRD = 15 SCRD = 23	CYFRD = 61 LRD = 11 LRRD = 77 MFRD = 3 NFRD = 12 SCRD = 20	CYFRD = 77 LRD = 29 LRRD = 113 MFRD = 3 NFRD = 35 SCRD = 36	CYFRD = 70 LRD = 20 LRRD = 106 MFRD = 3 NFRD = 15 SCRD = 25
Total (% Comparison to Alt 0)	Total = 421	Total = 327 (100 %)	Total = 227 (71 %)	Total = 187 (56 %)	Total = 295 (83 %)	Total = 241 (67 %)
Numbers of designated road and motorized trail crossings on perennial streams. (FSR Tables 2, 3, 4bD and 5b)	CYFRD = 629 LRD = 291 LRRD = 568 MFRD = 191 NFRD = 504 SCRD = 783	CYFRD = 557 LRD = 251 LRRD = 434 MFRD = 181 NFRD = 369 SCRD = 750	CYFRD = 540 LRD = 145 LRRD = 353 MFRD = 137 NFRD = 192 SCRD = 427	CYFRD = 391 LRD = 112 LRRD = 262 MFRD = 128 NFRD = 165 SCRD = 365	CYFRD = 551 LRD = 213 LRRD = 370 MFRD = 167 NFRD = 283 SCRD = 528	CYFRD = 482 LRD = 149 LRRD = 329 MFRD = 145 NFRD = 182 SCRD = 421
Total (% Comparison to Alt 0)	Total = 2,966	Total = 2,542 (100 %)	Total = 1,794 (71 %)	Total = 1,423 (56 %)	Total = 2,112 (83 %)	Total = 1,708 (67 %)
Numbers of designated roads and motorized trail crossings on intermittent streams. (FSR Tables 2, 3, 4bD and 5b)	CYFRD = 1,112 LRD = 610 LRRD = 1,399 MFRD = 118 NFRD = 928 SCRD = 981	CYFRD = 871 LRD = 554 LRRD = 998 MFRD = 116 NFRD = 700 SCRD = 803	CYFRD = 821 LRD = 212 LRRD = 790 MFRD = 89 NFRD = 348 SCRD = 426	CYFRD = 666 LRD = 148 LRRD = 689 MFRD = 80 NFRD = 296 SCRD = 371	CYFRD = 880 LRD = 334 LRRD = 1,027 MFRD = 93 NFRD = 590 SCRD = 580	CYFRD = 800 LRD = 221 LRRD = 947 MFRD = 88 NFRD = 356 SCRD = 424
Total (% Comparison to Alt 0)	Total = 5,148	Total = 4,042 (100 %)	Total = 2,686 (66 %)	Total = 2,250 (56 %)	Total = 3,504 (87 %)	Total = 2,836 (70 %)
Acres open to dispersed motorized camping within perennial stream RHCAs. (FSR Tables 2, 3, and 4c.)	CYFRD = 12,241 LRD = 6,705 LRRD = 10,530 MFRD = 10,972 NFRD = 8,891 SCRD = 17,694	CYFRD = 12,241 LRD = 6,705 LRRD = 10,530 MFRD = 10,972 NFRD = 8,891 SCRD = 17,694	CYFRD = 9,887 LRD = 3,613 LRRD = 7,614 MFRD = 3,629 NFRD = 3,391 SCRD = 5,664	CYFRD = 0 LRD = 0 LRRD = 0 MFRD = 0 NFRD = 0 SCRD = 0	CYFRD = 10,469 LRD = 4,303 LRRD = 8,576 MFRD = 4,054 NFRD = 4,054 SCRD = 6,958	CYFRD = 9,169 LRD = 3,322 LRRD = 5,726 MFRD = 3,400 NFRD = 3,301 SCRD = 5,806
Total (% Comparison to Alt 0)	Total = 67,033	Total = 67,034 (100 %)	Total = 33,998 (51 %)	Total = 0 (0 %)	Total = 38,394 (57 %)	Total = 30,724 (46 %)
Acres open to dispersed motorized camping within intermittent stream RHCAs.	CYFRD = 3,549 LRD = 2,645 LRRD = 4,344	CYFRD = 3,549 LRD = 2,645 LRRD = 4,344	CYFRD = 2,297 LRD = 551 LRRD = 2,371	CYFRD = 0 LRD = 0 LRRD = 0	CYFRD = 2,418 LRD = 850 LRRD = 2,845	CYFRD = 2,183 LRD = 557 LRRD = 2,479

Fisheries Issue 1						
Issue Indicator Calculated by 5 th field HUC	Existing Condition	Alt. 0 No Action Alternative	Alt.1 Designated System Routes	Alt. 3 Wilderness/ Roadless Values Emphasis	Alt. 4 Maximum Motorized Emphasis	Alt. 5 Preferred Alt.
(FSR Tables 2, 3, and 4c.)	MFRD = 1,081 NFRD = 1,538 <u>SCRD = 5,120</u>	MFRD = 1,081 NFRD = 1,538 <u>SCRD = 5,120</u>	MFRD = 210 NFRD = 233 <u>SCRD = 752</u>	MFRD = 0 NFRD = 0 <u>SCRD = 0</u>	MFRD = 220 NFRD = 472 <u>SCRD = 1,056</u>	MFRD = 174 NFRD = 251 <u>SCRD = 811</u>
Total (% Comparison to Alt 0)	Total = 18,277	Total = 18,276 (100 %)	Total = 6,414 (35 %)	Total = 0 (0 %)	Total = 7,861 (43 %)	Total = 6,455 (35 %)

Noxious Weeds Issue 1: Increased use of motorized routes may increase the risk of invasive and/or noxious weed expansion and establishment.

Table 2-27. **Noxious Weeds Issue Indicator:** The linear miles of proposed travel routes that intersect with existing noxious and/or invasive weed infestations

	Alt. 0 No Action		Alt. 1 Designated System Routes		Alt. 3 Wilderness/ Roadless Values Emphasis		Alt. 4 Maximum Motorized Emphasis		Alt. 5 Preferred Alternative	
District	Available Miles	Miles Intersect Weeds	Available Miles	Miles Intersect Weeds	Available Miles	Miles Intersect Weeds	Available Miles	Miles Intersect Weeds	Available Miles	Miles Intersect Weeds
Challis Yankee Fork	965	66	908	65	712	64	952	65	847	65
Leadore	644	90	308	65	240	66	516	78	352	71
Lost River	791	87	631	83	506	78	729	90	661	88
Middle Fork	304	2	255	2	241	2	278	2	267	2
North Fork	934	316	525	226	457	216	723	279	537	233
Salmon-Cobalt	1508	361	796	257	749	237	1152	297	870	252
Grand Total	5147	922	3,423	698	2,905	663	4,350	811	3,534	712

Noxious Weeds Issue 2: Motor vehicle use for the purpose of accessing dispersed camping may increase the risk of invasive and/or noxious weed expansion and establishment.

Table 2-28. **Noxious Weeds Issue Indicator:** The acres of motorized access available for dispersed camping within existing invasive and/or noxious weed infestations.

	Alt. 0 No Action		Alt. 1 Designated System Routes		Alt. 3 Wilderness/ Roadless Values Emphasis		Alt. 4 Maximum Motorized Emphasis		Alt. 5 Preferred Alternative	
District	Available Acres	Acres Intersect Weeds	Available Acres	Acres Intersect Weeds	Available Acres	Acres Intersect Weeds	Available Acres	Acres Intersect Weeds	Available Acres	Acres Intersect Weeds
Challis Yankee Fork	52,860	1,115	32,539	1,013	16,380	464	34,481	1,007	30,619	1,004
Leadore	56,439	1,498	11,502	958	5,739	546	19,829	1,110	11,556	982
Lost River	61,528	2,359	27,116	2,117	13,249	1,186	31,126	2,263	22,693	1,283
Middle Fork	41,212	60	9,757	60	5,677	38	10,852	64	9,274	64
North Fork	40,622	4,742	11,725	2,498	6,994	1,151	15,202	3,004	11,889	2,519
Salmon-Cobalt	148,928	5,681	27,613	3,451	19,842	1,706	39,022	3,741	30,717	3,275
Grand Total	401589	15453	120,251	10,096	67,880	5,091	150,512	11,189	116,748	9,127

Table 2-29. **Cultural Resources Issue 1:** Motorized travel on user-created routes and trails that were previously non-motorized, as well as motorized access for dispersed camping have the potential to adversely impact significant cultural resources which the SCNF is mandated to protect.

	Alt. 0 No Action Alternative	Alt.1 Designated System	Alt. 3 Wilderness/Roadless	Alt. 4 Motorized Emphasis	Alt. 5 Preferred Alternative
Miles of User-Created Routes and Trails Whose Use Will Change from Non-motorized to Motorized	1,108 ¹	N/A	82.48	82.48	279.50
Miles of User-Created Routes and Trails Whose Use Will Change from Non-motorized to Motorized Requiring Cultural Resource Survey	N/A	N/A	12.41	12.41	87.45
Number of Known Sites Associated with the Above Routes	N/A	N/A	36	36	110
Number of Eligible Sites Associated with the Above Routes	N/A	N/A	18	18	51
Number of Non-Eligible Sites Associated with the Above Routes	N/A	N/A	15	15	52
Number of Unevaluated Sites Associated with the Above Routes	N/A	N/A	3	3	7

¹This is the miles of unauthorized routes in areas open to cross-country travel.

Wildlife Issue 1: Motor vehicle use of new and existing roads and trails can cause disturbance and reduce habitat effectiveness for federally-listed or candidate, USFS Region 4 Sensitive, and SCNF Management Indicator Species, as well as other special status species such as migratory birds and ungulates. The density of designated roads and motorized trails and the seasonal open periods of roads and motorized trails can impact wildlife by resulting in disturbance during critical life stages, compromised security, and/or impacts to habitat.

Table 2-30. **Wildlife Issue Indicator, Motorized Route Density** (mi/mi²) by Ranger District (yearlong and seasonal motorized routes) and open motorized route density during critical life stages (fawning/calving and hunting seasons) (mi/mi²) (yearlong motorized routes)

Ranger Districts	Existing Condition		Alternative 0 No Action		Alternative 1 Designated System Routes		Alternative 3 Recommended Wilderness/ Roadless Area Values Emphasis		Alternative 4 Maximum Motorized Emphasis		Alternative 5 Preferred Alternative	
	All Routes	Yearlong Routes	All Routes	Yearlong Routes	All Routes	Yearlong Routes	All Routes	Yearlong Routes	All Routes	Yearlong Routes	All Routes	Yearlong Routes
Challis-Yankee Fork	1.0	0.93	0.77	0.70	0.72	0.66	0.57	0.46	0.76	0.69	0.67	0.60
Leadore	1.61	1.58	1.25	1.21	0.60	0.56	0.51	0.40	1.0	0.90	0.68	0.60
Lost River	0.94	0.87	0.62	0.56	0.50	0.43	0.41	0.41	0.57	0.57	0.52	0.50
Middle Fork	1.75	1.75	1.69	1.69	1.42	1.42	1.44	1.42	1.54	1.50	1.48	1.40
North Fork	2.01	1.90	1.43	1.32	0.80	0.72	0.73	0.64	1.11	0.96	0.82	0.71
Salmon-Cobalt	1.84	1.79	1.51	1.47	0.75	0.80	0.81	0.63	1.15	1.05	0.87	0.70
Forest-wide	1.38	1.32	1.06	0.99	0.64	0.70	0.64	0.53	0.89	0.82	0.73	0.64

Table 2-31. **Wildlife Issue Indicator, Acres of Security Habitat Available for wide-ranging species** (yearlong and seasonal motorized routes)

Ranger District	Existing Condition		Alternative 0 No Action		Alternative 1 Designated System Routes		Alternative 3 Recommended Wilderness/ Roadless Area Values Emphasis		Alternative 4 Maximum Motorized Emphasis		Alternative 5 Preferred Alternative	
	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD
Challis-Yankee Fork	344,656	43	383,439	48	412,248	51	490,471	61	419,254	52	434,090	54
Leadore	84,426	26	116,234	35	186,428	57	219,082	67	150,093	46	172,976	53
Lost River	374,805	46	449,203	55	516,448	63	566,055	70	490,315	60	513,787	63

Ranger District	Existing Condition		Alternative 0 No Action		Alternative 1 Designated System Routes		Alternative 3 Recommended Wilderness/ Roadless Area Values Emphasis		Alternative 4 Maximum Motorized Emphasis		Alternative 5 Preferred Alternative	
	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD
Middle Fork	20,049	17	22,910	20	48,571	42	52,314	46	43,298	38	43,919	38
North Fork	76,041	18	109,140	26	214,255	51	233,112	56	183,463	44	207,565	50
Salmon-Cobalt	85,287	13	127,288	20	325,951	51	329,755	52	261,305	41	302,905	48
Forest-wide	985,264	32	1,208,215	39	1,703,901	55	1,890,789	61	1,547,729	50	1,675,243	54

Table 2-32. **Wildlife Issue Indicator, Acres of security habitat available during critical life stages** (*fawning/calving and hunting seasons*)
(*yearlong motorized routes*)

Ranger District	Existing Condition		Alternative 0 No Action		Alternative 1 Designated System Routes		Alternative 3 Recommended Wilderness/ Roadless Area Values Emphasis		Alternative 4 Maximum Motorized Emphasis		Alternative 5 Preferred Alternative	
	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD	Acres	% of RD
Challis-Yankee Fork	344,656	43	409,929	51	439,996	55	541,222	67	419,254	52	469,240	58
Leadore	84,426	26	124,042	38	194,253	59	240,571	73	150,093	46	193,092	59
Lost River	374,805	46	480,802	59	549,259	67	571,004	70	490,315	60	522,009	64
Middle Fork	20,049	17	22,918	20	48,579	42	54,279	47	43,298	38	50,555	44
North Fork	76,041	18	120,176	29	227,119	54	247,319	59	183,463	44	225,474	54
Salmon-Cobalt	85,287	13	130,541	20	336,133	53	371,987	58	261,305	41	355,639	56
Forest-wide	985,264	32	1,288,408	41	1,795,340	58	2,026,382	65	1,547,729	50	1,816,009	58

Table 2-33. Wildlife Issue Indicator, Miles of open motorized routes within 300' of perennial streams and 100' of intermittent streams

Ranger Districts	Existing Condition		Alternative 0 No Action		Alternative 1 Designated System Routes		Alternative 3 Recommended Wilderness/ Roadless Area Values Emphasis		Alternative 4 Maximum Motorized Emphasis		Alternative 5 Preferred Alternative	
	Perennial Miles (300')	Intermittent Miles (100')	Perennial Miles (300')	Intermittent Miles (100')	Perennial Miles (300')	Intermittent Miles (100')	Perennial Miles (300')	Intermittent Miles (100')	Perennial Miles (300')	Intermittent Miles (100')	Perennial Miles (300')	Intermittent Miles (100')
Challis-Yankee Fork	365.0	97.8	332.8	75.8	321	72.2	234.2	61.9	335.4	76.9	293.3	70
Leadore	155.8	50.1	141.3	45.1	102.1	18.1	69.5	11.1	123.8	29.1	95.3	20.2
Lost River	289.1	149.4	215.9	111	184.1	92.3	147.2	77	197.8	113.2	180.5	106.2
Middle Fork	93.5	5.8	89.8	5.6	78	3.7	72.1	3.3	87.1	3.8	82.3	3.7
North Fork	264.3	56.0	219.7	40.8	152.7	15.1	139	11.9	195.3	35.4	149.9	15.6
Salmon-Cobalt	369.7	61.7	354	49.1	221.6	23.3	200.1	19.7	270.7	36.7	222.5	24.3
Forest-wide	1537.4	420.9	1353.5	327.4	1059.4	224.7	862	185	1210.2	295.1	1023.7	240

Sensitive Plant Issue 1: Undesignated roads and trails proposed for designation could damage habitat or directly impact regionally sensitive plant populations.

Table 2-34. Total Miles of Motorized Routes and Miles of Undesignated Routes Proposed for Designation by Ranger District

Ranger District	Existing Condition		Alternative 0		Alternative 1		Alternative 3		Alternative 4		Alternative 5	
	Total Miles	U-Routes	Total Miles	U-Routes	Total Miles	U-Routes	Total Miles	U-Routes	Total Miles	U-Routes	Total Miles	U-Routes
Challis-Yankee Fork	1,257	320.7	965	29.2	908	0	712	12.8	952	25.9	847	17.43
Leadore	831	454.1	643	296.3	308	0.73	240	7.81	516	151.04	352	62.58
Lost River	1,196	540.3	1,059	136.6	631	1.23	506	30	729	120.78	661	91.42
Middle Fork	315	39.7	304	28.8	255	0	241	1.93	277	7.09	267	5.65
North Fork	1,314	613.4	935	234.7	525	0	458	1.57	723	40.96	537	8.58
Salmon-Cobalt	1,831	704.5	1,509	382.8	796	6.23	749	12.53	1,152	121.22	870	32.23
Forest-wide	6,742	2672.6	5,147	1108.4	3,424	8.19	2,905	66.64	4,351	446.99	3,534	217.89

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