United States Department of Agriculture

Forest Service

Intermountain Region

September 2009

Final Environmental Impact Statement

Motorized Travel Plan







Ashley National Forest,
Daggett, Duchesne, Summit, Uintah, Utah and Wasatch Counties, Utah
and Sweetwater County, Wyoming

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD). To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer.

Motorized Travel Plan

Final Environmental Impact Statement Ashley National Forest Duchesne, Daggett, and Uintah, Utah, and Sweetwater County, Wyoming

Lead Agency:	**USDA Forest Service**
Cooperating Agencies:	**State of Utah, Duchesne, Daggett, Uintah Counties and State of Wyoming, Sweetwater County**
Responsible Official:	**Kevin Elliott** **355 North Vernal Avenue, Vernal UT**
For Information Contact:	**Kris Rutledge, Project Leader** **Ashley National Forest** **355 North Vernal Avenue,** **Vernal UT 84078** **(435) 781-5196**
Website Information:	**http://www.fs.fed.us/r4/ashley/** **(Travel Plan Revision)**

Abstract: The purpose of this project is to improve management of public summer motorized use by designating roads, motorized trails and areas that are open for public motor vehicle use and restricts off-road motorized dispersed camping areas so that they are consistent with other Forest in Utah and Wyoming. This system of roads and trails will address current and anticipated recreation needs, provide a variety of recreation access opportunities, consider management concerns (such a public safety, maintenance costs, and consistency with adjoining public lands), reduces impacts to forest resources, recognizes reserved or outstanding rights, and reduces conflicts between recreational uses on the Ashley National Forest (here after referred to as the Forest).

The Final Environmental Impact Statement (FEIS) serves to disclose and compare the effects of implementing the alternatives. Five alternatives are evaluated including the No Action alternative which would maintain existing opportunities and restrictions for motorized use and cross-country travel displayed in the Flaming Gorge, Roosevelt/Duchesne, and Vernal Travel plans (1995) The No Action alternative serves as a baseline for comparing the effects of other alternatives. The four action alternatives vary in terms of the mileage of designated motorized routes, the number of routes with seasonal restrictions, and the classification of vehicle routes (e.g. full-size vehicle road, 50" or less trail, or motorized trail open to all vehicles). The mileage of designated motorized routes varies from 1,436 miles of open road and 214 miles of motorized trail in Alternative C to 1,346 miles of open road and 96 miles of motorized trail in Alternative D. Alternatives B and E have the most miles of designated routes affected by seasonal restrictions. Alternative B is the preferred alternative. All alternatives meet the purpose and need and address the significant issues to varying degrees.

The designation of routes includes the limited use of motor vehicles within 150 feet of most roads and trails in Utah and 300 feet in Wyoming, solely for the purpose of motorized dispersed camping. Motor vehicle use off the designated system, including the use of motor vehicles for game retrieval, would not be allowed. The following uses would not be affected by this decision and are outside the scope of this project: (1) aircraft; (2) over-snow vehicles; (3) watercraft; (4) non-motorized uses (e.g. hiking, equestrian, mountain bikes); (5) search and rescue operations; (6) law enforcement operations; (7) fire

fighting operations; (8) permitted uses (e.g. wood cutting, livestock herding/fence maintenance; (9) limited administrative access; (10) legal ingress and egress to private land; (11) new or non-national forest roads; and (12) use of roads with legally documented rights-of-way held by state, county or other public road authority.

Decision Subject to Appeal: The Responsible official's decision is documented in the Record of Decision, and is subject to administrative review (appeal) pursuant to 36 CFR Part 215. Appeals must be filed within 45 days from the publication date of the legal notice of decision in the newspaper of record.

SUMMARY

The Ashley National Forest proposes to update the current motorized travel plan by designating a system of roads, trails, and open use areas consistent with federal regulation 36 CFR 212.51 from the Travel Rule released on November 2, 2005. The area affected by the proposal is all National Forest System land within the Ashley National Forest administrative boundary (with the exception of the High Uintas Wilderness). This project was initiated because the Forest recognized a need for improving management and enforcement of motorized use – off-highway vehicle (OHV) use in particular. There has been unanticipated growth in OHV use since the 1986 Ashley National Forest Land and Resource Plan was written (Forest Plan). Forest monitoring of motorized use, known conflicts and impacts, and enforcement issues form the basis of the need for change. A desired result from this project is to provide ample motorized recreational opportunities that minimize the potential for user conflicts and resource impacts, and to create a sustainable road and trail system with the resources available to the forest. The forest intends to meet these objectives, but biophysical, fiscal, and socio-political realities necessitate that progress will occur incrementally over time. A route network that has evolved over many years cannot be instantaneously transformed to meet all idealized objectives. The proposed actions represent practical and substantial measurable progress towards the desired ends.

Purpose and Need

The purpose of this project is to improve management of public summer motorized use by designating a sustainable system of roads, motorized trails and areas that are open for public motor vehicle use and designating distances for off-road motorized dispersed camping areas that are consistent with other National Forest in Utah and Wyoming. This system of roads, trails and areas will address current and anticipated recreation needs, provide a variety of recreation access opportunities, consider management concerns (such a public safety, maintenance costs, and consistency with adjoining public lands), reduces impacts to forest resources, recognizes reserved or outstanding rights, and reduces conflicts between recreational uses on the ANF.

The Forest needs to 1) Provide safe access for motorized recreational uses; 2) reduce user conflicts; 3) improve undesirable resource conditions occurring from summer motorized vehicle travel on unauthorized routes; and 4) reduce disturbance of wildlife species through the management of road densities in areas of concern.

Background

The current differences of policy between Ranger Districts cause confusion as to what the legal use is. On the Forest using a vehicle off forest system roads and/or trails is prohibited (36 CFR 261.50) with the exception of two travel areas totaling 111,805 acres on the Vernal Ranger District. These areas are depicted with a cross hatching on the current travel map and will be referred to as the "**hatched travel areas**" within this document. Within the hatched travel areas motorized vehicles are allowed on designated routes and established, undesignated routes as long as resource damage is not occurring. Although users tend to stay on well-established routes, the lack of designation has created a management problem. Both visitors and managers find it difficult to distinguish between an established, undesignated route and a newly created, undesignated route. Furthermore, recognizing an established, undesignated route where "resource damage is not occurring" is more challenging to interpret and identify. As a result, enforcing the current travel map within this hatched travel areas is problematic; newly created routes are prolific and increase every year. Because travel on non-system roads within the hatched travel area is permitted those non-system routes will be referred to as "**undesignated**". Non-system routes outside of the hatch travel area, where motorized travel is prohibited, will be referred to as "**unauthorized**". Since the 1980s, motor vehicle use has changed from primarily jeep travel to a mix of passenger car, truck,

ATV, and motorcycle use, and more recently utility terrain vehicles (UTVs), and the desire for motorized trail access has increased along with the increase in vehicle types.

Over the past few decades the availability and capability of motorized vehicles, particularly off highway vehicles (OHVs) and sport utility vehicles (SUV's) has increased tremendously. In the Unitah Basin growth in OHV use has increased 616% over eleven years (Division of State Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009).This level of growth in OHV popularity was unforeseen during the development of the current Travel Management Plans. With more use has come a stronger desire for motorized trails both during the summer for recreational riding and during the fall to facilitate access to camps and hunting areas. Many of the routes used today are not part of the Forest transportation system, thus do not receive maintenance funding. Over time, as these routes deteriorate due to lack of maintenance, access becomes more difficult particularly for vehicles.

The Travel Rule provides policy for ending this trend of undesignated route proliferation and enables management of the Forest transportation system by changing the policy across the Forest to allow motorized travel only on those designated roads and trails shown on the travel map.

Public Involvement

Substantial public input on the existing and proposed travel plans was received and incorporated into the Draft EIS and Final EIS alternatives.

To help develop the Proposed Action the Forest worked closely with the public, County, State, and other federal agencies to develop the Proposed Action. Meetings, workshops and field trips were planned throughout the spring, summer, and fall of 2007. Two Notices of Intent (NOI) to prepare Draft Environmental Impact Statements (EISs) were published November 9, 2007. These NOIs included Flaming Gorge and the Roosevelt/Duchesne Ranger District in one EIS and Vernal Ranger District in a separate EIS. At the time of the publication of the NOIs, it was believed that the EISs would be completed on differing timelines. Since the publication of the NOIs, the EISs have been combined into one document to facilitate effects analysis and to allow additional analysis time for the Resource Specialist. All comments received were reviewed and categorized by issue.

Cooperating Agencies

The Forest developed cooperating agency status with the State of Utah and the four counties where Forest land occurs, Sweetwater County, WY, and Daggett, Uintah, and Duchesne Counties in UT. Cooperating agency representatives participated in the review of public comments, identification of issues and alternatives, briefings, and document reviews with the project NEPA Coordinator and Forest Supervisor.

Draft Environmental Impact Statement

A Notice of Availability (NOA) of the DEIS was published in the Federal Register on Friday, April 17, 2009, starting a 90-day legal comment period. The DEIS and maps were sent to 556 individuals, two Tribal governments, Five cooperating agencies, 19 federal, state and local government agencies, and 32 organizations and special interest groups. Four public meetings were held in Duchesne, Manila, and Vernal, UT and in Green River, WY in May and June, 2009. Over 375 public responses were received in the form of letters, e-mails, faxes, maps and verbal remarks during the legal comment period. Twenty-two responses were received after the close of the comment period. These comments were analyzed and used to refine issues and improve alternatives. A thorough discussion of the entire public participation process as well as responses to public comments is included in Chapter 4.

Issues Analyzed in Depth

Six resource areas which had significant issues or areas of high concern were identified during scoping.

- Recreation – effects of motorized travel management to user groups, retaining motorized dispersed camping opportunities, safety, cost, and enforcement
- Soils and Water – effects of motorized travel to soil degradation and water quality
- Wildlife – affects of motorized travel and roads to disturbance, habitat loss and fragmentation, and the effects of that on threatened, endangered and sensitive species, management indicator species, migratory bird species, and big game species.
- Wilderness Potential - effects of roads and trails on the undeveloped character of potential wilderness areas.
- Economics – effects OHV trail availability and motorized dispersed camping opportunities may have on communities near the Forest.
- Heritage - direct and indirect effects of motorized travel to heritage resources.

Alternatives

This section describes the Preferred Alternative, and a range of alternatives developed from public and internal comments during the scoping period for the Proposed Action, the comment period for the Draft EIS, the Purpose and Need, and issues identified in Chapter 1. The alternatives present a range of options as required by the NEPA regulations (40 CFR 1502.14.) Five alternatives were considered in this FEIS including the No Action Alternative and four action alternatives. The Preferred Alternative was developed from the Proposed Action analyzed during scoping.

Changes between the Draft and the Final EIS

Changes have been made between the DEIS and the FEIS. These changes include items that affect each alternative. Changes for individual resources are described in Chapter 3 - Affected Environment and Environmental Consequences. Specific changes within an individual alternative are described in the alternative description. General changes between the DEIS and the FEIS are as follows:

- General language may have been changed to define, or clarify throughout the document.
- A discussion of the existing condition was added to *Section 2.3 Alternatives Considered in Detail*. This was done to clarify the differences between the existing condition and the No Action Alternative.
- The Purpose and Need for this project was better defined. The purpose of this project is to improve management of public summer motorized use by designating a sustainable system of roads and motorized trails and areas that are open for public motor vehicle use. That remains unchanged. The portion that was clarified is that developing a consistency between National Forests with States is an integral part of improving the management of the Forest.
- To be consistent within States, the distance off designated roads for motorized dispersed camping has been changed from 150 feet to 300 feet in Wyoming in all action alternatives. In Utah, the motorized dispersed camping distance has remained 150 feet off designated routes in all action alternatives.
- The areas where motorized dispersed camping would not be allowed was refined and reduced by 38 miles across the Forest.
- Miles and acres of all alternatives have been updated to reflect the more accurate mapping of routes and the most current management. The following changes have occurred:

- The alignment of roads has been corrected on the map.
- Existing FS system routes that were excluded by error from the DEIS have been added back as part of the base layer of existing routes.
- 6 routes totaling 1.98 miles were added to the alternatives to access traditional motorized dispersed camping areas
    - Proposals 1276 - 1279, total 0.75 miles, proposals are in Alternatives B, C, and E.
    - Proposal 2461 totaling 0.5 miles is in Alternative B, C, and E.
    - Proposal 2462 totaling 0.4 miles is in all alternatives.
- Two routes, totaling 2 miles, were added to all action alternatives. These routes would create more sustainable access to dispersed and trail routes than what is currently on the ground.
    - Proposal 2458, totaling 0.05 miles would require new construction. This route would provide more sustainable access to popular motorized dispersed camping area near Paradise Reservoir. The bridge accessing this popular dispersed camp area was removed because of safety concerns. The only was to access the area now is across the dam. The new route would give an alternate access to this area. This proposal was recommended by Uintah County.
    - Proposal 2464, totaling 2.3 miles would provide a reroute of the Outlaw Trail where it parallels Oak Park Reservoir. The current trail passes through wet meadows and is receiving extreme soil damage. The reroute would keep ATVs out of the wet meadows and still provide an enjoyable experience along the loop trail. The portion of trail that would be excluded with the reroute would be closed to motor vehicles.
- Forest Service designations were removed on those portions of roads that passed through private land.

- The analysis for all resources has been updated, to include the above changes (Chapter 3). There were no significant changes to any resource effects determination resulting from the above alternations and corrections.
- A sixth alternative was proposed by Uintah County Commissioners which would include adopting all the routes on the Uintah County Recreation Travel Management Plan (2007). This alternative was considered but eliminative from further study as this plan includes all routes on the ground regardless of location, current use, or resource concern. This alternative is discussed in *Section 2.4.3*.

In addition to the Proposed Action, the Forest and cooperating partners developed three alternatives to address the issues and meet the project purpose and need. All alternatives, including the No Action Alternative are summarized below.

Alternative A (No Action) While this alternative does not meet the project purpose and need; it is required to be analyzed to serve as a baseline for comparing the effects of other alternatives. Under this alternative, travel management would continue under the present course of action, summer motorized travel would be guided by the current travel maps for the Flaming Gorge Ranger District, the Vernal Ranger District, and the Roosevelt/Duchesne Ranger District.

Alternative B (Preferred Alternative) This alternative responds to the need to provide wheeled motorized access to disperse recreation opportunities and to provide a diversity of wheeled motorized recreation opportunities. The Proposed Action would provide a system of designated roads, motorized and

non-motorized trails and respond to direction provided in the Forest Plan, as well as meet current law, regulation, and policy.

The alternatives that were developed as a result of scoping include:
Alternative C - This alternative responds to issues raised by motorized user groups and County governments. The intent of this alternative is to maximize opportunities for motorized travel by addressing the need to better accommodate current motorized use as well as anticipated future motorized uses.

Alternative D - This alternative responds to issues raised by non-motorized users relative to a need for more non-motorized opportunities and conservation groups with concerns about road densities, water quality, the character of undeveloped areas, habitat fragmentation, and protection of critical habitats for wildlife. It addresses associated concerns with noise and safety related to motorized and non-motorized uses in the same area by adding greater emphasis to protection of potential wilderness area and Inventoried Roadless Area characteristics, as well as increased protection of biological and physical resources. This alternative designates the least miles of motorized road and trails compared with the other alternatives. Alternative D was developed to address environmental issues, particularly protection of wildlife habitat connectivity though reduction of road densities, and the emphasis of non-motorized recreation opportunities.

Alternative E - This alternative recognizes the importance of decreasing road densities but limits those areas to specific areas of resource concern, such as sensitive land types, rather than across the districts as in Alternative D. This alternative also attempts to meet the increasing demand for motorized roads and trails in areas that could support such use. This alternative would increase road densities in some areas while reducing it in others. This alternative would require increased mitigation to reduce impacts from motorized use in order to retain or increase such uses.

Decisions to Be Made

Based upon the effects of the alternatives, the responsible official will decide

- Which roads and trails to add or remove from the existing Travel Management Plan.
- What type of motorized uses to allow on these roads and trails.
- What design features are necessary to minimize adverse environmental impacts associated with changes in travel management designations.
- Whether to designate roads or trails specifically for motorized dispersed camping access.
- How management parameters (such as safety and cost) should be balanced with recreation opportunities.
- What monitoring is to be included to evaluate project implementation.
- What if any changes are to be made to the Recreation Opportunity Spectrum.

Major Conclusions

Effects to Recreation: The greatest impact to recreationists from any of the alternatives would be the designation of motorized routes in the Vernal Ranger Districts hatched area, as a change from the current policy of allowing motorized travel on existing, but non-Forest Service system roads as long as resource damage was not occurring. This change in policy will not only limit motorized travel it will in turn reduce the amount of motorized access to motorized dispersed camping from what is currently available.

In Utah, in addition to the restriction to travel in the hatched area, the action alternatives would limit motorized dispersed camping to 150 feet from designated roads and motorized trails as a change from the current policy of allowing motorized dispersed camping up to 300 feet from FS system roads and trail. This policy would create a consistency between National Forests within states, thus increasing understanding of FS travel regulations within states; reduce areas of resource damage or concern, as well as increase enforceability and ability to monitor these areas. Alternatives Band C would provide the greatest miles of motorized opportunities and would designate the most routes that access traditional

motorized dispersed camping areas that are greater than 150 feet from a designated route. Alternatives D, then E would provide the most non-motorized opportunities and designated the fewest routes that access motorized dispersed camping areas.

Effects to Soil and Water Resources: Water quality was measured using miles of motorized routes within close proximity of perennial streams, miles of unpaved motorized routes within 50 feet of perennial streams, miles of unpaved motorized routes within 300 feet of lakes greater than one acre, number of crossing of perennial streams by unpaved motorized routes, miles of unpaved motorized route within surface and ground water source protection zones 1-3 of municipal watersheds, and miles of unpaved motorized tour in 303 (d) and 305(b) listed impaired watersheds. Each of the above water quality measurements showed that Alternative D offers the most protection to water quality and Alternative C the least.

Direct detrimental effects of roads to soil resources in open areas, such as alpine, wet and dry meadows, and the Limestone Plateau Association was analyzed. Within the open areas, Alternative D would have the greatest overall improvement to soil resources while B, C and E would further degrade soil resources because the potential for cross-country travel remains high within alpine and the limestone plateau association and there would be new construction proposed in B, C and E.

Several routes are proposed for seasonally open designations. Seasonality of motorized routes is expected to mitigate potential effects to water quality and soil productivity due to motorized use on the route during wet seasons.

Effects to Wildlife Resources: Wildlife species for which effects were analyzed include: Black-footed ferret, Canada lynx, Mexican spotted owl, yellow-billed cuckoo, bald eagle, northern goshawk, Peregrine falcon, boreal owl, great gray owl, flammulated owl, three-toed woodpecker, greater sage-grouse, trumpeter swan, common loon, spotted, Townsend's and big-eared bats, pygmy rabbit, wolverine, migratory breeding birds, Rocky Mountain elk, big-horned sheep and mule deer. Across the alternatives, individuals of the species considered may be impacted by the designation of routes, but no alternative is expected to result in any species trending towards federal listing, or cause a loss of viability to the population or species.

In general, Alternative D offers the most acres of security habitat and the lowest motorized route densities. There would be a net increase in miles of designated roads/trails and acres of effected deer critical habitat under Alternatives B, C, & E, however the change of affected acres in Alternatives B, C, or E are far less than 1% of the amount of critical deer habitat on the Forest.

Several routes are proposed for seasonally open designations. Seasonality of motorized routes is expected to mitigate potential effects to wildlife.

Effects to Wilderness Potential: The types of proposals in each alternative are consistent with developments and uses that are allowed by the mapping criteria for inventoried potential wilderness areas. Even so proposals within the inventoried potential wilderness areas were reviewed for changes that could affect the location of inventory boundaries.

All the action alternatives would result in a reduction of about 40 acres less area within wilderness potential on the Vernal Ranger District in any re-inventory or updated draft of potential wilderness areas.

Alternative D has the fewest routes and would result in the most positive effects on wilderness potential forest-wide.

Alternatives B, and E would generally be about the same, with a mix of effects that would generally be considered slightly positive on most of the Forest.

Alternative C would be neutral, with both positive and negative effects not present under Alternative A, depending on the specific potential wilderness area.

Alternative C would be neutral, with both positive and negative effects not present under Alternative A, depending on the specific potential wilderness area.

Effects on Social and Economic Resources: Although motorized travel in the hatched area would be eliminated in the action alternatives, little change in motorized use is anticipated. Although travel within the travel hatched area on undesignated routes would no longer be available there are multiple opportunities for Forest visitors to recreate. None of the alternatives are likely to change recreational opportunities enough to change the number of visitors, or the number or visitors participating in actives that produce higher or lower expenditures in the area as a whole.

Effects to Heritage Resources: All alternatives have a potential to cause adverse effects on cultural resources. Alternative D would have the potential to affect the least number of cultural resources while Alternative C would have the potential to affect the greatest number of cultural resources through new or changed routes. Adverse effects to cultural resources resulting from the selected alternatives would require a resolution of adverse effects in consultation with the State Historic Preservation Offices and concerned Tribes. Regardless of the Alternative selected, the Forest will be required to find ways to resolve any adverse affects to NRHP eligible cultural resources.

TABLE OF CONTENTS

ABSTRACT ..... **i**
SUMMARY ..... **iii**
CHAPTER 1 - PURPOSE AND NEED FOR ACTION **1-1**
1.1 Document Structure 1-1
1.2 Introduction 1-1
1.3 Backgound 1-1
1.4 Purpose and Need for Action 1-2
1.4.1Purpose 1-3
1.4.2 Need for the Ashley National Forest Travel Management Plan 1-3
1.5 Management Direction 1-6
1.6 Project Objectives 1-7
1.7 Project Scope 1-8
1.7.1 Geographic Scope 1-9
1.7.2 Administrative Scope 1-10
1-8 Proposed Action 1-11
1.9 Decision Framework 1-11
1.10 Public Involvement 1-12
1.10.1 Cooperating Agencies 1-13
1.11 Isuues 1-13
11.1.1 Issues Analyzed in Depth 1-13
1.11.2 Issues Not Analyzed in Depth 1-17
1.12 Other Related Efforts 1-22
CHAPTER 2. ALTERNATIVES, INCLUDING THE PROPOSED ACTION **2-1**
2.1 Introduction 2-1
2.2 Common Features of Action Alternatives 2-1
2.2.1 Features Common to All Action Alternatives 2-1
2.2.2 Standards, Maintenance, and Construction 2-6
2.2.3 Project Design Features 2-7
2.2.4 Monitoring and Evaluation 2-8
2.2.5 Mitigation Measures 2-8
2.3 Alternatives Considered in Detail 2-11
2.3.1 Proposals Common to All Action Alternatives 2-12
2.3.2 Existing Condition 2-13
2.3.3 Alternative A - No Action 2-13
2.3.4 Alternative B - Preferred Alternative 2-14
2.3.5 Alternative C 2-16
2.3.6 Alternative D 2-18
2.3.7 Alternative E 2-20
2.4 Alternatives Considered But Eliminated From Detailed Study 2-21
2.4.1 Do not allow any motorized routes in roadless areas, and include decommissioning all routes within theri boundaries 2-21

2.4.2 Restricting Motorized Dispersed camping to designated sites only 2-22
2.4.3 Use the Uintah County Recreation Travel Management Plan as an alternative 2-23
2.5 Comparison of Alternative 2-23
CHAPTER 3 – AFFECTED ENVIRONMENT AND EFFECTS ANALYSIS 3-1
3.1 Recreation Resource..... 3-1
3.1.1 Introduction 3-1
3.1.2 Scope of the Analysis 3-2
3.1.3 Issues and Indicators..... 3-6
3.1.4 Forest Plan Direction..... 3-7
3.1.5.1 Recreation Opportunity Spectrum (ROS)..... 3-9
3.1.6 Affected Environment 3-10
3.1.7 Environmental Consequences 3-14
3.1.8 Cumulative Effects 3-50
3.2 Soil and Water Resources 3-53
3.2.1 Scope of the Analysis 3-53
3.2.2 Issues and Indicators..... 3-53
3.2.3 Forest Plan Direction..... 3-54
3.2.3.1 Goals:..... 3-54
3.2.4 Affected Environment 3-55
3.2.5 Environmental Consequences 3-59
3.2.6 Cumulative Effects 3-70
3.2.7 Forest Plan Consistency 3-74
3.3 Wildlife Resources 3-75
3.3.1 Introduction 3-75
3.3.2 Issues and Indicators..... 3-76
3.3.3 Forest Plan Direction..... 3-77
3.3.4 Area and Method of Analysis..... 3-78
3.3.5 Environmental Consequences 3-84
3.3.6 Cumulative Effects 3-132
3.3.7 Mitigation Summary..... 3-134
3.4 Wilderness Potential..... 3-135
3.4.1 Introduction 3-135
3.4.2 Scope of the Analysis 3-137
3.4.3 Management Direction 3-138
3.4.4 Affected Environment 3-138
3.4.5 Environmental Consequences of Alternatives..... 3-144
3.5 Social and Economic Resources 3-151
3.5.1 Scope of the Analysis 3-151
3.5.2 Issues and Indicators..... 3-151
3.5.3 Background: 3-151
3.5.4. Management Direction 3-152
3.5.5 Affected Environment 3-152
3.5.6 Environmental Consequences 3-154
3.5.7 Cumulative Effects 3-155
3.6 Environmental Justice 3-156
3.6.1 Management Direction 3-156
3.6.2 Scope of the Analysis 3-156
3.6.3 Affected Environment 3-156
3.6.4 Environmental Consequences of Alternatives..... 3-156

3.7 Cultural Resources....3-157
3.7.1 Introduction....3-157
3.7.2 Scope of the Analysis....3-158
3.7.3 Issues and Indicators....3-158
3.7.4 Management Direction and Other Laws or Guidance....3-158
3.7.4.1 Forest Service Manual....3-158
3.7.4.2 Standards and Guidelines....3-158
3.7.5 Affected Environment....3-160
3.7.6 Environmental Consequences....3-161
3.7.8 Cumulative and Inadvertent Effects....3-166
3.9 Short-Term Uses and Long-term Productivity....3-167
3.10 Unavoidable Adverse Effects....3-167
3.11 Irreversible and Irretrievable Commitments....3-168
3.12. Cumulative Effects....3-169
3.12.1 Past and Present Actions....3-169
3.12.2 Foreseeable Future....3-170
3.12.3 Cumulative Effects....3-171
3.13 Other Disclosures....3-172
3.13.1 Climate Change....3-172
3.13.3 Required Disclosures....3-173
CHAPTER 4. CONSULTATION AND COORDINATION....4-1
4.1 Preparers and Contributors....4-1
4.2 Distribution of the Environmental Impact Statement....4-4
CHAPTER 5. RESPONSE TO COMMENTS....5-1
5.1 Introduction....5-1
5.1.1 Methods....5-1
5.2 Comments and Responses....5-2
5.2.1 Authority, Jurisdiction and Consistency with Other Plans....5-2
5.2.3 NEPA Process....5-5
5.2.4 Availability and Quality of Documentation....5-11
5.2.5 Analysis Issues....5-14
5.2.6 Resource Impacts....5-20
5.2.7 Availability of Motorized Opportunity....5-29
5.2.8 Route Management....5-38
5.2.9 Dispersed Camping....5-41
5.2.10 Access Concerns....5-47
5.2.11 Flaming Gorge National Recreation Area Issues....5-49
5.2.12 Inventoried Roadless Areas and Potential Wilderness Areas....5-50
5.2.13 Implementation....5-54
REFERENCES....R-1
GLOSSARY....G-1

CHAPTER 1. PURPOSE OF AND NEED FOR ACTION

1.1 Document Structure

The Ashley National Forest has prepared this Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA) and other relevant Federal and State laws and regulations. Specifically, this includes the 2005 Travel Rule (36 CFR Part 212 (as amended in 2008), 251, 261, and 295)), the 1986 Ashley National Forest Land and Resource Management Plan (Forest Plan), the 1990 Vernal Travel Map Revision, and the 1995 Roosevelt/Duchesne and Flaming Gorge Ranger Districts Travel Management Plans. This EIS discloses the direct, indirect, and cumulative environmental impacts that could result from the proposed action and alternatives. The document is organized into four chapters:

- *Chapter 1. Purpose and Need for Action:* This chapter includes introductory information, background on the history of off-highway vehicle management within the project area, the purpose of and need for the project, the scope of the project, and the Forest Service proposal for achieving that purpose and need. This section also details the decision framework for this project, how the Forest Service informed the public about the proposal and issues that emerged regarding the proposed action.
- *Chapter 2. Alternatives, including the Proposed Action:* This chapter provides a detailed description of the agency's Preferred Alternative as well as four alternative methods for achieving the stated purpose. These alternatives were developed based on issues raised by the public and other agencies. This section contains tables comparing key elements of the alternatives and concludes with a summary table of selected environmental effects associated with the alternatives. A preliminary description of how the alternatives comply with the Forest Plan is also included in this chapter.
- *Chapter 3. Affected Environment and Environmental Consequences*: This chapter describes the environmental effects of implementing the five alternatives, including the no action alternative. This analysis is organized by the 14 issues that arise from four resources chosen by the deciding official to be analyzed in depth.
- *Chapter 4. Consultation and Coordination:* This chapter provides a list of preparers and agencies consulted during the development of the environmental impact statement.
- *Appendices:* The appendices provide more detailed information to support the analyses presented in the environmental impact statement.
- *Index:* The index provides page numbers by document topic.

Additional documentation, including more detailed analyses of project-area resources, may be found in the project planning record located at Forest Supervisors Office, Ashley National Forest, Vernal, UT.

1.2 Introduction

There is a nationwide awareness within the Forest Service of the harmful effects of indiscriminate off-road travel. This awareness led to the 2005 Travel Rule in the Federal Register: 36 CFR Parts 212, 251, 261, 295 "Travel Management; Designated Routes and Areas for Motor Vehicle Use" (hereafter referred to as the Travel Rule). The Travel Rule requires designation of roads, trails, and areas, open to motor vehicle use, and prohibits use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas inconsistent with the designation. The Travel Rule also recognizes that revised regulations are needed to provide national consistency and clarity on motor vehicle use on National Forests, while at the same time recognizing the need to make road and trail designations at the local level.

The Forest Service believes that coordinating policy at the state level strikes a balance between national direction and the need for local designations.

In accordance to the Travel Rule, the goal of this project is to improve management of public summer motorized use, through the review of the current Roosevelt/Duchesne Ranger District, Vernal Ranger District, and Flaming Gorge Ranger District Travel Management Plans; make revisions to current road and trail designations as needed to meet changing conditions (36 CFR 212.54); and incorporate consistency in travel management practices with other National Forests in Utah and Wyoming. This includes limiting motorized dispersed camping to within 150 feet of designated routes in Utah and 300 feet of designated routes in Wyoming. This would also include, where appropriate, specifying time periods of use (36 CFR 212.51(b)). Winter snowmobile use is not addressed in this project.

The following uses would not be affected by this decision and are outside the scope of this project: (1) aircraft; (2) over-snow vehicles; (3) watercraft; (4) non-motorized uses (e.g. hiking, equestrian, mountain bikes); (5) search and rescue operations; (6) law enforcement operations; (7) fire fighting operations; (8) permitted uses (e.g. wood cutting, livestock herding/fence maintenance; (9) limited administrative access; (10) legal ingress and egress to private land; (11) new or non-national forest roads; and (12) use of roads with legally documented rights-of-way held by state, county or other public road authority (36 CFR 261.13, 36 CRF 212.51).

Most of the routes proposed for designation exist on the ground, although not all are currently part of the Forest Transportation System. The exception is where new construction would increase safety or provide better motorized access to an area. Once the Motor Vehicle Use Map (MVUM) is published, summer motorized use will be allowed only on routes designated on the map.

National direction for travel management, specifically off-road use of motor vehicles on federal lands, is provided by Executive Order (E.O.) 11644 (February 8, 1972) as amended by E.O. 11989 (May 24, 1977). Forest Service rules at Title 36, Code of Federal Regulations, part 295 codify the requirements in E.O. 11644 and E.O. 11989.

Although the Ashley National Forest Land and Resource Management Plan 1986 (Forest Plan) is undergoing revision, the current Forest Plan provides the framework for the Ashley National Forest Travel Management Plan until a new plan is signed and in place.

1.3 Background

Currently, there are three travel plans for the Forest: the Vernal Ranger District Travel Map Revision, signed 1990, and supplemented in 1994; and the Flaming Gorge and Roosevelt/Duchesne Travel Map and Plan revisions, signed 1995. The current Ranger District Travel Maps, regulating motorized summer and winter travel on the Forest were published in 2005 and are the baseline used for this Travel Management Planning process. While these maps appear different than the maps that were printed along with the Travel Map and Plan revisions in 1999, they adhere to the same travel regulation and routes. The purpose of the reprinting was to make the maps easier to read and understand, not to change route designations. However, some errors were found between the printed copies. Where error were found between the two printed copies the original NEPA decision stands and those errors have been corrected and are reflected in the FEIS Alternative maps.

The current Travel Maps offer differing management policies between the Ranger Districts which can lead to confusion and misunderstanding as to the policies.

Since the 1980s, motor vehicle use has changed from primarily truck or jeep travel to a mix of passenger car, truck, all terrain vehicles (ATV), and motorcycle use (and more recently the side-by-side utility vehicles (UTVs). In addition to the increase in type of vehicles used, the desire for motorized trail access has also increased. Over the past three decades, the availability and capability of motorized vehicles, particularly off highway vehicles (OHVs) and sport utility vehicles (SUV's), has increased tremendously (see *Section 2.2.1 Types of Routes and Definitions* for definitions of vehicles). In the Uintah Basin, growth

in OHV use has increased 616% over eleven years (Division of State Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009). This dramatic increase in popularity and growth in OHV use was unforeseen during the development of the current Travel Management Plans.

The increase in OHV numbers has created a stronger demand for motorized trails, both during the summer for recreational riding, and during the fall to facilitate access to camps and hunting areas. Many of the routes used today are not part of the Forest Transportation System, thus they do not receive maintenance funding. Over time, as these routes deteriorate due to lack of maintenance, motorized access becomes more difficult.

Motorized dispersed camping is an important recreation activity on the Forest and many areas are heavily used for this activity.

1.4 Purpose and Need for Action

This section provides the framework for the proposal and identifies the purpose and need for action. Federal agencies propose actions to address a need for change from an undesirable existing condition to a more desirable condition on the ground. The need may stem from law, regulation or policy; public desires; resource needs; or professional judgment. The purpose identifies the scope of activities used to address the need and also serves to guide the range of alternatives and help the decision-maker focus on concerns relevant to the decision.

1.4.1 Purpose

The purpose of this project is to improve management of public summer motorized use by designating a sustainable system of roads, motorized trails and areas that are open for public motor vehicle use and designating distances for off-road motorized dispersed camping areas that are consistent with other National Forests in Utah and Wyoming. This system of roads, trails and areas will address current and anticipated recreation needs, provide a variety of recreation access opportunities, consider management concerns (such a public safety, maintenance costs, and consistency with adjoining public lands), reduces impacts to forest resources, recognizes reserved or outstanding rights, and reduces conflicts between recreational uses on the ANF.

This analysis will designate the vehicle type, the season of use, road closures, and motorized dispersed camping opportunities available on the Forest. (Vehicle type of use includes street legal, 4-wheel drive, all terrain vehicles (ATV), or mixed use which includes street legal and ATVs on the same route.)

1.4.2 Need for the Ashley National Forest Travel Management Plan

1.4.2.1 The Forest needs to improve the management of the road system and clarify those roads open for public motorized travel.

The current system of roads and motorized trails evolved from historic use and forest management activities, thus the system was never designed with an eye towards current recreation and access needs. As a result, the current system is often confusing in terms of what is and is not allowed. The current Travel Plan does not effectively manage motorized travel or provide sufficient sustainable motorized recreation opportunities. It lacks motorized loop and connectivity attributes that are sought by many OHV users. In certain cases it encourages motorized use on poorly selected routes or fails to provide clear direction as to where and when motorized use is allowed. This can result in the intentional or unintentional use and proliferation of unauthorized routes and does not always serve visitors well.

The current differences of policy between ranger districts may increase confusion as to what legal use is authorized as well. On the Forest, using a vehicle off forest system roads and/or trails is prohibited (36 CFR 261.50), with the exception of two travel areas totaling 111,805 acres on the Vernal Ranger District. (These areas total approximately 10% of the non-wilderness portion of the ANF). These areas are depicted

with cross-hatching on the current travel map and will be referred to in this document as the "**hatched travel areas**". Within the hatched travel areas, motorized vehicles are allowed on designated routes and established, undesignated routes as long as resource damage is not occurring. Although users tend to stay on well-established routes, the lack of designation has created a management problem. Both visitors and managers find it difficult to distinguish between an established, undesignated route and a newly created one. Furthermore, recognizing an established, undesignated route where "resource damage is not occurring" is more challenging to interpret and identify. As a result, enforcing the current travel map within these hatched travel areas is problematic; newly created routes are prolific and increase every year. Because travel on non-system roads within the hatched travel area is permitted, those non-system routes will be referred to as "**undesignated**". Non-system routes outside of the hatched travel area, but still on the Forest, will be referred to as "**unauthorized**".

The Travel Rule provides policy for ending this trend of undesignated route proliferation and managing the Forest transportation system by changing the policy across the Forest to only allow designated roads and trails or areas shown on the travel map as open to motorized travel.

The Forest needs to: 1) Provide safe access for motorized recreational uses; 2) reduce user conflicts; 3) improve undesirable resource conditions occurring from summer motorized vehicle travel on unauthorized routes by the public; and 4) reduce disturbance of wildlife species through the management of road densities in areas of concern.

1.4.2.2 Changes in technology, growth in the Uintah Basin and increased ownership of ATVs has increased the demand for roads and trails on the Forest

Motorized use has a long history on the Forest and is a legitimate and appropriate way for people to enjoy the National Forest in the right places and with proper management. As stated above, motor vehicle use has changed since the 1980's in both type and amounts of use. With the increased popularity in OHV use, the demand for motorized OHV routes has also grown exponentially. This demand has created specific issues for the Forest due to constrained budgets for maintenance of designated routes and the proliferation of undesignated or unauthorized routes over time.

As the overall miles of unauthorized and undesignated roads and trails increase, the overall quality of the transportation system declines since a smaller proportion of roads and trails are managed and maintained. In addition, because system routes were developed historically for different purposes, the design and location of routes often do not serve today's recreation needs. Examples where the current situation is not adequately serving visitors would include motorized roads and trails that dead-end at closure boundaries. Such situations invite illegal trespass into closed areas and are difficult to enforce. On the other hand, a well-designed and managed loop trail would offer a more desirable and higher quality experience for the motorized user and reduce the potential for violations.

In order to provide a sustainable OHV recreation experience, the Forest must develop a system of roads and trails that can support such use over time, offer a variety of opportunities for various skill levels and vehicle types, be enforceable, and reduce the damage to resources that unmanaged motorized use can cause.

Motorized use of undesignated roads and trails and of non-motorized trails is contributing to conflicts between motorized and non-motorized use

As motorized and non-motorized use has increased on the Forest, conflicts among the different uses have increased. Conflict is not necessarily an inherent incompatibility among different uses, but rather is attributable to one person's behavior interfering with the ability of another person to achieve their desired goals. Often times, the person creating the conflict is not even aware that his/her activity or behavior is causing concern for others. Conflict comes in many forms and is particularly prevalent during the hunting season when a large number of both motorized and non-motorized visitors are recreating on the Forest.

Creating a designated system of motorized routes offers the opportunity to reduce conflict between motorized and non-motorized use particularly during the hunting season, reduce trespass onto adjacent private land, and improve coordination between motorized use and permitted special uses.

1.4.2.3 Motorized use of undesignated routes is contributing to resource damage

Currently, wheeled motorized vehicle travel by the public is not permitted off system routes, with the exception of the hatched travel areas on the Vernal Ranger District. However the number of unauthorized routes across the Forest continues to grow each year.

The exact mileage of unauthorized and undesignated routes existing on the Forest is unknown and obtaining a complete inventory of all unauthorized and undesignated routes is not considered reasonable due to the extensive number of routes over the entire forest and the exorbitant cost and amount of time that would be associated with such an inventory. The Travel Rule agrees that as a practical matter, a complete inventory of unauthorized routes may never be fully complete, as new routes will continue to be created during the inventory process and would be very time-consuming and expensive (Federal Register 2005 p. 68269). Nor does the Travel Rule require an inventory of unauthorized routes. However, in order to analyze the affects to travel opportunities and natural resources within the hatched travel area the Forest has chosen to use digital orthophotos and infrared photography to get a reasonable estimate to the miles of undesignated routes.

In 2000, analysis of 1995 digital orthophotos and infrared photography was used to digitize features that looked like potential motorized routes not already on the Forest transportation road dataset. The features were then attributed through interviews with knowledgeable field personnel. All the features in this dataset are not necessarily routes that are currently used by motorized vehicles, and routes that did not appear on the orthophotos and infra red photography (under tree canopy, or created since the photos were taken) were not included in the inventory. Some of the routes included may have been closed and reclaimed (including revegetated and/or have barriers installed) but have evident scars, while other features were never actually roads (perhaps scars from pipelines, canals, or other developments, etc). Additional routes inventoried since 2000 have also been included in this analysis.

From this data, and using field knowledge and public comments, the Forest made assumptions on which of the undesignated or unauthorized routes continue to receive public motorized use. While use of this dataset will not fully represent the current condition, it does represent the best data available for this analysis.

The miles of unauthorized routes indicated by the data is approximately 373 miles in the Roosevelt/Duchesne District, 480 miles in the Flaming Gorge District, and 583 miles in the Vernal Ranger District, of which 368 miles are considered "undesignated" within the hatched travel area. These routes often lead to compaction and rutting through wet meadows and across riparian areas, which in turn increases sedimentation into streams by channeling drainage and run-off which affects water quality. Trampling of vegetation by vehicles disturbs sensitive soils; damages riparian, meadow, and alpine areas; and increases compaction, which prevents native plants from thriving and increases water run-off. Noxious weeds are often spread along these unauthorized routes as weeds often thrive in disturbed areas. Noxious weeds have the potential to change native plant communities. Because these unauthorized routes are not a part of the maintenance inventory schedule, resource damage and the spread of noxious weeds can continue to worsen over time. Motorized use of unauthorized routes is prohibited under current motorized travel regulations.

Successfully managing a designated system of motorized routes offers the opportunity to reduce resource impacts on wet meadows, water resources, and steep slopes, as well as limit the introduction and spread of noxious weeds. Creating a designated system of motorized routes also offers the opportunity to improve the long-term sustainability of routes by focusing maintenance dollars on priority routes.

1.4.2.4 Motorized travel is contributing to wildlife disturbance

All forms of forest-based recreation cause some wildlife disturbance. However, motorized recreation has the potential to cause a greater disturbance to wildlife, largely due to the fact that motor vehicles can cover a large area in a short period of time. The Western Association of Fish and Wildlife Agencies noted in a 2005 letter to the Chief of the Forest Service that, "unregulated and illegal use of OHVs has emerged as a significant threat to certain wildlife habitats and to the quality of hunting and fishing experiences." Fragmentation, harassment, and unintentional disturbance of wildlife occur from vehicle use along roads and motorized trails.

Currently, there are approximately 443 miles of Forest system roads (FSR) and 13 miles of Forest system motorized trails (FST) within the Flaming Gorge Ranger District; 456 miles of FSR roads, 87 miles of FST, and 368 miles of established, undesignated routes in the hatched travel areas in the Vernal Ranger District; and 573 miles of FSR and 39 miles of FST within the Roosevelt/ Duchesne Ranger District.

The numbers and miles of routes are increased through the illegal use and development of unauthorized routes. Species of concern in the project areas include (but are not limited to) Threatened, Endangered, Sensitive, Management Indicator species, and Neotropical Migratory Bird species (see the Wildlife Resource and Aquatic Species Resource Reports available in the Project Record for a full list of species under each category).

Creating a designated system of motorized routes offers the opportunity to reduce wildlife disturbance by limiting motorized travel to designated routes, establishing seasonal restrictions on routes, and closing routes that potentially fragment especially important wildlife habitats.

1.5 Management Direction

This analysis tiers to Forest Plan standards and guidelines, and the Travel Rule. This document also follows Forest Service Manual direction where applicable, the Forest Recreation Site Facility Master Plan /Recreation Niche recommendations, and utilized the 2005 ANF Roads Analysis.

The Forest Plan establishes long-term management direction for the entire Forest and provides a framework for travel management planning. The desired future condition describes in general terms the types of recreation expected to occur in the future, and the desire to provide and maintain facilities that meet public needs. Key objectives for this analysis include Forest Plan goals, objectives, standards and guidelines and are listed in *Section 1.6 Project Objectives*. Specific resource management direction is provided in *Section 2.2.1 Management Actions and Requirements*, in each resource section in Chapter 3 of this EIS, as well as in the Specialist Resource Reports available from the Project Record. Forest management goals define the direction of Forest-wide management. The objectives further define and specify the management activities to be accomplished. The standards and guidelines define and specify the conditions to be maintained or achieved through the management activities.

The Travel Rule requires designation of those roads, trails, and areas that are open to motor vehicle use and prohibits the use of motor vehicles off the designated system. The Travel Rule also prohibits motor vehicles on routes and in areas that is not consistent with the designation (36 CFR 261.13). The Travel Rule recognizes the potential need to revise current designations to meet changing conditions (36 CFR 212.54) and sets up the criteria for designation of roads and trails that will be used in this travel management plan including: effects on natural and cultural resources, public safety, provision of recreational opportunities, access needs, conflicts among uses, maintenance and administration, and availability of resources for the maintenance and administration (36 CFR 212.55). While nothing in the Travel Rule requires reconsideration of any previous administrative decisions that allow, restrict, or prohibit motor vehicle use on NFS road and trails or in areas on NFS lands made under other authorities, the responsible official may choose to reconsider past decisions as necessary to achieve the purposes of the Travel Rule.

While the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain forest roads or trails for the purposes of motorized dispersed camping or retrieval of game (36CFR 212.51(b), the Forest Service Manual directs the Regional Forests to coordinate these designations to promote consistency within states and among adjoining administrative units (FSM 7715.74 (3)(2009)). Forest Supervisors for National Forests within the State of Utah have elected to restrict motorized dispersed camping to 150 feet from designated routes to increase consistency, address resource concerns, and facilitate enforcement, monitoring and management of the sites. Forest Supervisors for National Forests within the State of Wyoming have decided to restrict motorized dispersed camping to 300 feet from designated routes. Forest Supervisors in Utah and Wyoming in consultation with the Utah Division of Wildlife Resources (UDWR) have chosen to prohibition of motorized travel off of designated routes for game retrieval.

Travel analysis assesses the current forest transportation system and identifies issues and benefits, problems, and risks to inform decision related identification of the minimum road system per 36 CFR 212.5(b)(1) and designation of roads, trails and areas for motor vehicle use per 36 CFR 212.51. Travel analysis is not a decision-making process. Rather travel analysis informs decisions relating to administration of the forest transportation system and helps to identify proposals for changes in travel management direction (FSM 7712). The 2005 Roads Analysis for the ANF fits the criteria as the science-based roads analysis, and was used intuitively as the starting point in the Travel Management Plan. The ANF Travel Management Plan along with the Roads Analysis will be use in determining the minimum road system needed for safe and efficient travel and for administration, utilization, and protection of National Forest System lands. The 2005 Roads Analysis for the ANF is available from the planning record.

1.6 Project Objectives

This action responds to the goals, objectives, standards and guidelines outlined in the Forest Plan, and Travel Rule and Forest Service Manual (FSM) direction. The following are a list of objectives for this travel management plan.

1. Provide a diversity of sustainable road and trail opportunities for experiencing a variety of environments and modes of travel consistent with the National Forest recreation role and land capability (FSM 2353.03(2)). This would include providing motorized access needed to accommodate roadside motorized dispersed camping, access to hunting and fishing areas, and access to trailheads.
2. Maintain a variety of Recreation Opportunity Spectrum (ROS) classes to provide activities from roaded natural to primitive (Forest Plan Record of Decision 1986, p.7) (ROD).
3. Manage dispersed recreation at Forest standard service level as identified in FSM 2300 in Management Areas A, B, D, E, F, G, H, I, K, L, N, N1, P and R (Forest Plan p. IV-17). Manage at less than Standard Service Level for Management Area A (Forest Plan, p. IV-17).
4. Manage dispersed recreation use to avoid resource deterioration, improve economic efficiency and provide for public safety (Forest Plan, p. IV-17).
5. Administer, protect and develop the Flaming Gorge National Recreation Area (NRA) in a manner to best provide for: 1) public outdoor recreation benefits; 2) conservation of scenic, scientific, historic, and other values contributing to public enjoyment; and 3) such management, utilization, and disposal of natural resources as in his [Secretary of Agriculture] judgment will promote or are compatible with, and do not significantly impair the purpose for which the recreation area is established (Forest Plan, p.A-1)
6. Within the NRA, provide a high quality, varied recreation experience, encourage utilization of resources where compatible with recreation, and provide for the safety and enjoyment of the user (Forest Plan, p. A-1, A-2; see also management decisions on pp. A-3 through A-24).

7. Provide areas and opportunities for all types of recreation user experience by separating identified conflicting recreation uses (Forest Plan, p.IV-18).
8. Manage the habitat of all threatened, endangered, or sensitive plant and animal species to maintain or enhance their status (Forest Plan, p.IV-30).
9. Manage deer and elk habitat to support populations at State objective levels as defined by the Utah Division of Wildlife Resources (UDWR) management plans.
10. Ensure adequate access to public and private lands (36 CFR 212.55(c)).
11. Comply with national legislation pertaining to cultural resource management and prevent damage to any significant cultural site (Forest Plan, p.IV-20).
12. Manage vegetation to enhance the riparian ecosystem (Forest Plan, p.IV-46).
13. Provide for public safety.
14. Provide for adequate maintenance and administration of designations based on availability of resources and funding to do so.
15. Provide safe drinking water and comply with the Clean Water Act, whether the source is a natural or developed water supply (FSH 2532.02, 2).
16. Ensure that soil resource management is consistent with the Forest Service goal of maintaining or improving long-term soil productivity (NMFA) and soil hydrologic function (FSH 2509.18-2.2).
17. Provide consistency of use on roads that cross jurisdictional boundaries.

1.7 Project Scope

Key to this Travel Management Plan is an understanding of the limitations regarding what this project does and does not include. These limitations are necessary to focus on the most urgent problem (areas where management of summer motorized use is not being effective) and allow this project to be completed in a timely manner. The project area lies in Sweetwater County Wyoming and primarily in Uintah, Daggett, and Duchesne Counties in Utah. There are small portions of the Forest within Summit, Wasatch, and Utah counties in Utah as well. The project area does not include Bureau of Land Management lands, lands owned by the States of Utah or Wyoming, or private lands.

What this Travel Management Plan includes:

- Focus is on managing summertime public, motorized travel. Over-snow vehicle use is not included.
- Focus is on access to those motorized dispersed camping areas which are appropriate in location to minimize resource damage. In order to be consistent with other Forests by State, motorized dispersed camping would be restricted to 150 feet in Utah and 300 feet in Wyoming from a designated road or trail. The current travel plan allows motorized dispersed camping forest wide up to 300 feet from a designated road or in the case of the Vernal hatched area 300 feet from an existing, undesignated route.
- Focus is on deciding the location of routes open to public motorized use, the class of vehicle appropriate for each route, and the timing of use (e.g. seasonal restrictions)
- Focus is on analyzing the changes needed to the current National Forest system of roads and motorized trails as identified in the Forest Transportation Layer. System roads and trails are numbered routes that have been determined to be necessary for management of the National Forest and are eligible to receive maintenance funds.

What this Travel Management Plan does not include:

- This project does not address over-snow winter motorized travel. The issues, environmental effects, and geographic areas associated with motorized winter travel are quite different compared with motorized summer travel. Addressing motorized winter travel along with summer motorized travel would lengthen the planning process significantly and would divert time and resources away from the most urgent need, which is eliminating unrestricted motorized use during the summer.
- This project does not include a complete inventory of non-system routes, thus it is entirely possible that additional routes exist that could be considered for inclusion in the Forest transportation system. Forest Service Manual Direction requires the motor vehicle use map to be published annually with changes made as needed. The fact that some routes may not be included in the system being designated does not foreclose the opportunity to consider these routes in subsequent decisions.
- Roads and trails under the jurisdiction of other entities (such as states and counties) are shown on maps of the alternatives to display how routes are connected on the landscape. However; the roads and trails listed below, under the jurisdiction of other parties, are not subject to designation under 36 CFR 212 (b).
    - Roads existing or constructed prior to the reservation of lands from the public domain that are authorized by a legally documented right-of-way held by a federal, state, county, or local public road authority.
    - Road and trails for which legally documented rights-of-way were reserved or outstanding on acquired lands before title passed to the United States, except to the extent that the Forest Service has acquired the right to regulate uses on these rights-of-way.
    - Roads and trails for which the Forest Service has granted a legally documented right-of-way to a federal, state, county, or local public road authority (FSM 2732).

1.7.1 Geographic Scope

The geographic scope of this Travel Plan includes approximately 1,126,419 acres of the 1,400,265 acre Ashley National Forest. This includes portions of 12 of the 14 Management Areas (MA) on the Forest within the Roosevelt/Duchesne, Vernal, and Flaming Gorge Ranger Districts. The 273,847 acre High Uinta Wilderness Area is outside the scope of this analysis (for a complete description of the MAs see Forest Plan pp. IV-5 thru IV-13).

Flaming Gorge Ranger District is split into three separate pieces; the Green River corridor portion out of the National Recreation Area (NRA); the Goslin Mountain area to the north and east of the NRA; and the NRA itself. The entire unit lies on the north slope of the Uinta Mountains and stretches from the Forest eastern boundary westward to a common boundary with the Uintah-Wasatch-Cache National Forest. The portion of the Flaming Gorge District outside of the NRA has nine MAs totaling 152,558 acres (for detailed description of the district outside the NRA and those MAs in this portion see Forest Plan 1986 pp. IV-65, IV-66).

Within the NRA, there are three separate and distinct MAs totaling 190,050 acres. The NRA is comprised of two distinct sections; the Green River Basin and the Uinta Mountains. The Green River Basin extends northward from the state line into Wyoming and is a desert area characterized by rolling hills underlain by sandstone and shale that weather to erosive soils. Vegetative cover is sparse and rainfall is low. The Uinta Mountains portion of the NRA is a plateau underlain by resistant quartzite that has been deeply incised by the Green River and its tributaries (for detailed description of the NRA and those MAs see Forest Plan 1986 pp. IV-61, IV-62)

The portion of the travel plan within the Flaming Gorge National Recreation Area must comply with Public Law 90-540. This legislation directs the Secretary of Agriculture to "administer, protect, and develop the FGNRA in a manner to best provide for: 1) public outdoor recreation benefits; 2) conservation of scenic, scientific, historic, and other values contributing to public enjoyment; and 3) such management, utilization, and disposal of natural resources as in his judgment will promote or are compatible with, and do not significantly impair the purpose for which the recreation area is established".

Vernal Ranger District is located in the southeast corner of the Forest and lies on the southeastern end of the Uinta Mountain range and is approximately 341,420 acres. The District's northern edge stretches along the crest of the Uintas from the Whiterocks River drainage eastward to the Forest boundary on Diamond Mountain and approximately 13 miles west of the Colorado state line. The unit is primarily in Uintah County, Utah; however, a small portion of the Unit also is within Daggett and Duchesne Counties.

The Vernal Ranger District incorporates portions of eight MAs a, b, d, f, g, h, k, and n. It includes Ashley, Dry Fork, Crush Creek and Little Brush Creek drainages (for a more detailed description see the Forest Plan pp.1V-72 through 1V-74).

The Roosevelt\Duchesne Ranger District North Unit is bordered by the Vernal Ranger District on the east, the Uinta-Wasatch-Cache National Forest on the north and west, and forms the south boundary of the Forest adjoining the Uintah and Ouray Indian Reservation. This unit lies mostly in Duchesne County, Utah. However, the extreme southeast corner of the unit is in Uintah County, Utah and a small area on the west edge lies in Wasatch County, Utah. This district includes eight (MAs) totaling 500,615 acres (for detailed description of the district and MAs see Forest Plan 1986 pp.IV-79 though IV-87).

The Roosevelt\Duchesne Ranger District South Unit has traditionally been considered as a separate unit of the District. It is physically separated from the rest of the Forest and has different physical and vegetative characteristics. The unit predominantly borders the Uintah and Ouray Indian Reservation on the north, public land administered by the BLM on the east, predominantly private land on the south, and adjoins the Uinta National Forest on the west. The southwestern corner of the unit lies in Utah and Wasatch Counties with the majority of the unit falling in Duchesne County Utah. This unit has five MAs totaling 204,286 acres (for detailed description of the district and MAs see Forest Plan 1986 pp.IV-92 though IV-83).

1.7.3 Administrative Scope

Roads and trails under the jurisdiction of other entities (such as state and counties) are not analyzed in this document, but are shown on maps of the alternatives. These routes have been included in the maps to show how routes are connected to each other. Previous travel decisions made through site-specific project analysis are considered part of the existing Travel Management Plan and are included in Alternative A, the No Action Alternative.

The administrative scope includes analysis of existing designated National Forest System (NFS) roads and trials where revision may be necessary to meet changing conditions (36 CFR 212.54), and unauthorized routes proposed for use by the public or resource specialists. The administrative scope also includes construction, reconstruction or re-routing of trails and roads as necessary to accommodate designation changes and provide protection of resources. **Full implementation of a selected action alternative would not occur until all federal legal requirements, regulations, consultations, and mitigation is met.**

The Travel Rule recognizes that reviewing and inventorying all roads, trails, and areas without regard to prior travel management decisions and travel plans would be unproductive, inefficient, counter to purposes of this final rule, and disrespectful of public involvement in past decision making (Federal Register 2005 p. 68268), therefore that will not be part of the Administrative scope.

Specifics of the administrative scope of the proposed action are described below under S*ection 1.9 Decision Framework.*

1.8 Proposed Action

The action proposed by the Ashley National Forest to meet the purpose and need is to create a designated system of routes for motor vehicle use and eliminate motorized travel on existing, undesignated routes in the hatched travel area on the Vernal Ranger District.

Changes are being proposed to the current Forest system of roads and motorized trails. These proposed changes are described in detail in Chapter 2. Some new road or motorized trail construction may be necessary to improve the transportation system or to respond to evaluation findings. However, the majority of the routes proposed to be designated exist on the ground, though some may not currently be part of the National Forest transportation system. Likewise, some roads that currently are on the Forest transportation system are proposed to be closed or converted to motorized trails. As the final designated road and motorized trail system is implemented, sections of designated routes will need to be reconstructed to improve sustainability and mitigate resource damage. Under the proposed action the designated road and motorized trail system would total 1,705 miles (including administratively closed roads). This is approximately 118 miles more than the current Forest transportation system. This system would include 44 more miles of motorized trail and 74 additional miles of open road. This alternative would also eliminate approximately 328 miles of existing, undesignated routes.

Designation of authorized uses of National Forest System roads and motorized trails would include the class of vehicle and, when necessary, time of year the routes are open.

As authorized by section 212.50 (b) of the Travel Rule, previous and pending decisions that allow, restrict, or prohibit motor vehicle use on National Forest System roads, trails, or areas have been incorporated into this travel management decision.

1.9 Decision Framework

The Ashley National Forest Supervisor, the responsible official for this project, has determined that preparation of an EIS is required for a decision on the proposed plan under Council on Environmental Quality (CEQ) regulations implementing the National Environmental Policy Act (NEPA) (40 CFR 1500-1508)

Given the purpose and need, the deciding official will review the Preferred Alternative, the other alternatives, and the environmental consequences in order to make the following decisions:

- Which roads and trails to add or remove from the existing Travel Management Plan?
- What type of motorized uses to allow on these roads and trails?
- What design features are necessary to minimize adverse environmental impacts associated with changes in travel management designations?
- Whether to designate roads or trails specifically for motorized dispersed camping access?
- How management parameters (such as safety and cost) should be balanced with recreation opportunities.
- What monitoring is to be included to evaluate project implementation?
- What if any changes are to be made to the Recreation Opportunity Spectrum?

The motor vehicle use map will be updated annually (FSM 7711.3). The decisions made as part of this project do not foreclose the opportunity to consider changes to routes in the future.

1.10 Public Involvement

Between March of 2007 and the publishing of the Notice of Intents (NOI) in November 2007, 26 workshops, open houses, field trips, and meetings were held. The audience at these meetings included the general public, special interest groups, county and state governments, and other federal agencies. The meetings, open houses and workshops were held in Vernal, Duchesne, Manila, Lapoint, and Salt Lake City, UT, and Green River, WY. Field trips were conducted on all the ranger districts. Newspaper articles and press releases were published in the *Uinta Basin Standard* Roosevelt, UT; *Rocket Miner*, Rock Springs, WY; *Green River Star,* Green River, WY; *Vernal Express* Vernal UT; and *The Tribune*, Salt Lake City, UT. Radio ads, news articles, the Ashley National Forest Web site, and flyers were used to announce the times and dates of the public events.

The project documents, including the Proposed Action, maps, narratives, summaries, and scoping letters were published on the Forest website at http://www.fs.fed.us/r4/ashley, and were available for review at the Flaming Gorge Ranger District, Manila, UT, Vernal Ranger District, Vernal, UT, Roosevelt/Duchesne Ranger District, Duchesne, UT, and at the Ashley National Forest Supervisor's Office in Vernal, UT.

Additional meetings were held in Vernal, Duchesne, and Manila after the publication of the NOI, and scoping letters identifying the purpose and need and proposed action were sent out. Approximately 200 comments were received from individuals, advocacy groups, motorized and non-motorized user groups, state, county and federal agencies. All comments received were reviewed and categorized by issue (see *Section 1.11Issues* below).

The input from the above meetings and workshops was combined with resource information to develop the Proposed Action. Over 1200 proposed route changes or additions (including duplicates), were received between the start of the project in March of 2007 and the publication of the DEIS in April of 2009.

Forest Service staff reviewed comments on the Proposed Action received from individuals, special interest groups, organizations and other government agencies. Potential issues generated from letters and public meetings were catalogued by subject and a determination made as to how the issues would be addressed. Documents detailing the review of public comments and how the agency incorporated the comments into the design of three new alternatives are in the Project Record.

At the time of the publication of the NOIs, Roosevelt/Duchesne and Flaming Gorge Ranger Districts were a separate EIS from the Vernal EIS with an earlier expected publication data. In order to allow additional field time for the Resource Specialists and to provide clarity of potential effects across the Forest, the two analysis efforts were combined.

The Draft EIS for the Ashley National Forest (ANF) Motorized Travel Plan was released for public review on April 3, 2009; the Notice of Availability (NOA) was published on April 16, 2009 followed by legal notices published in the *Uintah Basin Standard* and *Rocket Miner* on April 14, 2009, and the *Vernal Express* on April 15, 2009. The review and comment period was open for 45 days from the publication of the NOA. Due to tremendous public interest and the length of the DEIS the comment period was extended an additional 45 days. The extended comment period closed July 16, 2009, giving a total on 90 days for review and comment on the DEIS. The DEIS and maps were sent to individuals, Tribal governments, cooperating agencies, federal, state and local government agencies, and organizations and special interest groups. Four public meetings were held in Duchesne, Manila, and Vernal, Utah and in Green River, Wyoming in May and June, 2009. Over 548 public responses were received in the form of letters, e-mails, faxes, maps and verbal remarks and one petion was received, during the legal comment period. Four responses were received after the close of the comment period. These comments were analyzed and used to refine issues and improve alternatives. A thorough discussion of the entire public participation process as well as responses to public comments is included in *Chapter 5 Response to Comments.*

1.10.1 Cooperating Agencies

The Forest developed cooperating agency status with the State of Utah, four counties, and one conservation district where Forest land occurs. These were Sweetwater County, and Sweetwater County Conservation District in Wyoming; and Daggett, Uintah, and Duchesne Counties in Utah. Cooperating agency representatives participated in the review of public comments, identification of issues and alternatives, briefings, and document reviews with the project NEPA Coordinator and Forest Supervisor.

1.11 Issues

Environmental Policy and Procedures) and Forest Service Handbook (FSH1909.15 NEPA Handbook) direction directs the agency to identify the issues to be analyzed in depth (FSM 1950.41)

Issues serve to highlight effects or unintended consequences that may occur from the proposed action and alternatives giving opportunities during the analysis to reduce adverse effects and compare trade-offs for the deciding officer and public to understand.

The interdisciplinary team separated the issues into two groups: 1) Issues analyzed in depth, and 2) issues not analyzed further.

1.11.1 Issues Analyzed in Depth

Issues analyzed in depth were used to formulate alternatives, prescribe mitigation measures, or analyze environmental effects. The following issues were analyzed in depth because of the extent of their geographic distribution, the duration of their effects, or the intensity of interest of resource conflict.

The following issues were used to formulate alternatives to the Proposed Action, prescribe mitigation measures, or analyze and disclose environmental effects. Indicators are measures used to track the effects of the actions on the issues. Issues analyzed in this section and the indicators for each are provided below. For a background statement for each issue, see Chapter 3 for the corresponding issue.

Efforts were made to address impacts quantitatively. Measurement indicators were developed to gauge the effects of the alternatives on each resource. These indicators are used consistently throughout the document and provide the reader a basis for comparison of the alternatives. At times analysis may not show a discernable difference between alternatives (as in the determination for threatened, endangered or regionally sensitive species, or in a few cases, data were not available and impacts were assessed qualitatively (such as the evaluation of economic effects of travel management). However, due to the level of interest identified during scoping these issues were analyzed in full and are displayed in the *Table 2.5.1 Comparison of Alternatives.*

The Forest identified the following issues during scoping. A summary description of issues and their measurement indicators are as follows:

1.11.1.1 Recreation

Recreation Issue 1 (Conflicts):

Travel route designations affect opportunities for both motorized and non-motorized recreation activities; the types, amount, and characteristics of the routes affect the experience of the forest user.

Introducing new recreation activities or restrictions into an area could create conflicts. For example, non-motorized users generally seek areas that offer tranquility, away from the noise and dust that could accompany motorized activity, such as OHV use.

Indicators

- Miles of open NFS road by designation

- Miles of ATV trail (restricted to motor vehicles with an axle width less than 50 inches)
- Miles of motorized trails open to all vehicles
- Miles of non-motorized trails

Recreation Issue 2 (Limiting Motorized Dispersed Camping):

Limiting motorized dispersed camping to 150 feet from designated routes in Utah may affect the experience and/or reduce the availability of areas to camp.

Currently motorized dispersed camping may occur any where on the Forest up to 300 feet from a designated road, unless signed otherwise. Motorized dispersed camping is considered an important recreational opportunity on the Forest and limiting motorized dispersed camping to 150 feet from designated routes may reduce available and desirable sites resulting in crowding and a reduction in the overall experience in Utah. Limiting motorized dispersed camping to 300 feet from designated routes in Wyoming would maintain the current management direction and is not expected to affect the experience and/or reduce the availability of areas to camp.

Indicators

- Miles / square miles of routes where motorized dispersed camping may occur.

Recreation Issue 3 (Safety):

The amount, location, and designation of motorized and non-motorized roads and trails may affect the safety of Forest visitors.

For example, roads that are open to **mixed traffic** (by both highway-legal and non-highway-legal motor vehicles) allow for travel by large vehicles pulling trailers, as well as ATVs operated by inexperienced drivers, such as children over the age of eight who have completed a safety course.

Indicators

- Miles of road allowing mixed traffic
- Results of Engineering Road Safety Report

Recreation Issue 4 (Costs):

Travel management affects road and trail program costs. Implementing and managing the travel plan will require signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails.

The cost of these activities may be prohibitive to adding new routes or routes that would require high maintenance or mitigation costs.

Indicators

- Costs to program management

Recreation Issue 5 (Enforcement):

Incorporation of designated routes by themselves will not necessarily accomplish the goals of the Travel Management Plan unless enforcement concerns are considered.

Indicators

- Enforceability of route designations and closures and development of the motor vehicle use map (MVUM).
- Number, style, and location of physical barriers to restrict motorized vehicles.

1.11.1.2 Soil and Water

Soil and Water Issue 1 (Soil degradation):

Motorized travel (including access to motorized dispersed camping) in areas of sensitive soils such as meadows and alpine may result in loss of soil productivity detrimental disturbance to soil resources.

Although cross-country motorized travel is currently prohibited, this use continues to occur. Open areas, such as alpine and meadows, which are close to or traversed by motorized vehicles are susceptible to off route use because of their openness. This can lead to resource damage, vegetation damage and spread of noxious weeds.

Indicators

- Miles of motorized route crossing meadows, alpine, and other open areas.

Soil and Water Issue 2 (Water quality):

Water resources may be affected due to increased erosion, degraded soil productivity, compaction, and delivery of sediment into streams.

The type, extent, and location of travel routes on the forest have the potential to adversely affect water resources by contributing to accelerated soil erosion and increased sediment delivery to lakes and streams (Grace III, 2002, Satterlund and Adams, 1992). Wetlands and riparian areas are particularly vulnerable to rutting and damage from motorized traffic. Route proximity to water further increases the likelihood of accelerated stream sedimentation, bank instability, and channel headcutting from travel route related damage. Human use is often concentrated in and near these areas where terrain and gradient often provide the easiest relative access. Water quality can, in turn, be adversely affected by these point and non-point sources of pollution.

Indicators

- Miles of unpaved motorized routes within 300’ of perennial streams and lakes greater than 1 acre.
- Miles of unpaved motorized routes crossing mapped meadow and riparian habitat.
- Miles of unpaved motorized routes encroaching on perennial streams.
- Number of crossings of perennial streams by unpaved motorized routes.
- Miles of unpaved motorized route within source protection zones 1-3 of municipal watersheds
- Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds.

1.11.1.3 Wildlife

Wildlife Issue 1 (Disturbance):

Motorized travel on roads and trails may adversely affect threatened, endangered, and Forest Service Sensitive Species (TES) through displacement due to disturbance.

Indicators

- Miles motorized roads and trails in known TE or S species habitat.
- Acres of TE or S habitat affected by designated roads and trails.

Wildlife Issue 2 (Habitat Loss, Fragmentation):

Designating new or unauthorized routes for motor vehicle use may result in changes to, or loss, of habitat due to construction or maintenance needs (widening the track, surfacing the route) of these routes.

Indicators

- Miles of designated roads/trails within known TE or S habitat.
- Acres of TE or S habitat affected by roads and motorized trails.

Wildlife Issue 3 (Big Game Habitat and Disturbance):

Motorized travel may affect summer and winter big game (elk and deer) habitat and increase vulnerability during hunting season. Roads left open to vehicular traffic may adversely affect use of the area by elk, and to a lesser extent, by deer.

Indicators

- Density (mile/mile^2) of open NFS roads and motorized trails by District within critical habitat (winter range and critical summer range).
- Acres of critical elk and deer winter range affected by motorized travel.

1.11.1.4 Wilderness Potential

Changes to motorized travel opportunities within inventoried potential wilderness could affect the wilderness potential of the area. (Wilderness potential could be improved, maintained, reduced, or removed.)

Indicators

- Miles of roads and trails designated for motorized vehicle travel within potential wilderness areas.
- Acres of open travel in potential wilderness areas.
- Relative area available for motorized dispersed camping within potential wilderness.

1.11.1.5 Economics

Economics Issue 1:

OHV opportunities on the Forest may lead to economic benefits in Manila and other parts of Daggett County if routes are available that connect communities to those OHV opportunities.

Local government within Daggett County has demonstrated a deep interest in the opportunity to link Manila to the Forest via motorized trail systems. It is believed this linkage could provide an economic opportunity for this small, isolated town, located on the shore of the Flaming Gorge Reservoir. This potential is tied to the increasing popularity of OHV activities.

Indicators

- Effects to Daggett County and businesses within the county.

Economics Issue 2:

Travel Management has the potential to affect overall economics of communities.

Growth in the Unitah Basin and increasing popularity of OHVs has resulted in the increased demand for OHV (all sizes) routes and opportunities. This growth and demand is expected to continue. Over an eight year period ATV registration in Uintah County has increase 616% over eleven years (Division of State

Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009). While the area receives economic benefits from the full range of recreational opportunities available on the Forest, the growth in OHV recreation has resulted in some local businesses developing or becoming dependent on continued OHV activities for increased profits, or even for their viability.

Motorized dispersed camping on the Forest most commonly includes RV use. Many RVs are sold and serviced in the local communities. There is a concern that reduction in opportunities for motorized dispersed camping will result in fewer people participating and spending on goods and services associated with motorized dispersed camping.

Indicators

- Effects to overall economics of the area
- Effects to specific business types

1.11.1.6 Cultural Resources

Cultural Resource Issue 1

Designating new routes for motor vehicle use may directly result in adverse effects to cultural resources.

Effects are a result of motor vehicle use, road construction, and road maintenance on cultural resource sites. Direct effects may occur when cultural resource sites intersect with a designated route.

Indicators

- Number of cultural resource sites directly affected by designated routes.

Cultural Resource Issue 2

Designating new routes for motor vehicle use may increase access to cultural resource sites resulting in adverse effects, such as vandalism, unauthorized collecting, and increased erosion.

Designating new routes also increases the number of cultural resources adversely affected by motorized dispersed camping activities (excavation of fire pits, excavation of latrines, excavation for site landscaping, etc.). Indirect effects may occur when cultural resource sites are within 150 feet of a designated route.

Indicators

- Number of cultural resources sites indirectly affected by designated routes.

1.11.2 Issues Not Analyzed in Depth

The CEQ regulations (40 CFR 1501.7) identify and eliminate from detailed study the issues which are not significant or which have been covered by prior environmental review (Sec. 1506.3)". Issues not analyzed in depth include concerns that are:

- Addressed through project design
- Outside the scope of the proposed action
- Already decided by law
- Irrelevant to the decision being made
- Conjectural and no supported by scientific or factual evidence
- Expected to have negligible effects

The rationale for not analyzing certain issues in depth is described below.

1.11.2.1 Access:

Motorized access should be available to all roads, trails, and areas not designated on the Forest Travel Plan.

Response: Allowance of indiscriminant access to unauthorized (also known as user-created, unclassified, or non-system) roads, trails, and/or areas would not meet Forest Plan Management Area direction. Allowing motorized travel on all roads, trails, and areas does not meet; not would it account for the Recreation Opportunity Spectrum frame work used by the Forest Service to describe a range of recreation activities, settings and experiences appropriate for those areas. This level of motorized access would not meet the purpose and need for this project to provide a sustainable system of roads and trails that support motorized use over time; nor would it reduce conflicts between motorized and non-motorized forest users. This level of motorized use would not follow the criteria for designation of roads, trails, and areas outlined in the Travel Rule (36 CFR 212.55) to minimize impacts to soil, watershed, vegetation, and other forest resources, as well as impacts to wildlife and its habitats.

Access to firewood harvest areas may be affected by the location and types of access provided by travel management.

Response: Firewood harvest and any associated need for off-road travel would be authorized in the firewood permitting process.

Access should be available for range permittees, mining claimants, and other users who access the Forest under permits and contracts. Roads providing access to in-holdings and Reserved Lands need to remain open.

Response: The purpose of this decision is to identify national forest system roads and trails, and areas, on the Ashley National Forest that will be designated for use of motor vehicles by the general public. Under federal regulations at 36 CFR 261.13, once the Forest Service has published a Motor Vehicle Use Map (MVUM) depicting the roads, trails, and areas designated for motor vehicle use, the use of motor vehicles that is not consistent with these designations is generally prohibited, with certain exceptions.

Where there are legally documented easements or rights of way that allow for motorized use which exist as a matter of law, pursuant to reserved or outstanding rights, or under various grants from the government, the owner is not subject to the prohibition on motor vehicle use under the exception at 36 CFR 261.13(h) for holders of written authorizations. A reserved or outstanding easement or right-of-way that is legally documented is a written authorization that is exempt from the prohibition. In addition, individuals may seek Forest Service authorization for motorized use for access to private property, or in association with other authorized uses of National Forest lands. Following are examples where motorized uses would be exempt from the prohibition:

1.) The owner of property within the boundaries of the National Forest requires use of motorized vehicles for reasonable use and enjoyment of the property and obtains a permit or easement from the Forest Service;

2.) The holder of a grazing permit requires use of motorized vehicles for maintenance of water systems repair of fencing, or other livestock management activities and obtains authorization from the Forest Service under the grazing permit.

3.) An individual owns an easement or right-of-way that is documented in a deed or other legal instrument for a road or trail for motorized use across the national forest. This is a written authorization that is exempt from the prohibition.

4.) An individual requires motorized access to a mining claim or mineral lease and obtains Forest Service authorization under a plan of operations or surface use plan.

There are many other situations where the use of motorized vehicles by certain individuals may be authorized by the Forest Service, or may be deemed to be authorized, and therefore exempt from the prohibition of general public use. Individuals who believe that they need motorized access on route or area that is not designated on the MVUM, or who believe that they hold existing easements or rights-of-way that allow the use of motorized vehicles on undesignated routes or areas, should contact the Forest Service through the local Ranger District. Where there is no existing authorization and authorization must be obtained from the Forest Service. There are a variety of permits and instruments that may be used, and the cost will vary depending on the purpose of the authorized use. In some cases there will be no cost, or only nominal cost, to the applicant.

Access should be available for people with disabilities.

Response: Under Section 504 of the Rehabilitation Act of 1973, no person with a disability can be denied participation in a Federal program that is available to all other people solely because of his or her disability. The Americans with Disabilities Act (ADA) of 1990 was based on the 1973 Rehabilitation Act, but expanded the coverage to apply to State and local government services, public accommodations and commercial establishments. The ADA, with one exception, does not apply to the programs conducted by federal land management agencies, because those programs were already covered under the accessibility requirements of the 1973 Rehabilitation Act. The one section that does apply: ADA Title V Section 507 (c), reaffirms that nothing in the Wilderness Act is to be construed as prohibiting the use of a wheelchair in a wilderness area by an individual whose disability requires the use of a wheelchair, and consistent with the Wilderness Act, no agency is required to provide any form of special treatment or accommodation, or to construct any facilities or modify any conditions of the lands within a wilderness area to facilitate such use.

As stated above, no person with a disability can be denied participation in a Federal program that is available to all other people solely because of his or her disability under Section 504 of the Rehabilitation Act of 1973. In conformance with section 504 and FSM 2353.05, wheelchairs that meet the definition in 36 CFR 212.1 are welcome on all NFS lands that are open to foot travel. These wheelchairs are specifically exempted from the definition of a motor vehicle in 36 CFR 212.1, even if they are battery-powered.

There is no legal requirement to allow people with disabilities to use OHVs or other motor vehicles on roads, trails and areas closed to motor vehicle use because such an exemption would undercut the resource protection afforded by the closure and therefore could fundamentally alter the nature of the Forest Service's travel management program (7 CFR 15e.103). Restrictions on motor vehicle use that are applied consistently to everyone are not discriminatory. This concern is already decided by law.

Closing any roads will restrict access for an aging population who are becoming less able to navigate the forest without that aid.

Response: The Travel Management Rule (2005) requires the designation of those roads, trails, and areas open to motor vehicle use on Forest System Lands. The rule prohibits the use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas that are not consistent with the designation. The Forest Service must strike an appropriate balance in managing all types of recreational activities and providing access opportunities to a wide variety of users on NFS Lands. To this end, a designated system of roads, trails, and areas for motor vehicle use, established with public involvement, will enhance public enjoyment of the National Forests while maintaining other important values and uses on NFS lands.

Prohibiting motorized cross-country travel is already decided by law, while the need to provide access opportunities to a wide variety of users, including an aging population, will be addressed by project design.

Maintain cross-country access for big-game retrieval in order to reduce physical hardships on the hunters.

Response: Unlimited motorized cross-country access for big-game retrieval is not currently allowed. Hunters are currently limited to motorized travel up to 300 feet off road to retrieve game. 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 final 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 Utah and Wyoming in support the prohibition of motorized travel off of designated routes for game retrieval. The Forest 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.

1.11.2.2 Law Enforcement and Public Education:

The Travel Management Plan and associated maps should be designed to be easy for the public to understand and reasonable for the Forest Service to enforce.

Response: We agree with this statement and it is an identified need of the travel management plan.

There is a need for increased budget and officers for enforcement of the travel plan.

Response: While the Travel Management plan can not allocate the number of enforcement officers needed or the budget for enforcement, it contains the ability to affect the enforceability of the plan through the planning process. This would include placement of open routes, elimination of off-road game retrieval, and signage. Therefore law enforcement has been addressed in the *3.1 Recreation Resources* section in Chapter 3.

1.11.2.3 Noxious Weeds:

Changing patterns, location, type, and extent of recreation use and travel management may cause an increase in the spread of noxious weeds.

Response: Forest Plan direction requires projects that may contribute to the spread or establishment of noxious weeds shall include measures to reduce the potential for spread and establishment of noxious weed infestations. These measures are included in the management requirements to be followed with any selected action alternatives.

Given successful implementation of these requirements, adverse effects involving noxious weeds would not be discernible in any alternative. However, the placement of routes may affect the off-road spread of noxious weeds by reducing the opportunities for cross country travel. Therefore noxious weeds have been addressed in the Project Design Features of this document.

1.11.2.4 Public Rights-of-Way (RS 2477):

The analysis should consider roads and trails that qualify as public rights of way under R.S. 2477.

Response: The purpose of this decision is to identify National Forest System roads and trails that will be designated for various motorized uses on the Motor Vehicle Use Map (MVUM). As a result of making these designations, motorized use will be prohibited on undesignated NFS routes by federal regulation. The regulations define NFS roads and trails as those roads and trails located on National Forest lands, for which there is no legally documented right of way held by a public road authority. Some commentors have expressed concern that, where a public highway right of way is claimed or asserted for an existing road or trail under R.S. 2477, the decision of the Forest Service to designate

the route for motorized use, or not designate it for motorized use, may have implications for the R.S. 2477 claim. To date no R.S. 2477 claims have been adjudicated.

The decision of the Forest Service to designate, or not to designate, a route for motorized use does not affect future claims under R.S. 2477. Forest Service designations and the regulatory prohibitions of motorized uses apply only to NFS routes, which are defined to include routes for which there is no legally documented public highway right of way. While there are many claims or assertions for R.S. 2477 rights of way on the national forests, many of these claims and assertions have not been legally documented through a deed, a Quiet Title action in U.S. District Court, issuance of a Recordable Disclaimer of Interest by the BLM, or an administrative determination of potential validity by the Forest Service. Until the right of way is legally documented through one of these mechanisms, the routes are defined by regulation as NFS routes, and are subject to the Forest Service designation process for uses and prohibitions of motor vehicle uses.

However, Forest Service designation or non-designation of a route does not reflect any determination by the Forest Service regarding the potential validity of any claim under R.S. 2477. Rather, such action merely reflects that there is no existing legal documentation showing that a right of way is held by a public road agency. Should such documentation be produced in the future, the route would be removed from application of the travel management regulations because it would no longer be an NFS route by definition. Since the Forest Service action to designate or not to designate a route does not reflect any determination of the validity of any claims under R.S. 2477, it is not indicative of a dispute that would start the statute of limitations for any Quiet Title claim. Under state law, an R.S. 2477 right of way cannot be abandoned for mere non-use without formal action by state or local government, so the Forest Service designation or non-designation cannot cause an abandonment of any valid right of way. Until legal documentation is produced for an R.S. 2477 right of way claim, the route is subject to the designation process and prohibitions on motorized use under the travel management rule.

Through the travel management planning process, the Forest Service attempts to identify routes that are important to the local motorized transportation system. High priority is placed on designating these routes for continued motorized use where appropriate, given other transportation and resource concerns. Generally, R.S. 2477 claims are directed at routes that form integral parts of state or county transportation systems, and use of these routes often will not be affected by the Forest Service transportation planning and designation process.

1.11.2.5 Safety:

Improper use and lack of parental supervision of youth on OHV's can cause accidents and human harm.

Response: Consideration of potential dangers and difficulty of trails is part of the assessment process. However, lack of adult supervision of ATV riders, and the age of the rider is a separate issue and part of OHV education efforts beyond the scope of this project. The States of Utah and Wyoming designates the legal age and laws governing ATV use. Forest Service roads open to the public abide by those laws and regulations.

Allowing both ATVs and street legal vehicles on the same route will result in hazardous conditions and increase the likely-hood of accidents.

Response: Forest engineering staff completed a Mixed Use Analysis on all routes where mixed use was proposed. It was determined that there were negligible risks to public safety for mixed traffic on the proposals included in the Action Alternatives.

Restrict ATV use at Wilderness trailheads in order not to scare horses.

Response: Only three trailheads currently allow mixed traffic and provide access to non-motorized trails.

1.11.2.6. 2005 Ashley National Forest Roads Analysis:

There was no consultation during the development of the 2005 Ashley National Forest Roads Analysis nor did it include county roads or the access needs and rights of residents and permit holders.

Response: Travel analysis is not a decision-making process. Rather, travel analysis informs decisions relating to administration of the forest transportation system and helps to identify proposals for changes in travel management direction (FSM 7712.1).The 2005 Ashley National Forest Roads Analysis was completed in accordance with 36 CFR 212, FSM 7700, FSM 7709 and *Roads Analysis: Informing Decisions About Managing the National Forest Transpiration System* which satisfies the requirement to use travel analysis relative to roads (FSM 7712.7).

A new roads analysis must be completed prior to the completion of the Travel Management Plan.
Response: A roads analysis has been completed**.** In 2005 the Forest completed the Roads Analysis for the ANF. This analysis was completed in accordance with 36 CFR 212, FSM 7700, FSM 7709 and *Roads Analysis: Informing Decisions About Managing the National Forest Transpiration System* which satisfies the requirement to use travel analysis relative to roads (FSM 7712.7). The Roads Analysis for the ANF is available from the planning record.

Section 20.2 of the FSH 7709.55 identifies the objectives of travel analysis to inform decisions related to identification of the minimum road system per 36 CFR 212.5(b)(1); designation of roads trails and areas for motor vehicle use per 36 CFR 212.51; and regulation of over-snow vehicle use per 36 CFR 212.81. The Forest chooses not to include over-snow travel in this analysis as explained in Section 1.7 Project Scope of this FEIS.

1.12 Other Related Efforts

1.12.1 Relationship to Other Plans, Decision Documents, and Regulatory Authority

Direction and authority for the proposal come from the National Forest Management Act (NFMA), NEPA, and CEQ, all of which provide general land management and environmental analysis direction.

NFMA requires that all projects and activities proposed and considered be consistent with the Forest's Land and Resource Management Plan. If a project or activity cannot be conducted consistent with the Forest Plan, it cannot go forward as planned unless the Forest Plan is amended. The Forest Plan Consistency section in Chapter 3 of this EIS documents that no Forest Plan amendments would be necessary regardless of which alternative is selected.

NEPA directs federal agencies to cooperate with State and local agencies to the fullest extent possible, evaluate and disclose inconsistencies between their proposed actions and local land use plans and policies (40 CFR 1502.16 (c) and 1506.2 (d)).

The Forest evaluated the Uintah County Recreation Travel Management Plan and inconsistencies were found between County land use plans and the Purpose and Need for this project. The Purpose and Need for this Travel Management Plan is to identify the system of roads, trails and areas that will address current and anticipated recreation needs, provide a variety of recreation access opportunities, consider management concerns (such a public safety, maintenance costs, and consistency with adjoining public lands), reduce impacts to forest resources, recognize reserved or outstanding rights, and reduces conflicts between recreational uses on the ANF.

- The County transportation plan identifies the majority of routes that are on the ground for public motorized use, including unauthorized routes and historic routes regardless of current use or Forest motorized travel regulations
- The plans do not consider Forest Plan Management Area direction, or account for the Recreation Opportunity Spectrum framework used by the Forest Service to describe a range of recreation activities, settings and experiences appropriate for those areas
- The plan does not consider Recreation Site Facility Master Plan / Recreation Niches recommendations
- The plan does not provide a sustainable system of roads and trails that support motorized use over time
- The plan would not reduce Conflicts between motorized and non-motorized forest users
- The plan would not reduce resource impacts on wet meadows, water resources, steep slopes, the spread of noxious weed, or reduce impacts to wildlife
- Nor does the plan follow the criteria for designation of roads, trails, and areas outlined in the Travel Rule (36 CFR 212.55).

1.12.2 Project Record

This EIS hereby incorporates by reference the Project Record (40 CFR 1502.21). The Project Record contains Specialists' Reports and other technical documentation used to support the analysis and conclusions in this EIS. The use of Specialists' Reports and the Project Record meets provisions of the Council on Environmental Quality (CEQ) regulations to reduce NEPA paperwork (40 CFR 1500.4), to make the EIS analytic rather than encyclopedic, and to keep the EIS concise and no longer than absolutely necessary (40 CFR 1502.2). The objective is to furnish enough site-specific information to demonstrate a reasoned consideration of the environmental impacts of the alternatives and how these impacts can be mitigated, without repeating detailed analysis and background information available elsewhere. The Project Record is available for review at the Forest Supervisors Office, Ashley National Forest, Vernal, Utah.

This page intentionally left blank

CHAPTER 2. ALTERNATIVES, INCLUDING THE PROPOSED ACTION

2.1 Introduction

This chapter describes and compares the alternatives considered for the Ashley National Forest Travel Management Plan. This chapter is presented in three sections:

Common Features of Action Alternatives: Describes features that are associated with development and assessment of all alternatives. This section provides common definitions of terms utilized in the assessment process, project design features (PDFs) and Best Management Practices (BMPs), description of road and trail standards, and an outline of monitoring and evaluation methods.

Description of the Alternatives: Provides a detailed description for each alternative, including the No Action alternative. This section also presents the alternatives in comparative and map form, sharply defining the differences between each alternative and providing a clear basis for choice among options by the decision maker and the public.

Comparison of Alternative Effects: Describes differences among the alternatives in terms of response to issues and environmental effects, thus providing a clear basis for comparison among options by the decision maker and the public. This section summarizes information found in Chapter 3 of this Draft EIS.

2.2 Common Features of Action Alternatives

This chapter presents a range of reasonable alternatives (40 CFR 1502.14). It describes and compares the alternatives in terms of their environmental impacts (*Section 1.11 Issues*), and their achievement of objectives (*Section 1.6 Project Objectives*). The alternatives present a range of analysis options (40 CFR 1502.14). Some of the information used to compare the alternatives is based upon the design of the alternative (i.e., street legal vehicle use only versus mixed traffic which includes street legal vehicles and ATVs on the same route). Some of the information is based upon the environmental impacts of each alternative (i.e., the miles of roads within 300 feet of a perennial stream).

The ID Team developed and analyzed in detail five alternatives, including the No Action and Preferred Action alternatives, in response to issues raised during scoping (*Section 1.10 - Public Involvement*). The alternatives are detailed below by a description of proposed designations for each District, followed by a summary for the Forest. In the following text and tables describing the alternatives, all numbers are estimates based on the best information currently available from the geographic information system (GIS). Miles are approximate and have been rounded to the nearest whole number for summations; individual roads may be represented to the nearest tenth of a mile for comparison reasons. Corrections and adjustments will occur as needed during further environmental analysis and during project implementation. We caution reviewers to judge the difference between alternatives based on site-specifics and substance as well as on summary statistics. The distribution and location of routes across the landscape is as important and meaningful as the mileage of the alternatives.

2.2.1 Features Common to All Action Alternatives

2.2.1.1 Summer Use Regulations

For all alternatives, the 2005 Vernal and Flaming Gorge Ranger District Travel Maps and the 2003 Roosevelt/Duchesne Ranger District 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. Tracked vehicles will not be allowed to travel on

designated routes during the summer. The MVUM will be displayed by Ranger District. Maps will be available free of charge at all Forest 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 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 70FR68264).
- 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).
- Roads and trails under the jurisdiction of other parties, are not subject to designation under 36 CFR 212 (b).
- 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 final 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 motorized dispersed camping." The Forest Supervisors in Utah and Wyoming support the prohibition of motorized travel off of designated routes for game retrieval. 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.
- On roads and trails under Forest management, public use is provisional. This is dependent upon appropriate, intended use. The Forest Supervisor may issue orders which close or restrict the use of any National Forest System road or trail within the area over which he has jurisdiction (36 CFR 216.50) where unacceptable resource damage or inappropriate use is occurring. Inappropriate use includes but is not limited to off-route incursions into sensitive areas, creation of new routes or continued use of existing non-designated routes off of the designated routes.
- Unauthorized routes would be restricted to non-motorized use unless designated for motorized use in the selected alternative.
- All existing undesignated routes within the Vernal hatched travel area that are not designated with the implementation of an action alternative would be considered "unauthorized" and would be restricted to non-motorized travel.
- 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 High Uintas Wilderness, unless otherwise posted.
- Hiking and horseback riding would be permitted anywhere on the Forest, unless otherwise posted.

2.2.1.2 Other Common Features

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

The Proposed Action and each action alternative contain management requirements and project design features (PDF) designed to protect resource uses and values. The alternatives also contain monitoring requirements to ensure the design features are effective and the Purpose and Need is being met.

Travel management is the administrative process of designating the types of motorized use allowed on routes and areas. Ground-disturbing activities associated with this process are limited to the application of project design features necessary to minimize or avoid adverse environmental effects or provide for public safety. These PDFs are found in *Section 2.2.3*. While this EIS makes decisions on travel route designations, the actual authorization of routes from a non-motorized to motorized use, or unauthorized routes being added to the designated motorized route system would require application of the PDFs before they are formally authorized and displayed on the motor vehicle use map for public use.

No areas would be open to cross-country motor vehicle use, but limited motorized access for motorized dispersed camping would be permissible within 150 feet of designated roads and motorized trails in Utah and 300 feet in Wyoming where getting to the site would not involve:

- Within 100 feet of a live stream (does not include reservoirs);
- If access to camping area would involve crossing an alpine area;
- If access to camping area would involve crossing a wet meadow;
- If access to camping area would involve fording a live stream;
- Within ¼ mile of a developed campground;
- Within a known cultural resource area of concern.

Any site specific exceptions to the above regulations would be posted on the ground.

In the interest of consistency and ease of interpretation of the travel regulations, routes within the Vernal Ranger District and the Flaming Gorge Ranger District roads south and east of Highway 44 will be designated as follows:

- Roads - open from May 1 through December 19 unless otherwise designated.
- Motorized trails - open from June 1 through November 19 unless otherwise designated. There would not be any seasonal restrictions on the rest of the Flaming Gorge Ranger District unless otherwise designated.

The season of use is shorter for motor trails than roads. This is due to the fact that trails are generally of lower standard and remain wet later into the summer. As such, they are more susceptible to surface damage from motorized use early in the season.

Land types in the Flaming Gorge Ranger District not included above are generally different than those areas included above and seasonal closures would be implemented on a case-by-case basis according to location and resource concern.

Land types in the Roosevelt/Duchesne Ranger District vary to a greater degree than the area discussed above and seasonal closures would be implemented on a case-by-case basis according to location and resource concern.

Types of Routes and Definitions

All-Terrain Vehicle (ATV) and ATV Trails: The common use of the term "ATV" includes motorized vehicles less than 50 inches in width, traveling on three or four low pressure tires, having an unladen dry weight of 800 pounds or less, having a seat designed to be straddled by the operator, and designed for or capable of travel over unimproved terrain. However, at times in this document, certain motorized trails may be referred to as "*ATV trails"*. In this scenario, the term ATV trail includes routes open to both ATVs and motorcycles.

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

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

Hatched Travel Area: Two travel areas, totaling 111,805 acres (about 10% of the non-wilderness part of the Forest), on the Vernal Ranger District currently allow motorized vehicle travel on designated routes and established, undesignated routes, as long as resource damage is not occurring. These areas are depicted with cross hatching on the current Travel Map. For reference purposes throughout this document, these areas will be referred to as the *"hatched travel area"*.

Mixed Use Road or Mixed Traffic Use: Designation of a National Forest System road for use by both highway-legal and non-highway legal motor vehicles.

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 are generally engineered to a lesser degree than roads, or not at all, are narrower, have less of a clearing width and are maintained to a different level. One generally feels closer to nature on a trail than on a road.

Motorized trails fall into three categories:

1. Motorized trails for vehicles with widths less than 50 inches. These routes are available for ATVs and motorcycles as well and non-motorized users.
2. Motorized trails for all vehicles. These routes are available for larger OHVs including the side-by-sides, and 4-wheel drive vehicles as well as the smaller ATVs and motorcycles and non-motorized users. These routes are also appropriate for larger vehicles pulling trailers a short distance to access motorized dispersed camping sites. Trails differ from roads in several ways. Trails are lower speed routes with more limited lines of site and a more intimate connection to nature. Trails are narrow and are generally not suitable for sedan or other two wheel drive passenger vehicles. While vehicles larger than an ATV may be appropriate on a trail, such as “jeep” trails, in general trails are intended for smaller vehicles.
3. Special Designation Trails - Motorized trails for OHVs. These routes are available for larger OHVs including the side-by-sides, and 4-wheel drive vehicles as well as the smaller ATVs and motorcycles and non-motorized users. These routes are narrow and require high clearance vehicles and may not be appropriate for pulling trailers on.

Non-motorized trails are routes available for hikers, bicyclers (except in Wilderness) and horseback riders. Use by motorized wheelchair is allowed when feasible within the defined trail-bed. Routes restricted to non-motorized use are closed to motorized use administratively.

A Motor Vehicle Use Map (MVUM) reflecting the revisions to travel management would replace the current Travel Management Maps and would be displayed at the Roosevelt/Duchesne, Vernal, and Flaming Gorge Ranger Districts, as well as the Forest Supervisors Office. Maps would be available free of charge at all District offices and on the Forest web page.

National Forest System (NFS) Road: A forest road other than a road authorized by a legally documented right-of-way held by a State, county or other local public road authority. These roads may be classified as open, closed, or seasonal.

NFS Street Legal Road: Refers to NFS roads defined above that are restricted to vehicles that are currently registered and licensed for legal highway 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 and registered as street legal vehicles are also legal, as prescribed in Utah law. Unlicensed drivers may not operate motor vehicles on NFS roads, unless the road is designated as "mixed use." Hikers, bicyclers, and horseback riders are encouraged to travel safely along road edges.

Roads fall into one of three categories:

1. **Undesignated roads** are not NFS roads and occur within the "hatched travel area" on the Vernal Ranger District. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.
2. **Unauthorized roads** are not NFS roads and occur outside the Vernal Ranger District hatched travel area. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.
3. **Designated roads** include roads wholly or partially within or adjacent to NFS lands needed for long-term motor vehicle access, including State roads, county roads, privately owned roads, NFS roads (see below), and other roads authorized by the Forest.

Utility Terrain Vehicle (UTV) also known as side-by-sides vehicles, SxS, RUV (Recreational Utility Vehicles) MUV (Multi-Use Vehicles). Any recreational motor vehicle other than an ATV or motorbike capable of travel over unpaved roads, traveling on four low-pressure tires of 20psi or less and with a width of less than 74 inches, maximum weight less than 2,000 pounds. Utility type vehicles do not include golf carts, or vehicles specially designed to carry disabled persons.

2.2.1.3 Management Actions and Requirements

Designated motorized routes would be identified on the Forest 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. It is believed that changing the current policy from "open unless signed or mapped closed" to "designated roads only are open" would make management of these roads less difficult and reduce confusion.

State Statutes: All Forest roads would be available for registered and licensed ATV and motorcycle use per state statute (State Bill 181). State statutes governing operating off-road vehicles apply to all alternatives. Regulations regarding noise emissions and mufflers are also governed by the state.

Limit motorized access to dispersed camping within 150 feet of designated routes in Utah and 300 feet in most areas of the Forest as long as it does not result in resource damage such as rutting, fording of streams, crossing wet meadows, creating new unauthorized routes, spreading noxious weeds, or similar resource degradation. Areas available for motorized dispersed camping will be identified on the MVUM and exclude the following areas:

- Within 100 feet of a live stream (does not include reservoirs);
- If access to camping area would involve crossing an alpine area;
- If access to camping area would involve crossing a wet meadow;
- If access to camping area would involve fording a live stream;
- Within ¼ mile of a developed campground;

- Within a known cultural resource area of concern.

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.

Undesignated routes would be restricted to non-motorized use after implementation of the selected alternative.

All areas and routes on the Forest 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 the High Uintas Wilderness, unless otherwise posted.

Hiking and horseback riding would be permitted anywhere on the Forest, unless otherwise posted.

Exemptions to off-road travel as described in 36 CFR 212.51(a) would be allowed under all alternatives. Exemptions fall into three categories: emergencies, administrative activities, and activities allowed under special use permits. Examples of emergency exemptions include fire, law enforcement, and search and rescue activities. Administrative activities include noxious weed control, wildlife management, and vegetation management (timber, fuel reduction). Activities allowed under special use permits include firewood gathering, wildlife research, livestock operations, access to private lands, leased lands, permitted occupancy land and permitted use lands, and outfitter-guide operations associated with assigned campsites. This last category of exemptions allowed under special use permits requires specific authorization from the appropriate Line Officer, detailing when, where, who, and under what circumstances motorized travel is allowed.

Emergency closures may continue to be issued on a temporary basis by the deciding official based on a determination of considerable adverse effects pursuant to CFR 212.52(b)(2). This includes public safety, considerable adverse impacts to soil, vegetation, wildlife habitat, or cultural resources. The agency can maintain this closure until the effects are mitigated and measures are implemented to prevent future recurrence.

Route maintenance and reconstruction: For all action alternatives (B-E), maintenance and/or reconstruction may be needed on designated routes to improve their sustainability. Site-specific environmental analysis would be conducted prior to any route reconstruction. Basic maintenance would occur on all routes designated as part of the Forest transportation system and would not require additional analysis. BMPs would be used to control erosion and runoff on all designated motorized routes. These practices include, but are not limited to; waterbars, culverts, dips, and drainage ditches to control flow.

2.2.2 Standards, Maintenance, and Construction

Road and trail standards vary depending on intended use. Standards allow for a range of route conditions from primitive to high standard. Improvements that may be required to bring individual roads or trails up to standard largely consist of light reconstruction or routine maintenance. Road and trail maintenance, required by Forest Service Manual direction would continue as available funding is allocated by Congress. In all action alternatives, portions of some roads and trails would require reconstruction or relocation in order to meet standards. Some Alternatives would require limited new construction which would consist of short “connector” segments, tying existing roads or trails together. PDFs found in *section 2.2.3* cover some of the standards that would be used in construction and relocation. New trails or roads would be designed to meet the trail or road standards as defined by the USDA Forest Service Standard

Specifications for Construction of Trails, EM-7720-102; or the FSH 7700 Roads USDA Forest Service Handbook for roads. BMPs would be used to control erosion and runoff on all designated motorized routes. These practices include, but are not limited to; waterbars, culverts, dips, and drainage ditches to control flow.

2.2.3 Project Design Features

Forest Plan standards and guidelines apply to all alternatives. Best Management Practices (BMPs) addressing soil, water, and noxious weeds would be applied to the maintenance of travel routes and to route closures. BMPs would also be applied to any route construction (Alternatives B, C and E only).

- Forest 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 Forest would follow National direction for signing and maps. The Forest Service has developed a standard national format for motor vehicle use maps (MVUM). These maps will be available at local Forest Service offices and, as soon as practicable, on Forest Service web sites.
- **Newly Designated Roads and Trails**. Newly designated roads and trails would be subject to the following project design features. 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 or trails will not be authorized or placed onto the MVUM until on the ground assessments are made and all applicable PDFs are implemented.

    1. **Cultural Resources**. The Forest Archaeologist will conduct a cultural resources survey and evaluation, and receive concurrence from the Utah and Wyoming State Historic Preservation Office. Concurrence requires that no impacts would occur to cultural resource sites, or impacts would be mitigated to acceptable levels. Although most routes have been inventoried and cleared for use, a Programmatic Agreement or Memorandum of Agreement may be used to ensure all cultural resource requirements have been met.
    2. **Plants**. A rare plants survey and evaluation would be completed, and enact necessary protection measures so that no unacceptable impacts would occur to rare or sensitive plants, or impacts would be mitigated to acceptable levels.
    3. **Animals**. A survey, evaluation and consultation for threatened, endangered, and sensitive animals would be completed. Enact necessary protection measure so that no unacceptable impacts would occur, or mitigate impacts to acceptable levels where possible.
    4. **ATV Trail Condition Assessments**. Qualified personnel complete an ATV Trail Condition Assessment on all new ATV routes to identify problems, recommend corrective measures and to establish a baseline for future monitoring.
    5. **Route Standards.** Design roads and trails to 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).
    6. **Trail Rerouting**. Reroute trails where water management structures cannot function or be properly maintained, where trails cross soils or sites poorly suited for motorized use, or to avoid impacting other sensitive resources (such as cultural sites).
    7. **Trail Reclamation**. Reclaim abandoned trail segments by physical closure, installation of water management structures, and pulling available slash over the abandoned trail.
    8. **Trail Construction**. Standard trail construction will follow the specifications required from EM-7720-102.

9. **Water Management Structures**. On all new motorized trails, construct and maintain water management features (such as waterbars, grade dips, culverts, sheet drains, check dams, ditches, or bridges).
10. **Reclaim unauthorized roads accessed by newly designated motorized trails**. Reclaim all unauthorized roads which originate off the newly designated motorized trails by signing or physical closure such as installation of water management structures, de-compacting the abandoned travel way, and pulling available slash over the roadway.
11. **Trail Improvement**. When rerouting a poorly located trail segment is not feasible, improve the trail surfaces so it will support use without unacceptable resource impacts. Improvement techniques include replacing or capping unsuitable soils including fills with geotextiles, gravel, corduroy, wood matrix, puncheon, porous pavement panels, or matting.
12. **Fish Bearing Streams**. All stream crossings on fish bearing streams will meet the Regional Aquatic Organism Passage Guidelines. Qualified personnel will review and concur on all stream crossings to verify if the stream is fish bearing, provides passage, and protects and maintains habitat.
13. **Weeds**. Include measures to prevent the spread of noxious weeds such as: use of weed-free gravel or soil, use of weed-free hay or straw and prompt re-vegetation of areas of disturbed soil. Treat identified noxious weed sites as appropriate.
14. **Public Safety**. Qualified personnel will complete assessments to determine measures needed to provide for safe use.
15. **Soil and Water Conservation practices**. Forest Service Handbook (FSH) 2509.22 will be used as the BMPs to meet the water quality protection elements of the Utah Non-point Source Management Plan.

2.2.4 Monitoring and Evaluation

The goal of travel plan monitoring is to determine how the travel plan is or is not working, and to help identify changes needed in travel management or monitoring methods. 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 a 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.

- Monitoring of revised Travel Plan routes for their effects on natural resources 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 various 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 various 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 or 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 could provide for an ongoing monitoring strategy in association with new Travel Plan route designations. Given the size of the project area (1,126,419 acres) and the large number of road and trail miles to either be closed or designated as open, 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 prioritization for Forest-wide road maintenance. The ANF 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 resource concerns prior to being designated as open to motor vehicle use.

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 number of trails varies, in 2009 the ANF was assigned to perform route condition surveys on five trails. Newly designated trails would also be inventoried for engineering, archeological, and resource concerns prior to being designated as open for public motor vehicle use.

3. Closure of existing authorized and unauthorized routes: As funding allows, existing routes closed to future motor vehicle use would be inventoried in order to identify resource concerns and develop needed mitigation measures for meeting Forest Plan Standards and Guidelines. A reporting form would be developed for a system with which to track reports of road and trail problems, resource concerns and impacts that are identified by agency personnel and members of the public. This reporting process would be incorporated into a GIS database system of record, for tracking of reported needs and their prioritization for remediation. Implementation of identified 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.

2.2.5 Mitigation Measures

The Forest Service also developed the following mitigation measures to be used as part of all of the action alternatives.

2.2.5.1 Rare Plants

The five mitigation measures below will help reduce the risk to Threatened, Endangered, Proposed, and Sensitive plant populations and their habitat from the invasion and expansion of noxious weeds and invasive species.

1. During motorized trail construction and road obliteration activities, all off-road and maintenance equipment is required to be free of noxious weed seeds when moving equipment into a new area and/or moving between areas that are known to contain noxious weeds. Use federal form B6.35 – Equipment Cleaning.

2. Use certified weed-free straw and mulch for all projects conducted or authorized by the Forest Service on National Forest System lands. If state-certified straw and/or mulch is not available, the Forests should require sources certified to be weed free using the North American Weed Free Forage Program standards or a similar certification process.

3. Certified "weed-free" seed mix is required for areas that are seeded.

4. Avoid weed-infested areas for use as staging or parking areas.

5. Complete post-project surveys to document infestations and to allow treatment of noxious weeds in areas of disturbance.

2.2.5.2 Water Resources

For unauthorized routes that would be designated as NF routes, the potential for adverse travel-related effects to soil and water resources can be reduced by following standards and guidelines regarding trail and road location, construction and maintenance found in Forest Service handbooks 2509.22 (chapter 10), 2309.18 (chapters 3, 4, 10 and 20), 7709.57 and 7709.58.

Other site specific mitigation can include seasonal closure of routes in areas prone to seasonally wet soils, rerouting sections of motorized trail which traverse meadows and wet soils, use of bridges or hardened fords at stream crossings, and in areas prone to erosion surface OHV trails 200 feet either side of perennial stream crossings with gravel.

2.2.5.3 Wildlife

Lynx

New roads and trails and reconstruction proposed under these alternatives are few, and have been located where possible away from forested stringers and ridge tops. General maintenance of roads and trails on the Forest usually does not include brushing the roadsides, unless it poses a hazard. Therefore, the alternatives would comply with the intent of the standards and guidelines in the Lynx Conservation Analysis Strategy (LCAS) and the Northern Rockies Lynx Management Direction (NRLMD). In the event that location of these new roads/trails and reconstruction changes, the following mitigations should be followed to help in maintaining habitat connectivity for lynx. These mitigations are guidelines within the LCAS and the NRLMD.

- Locate trails/roads away from forested stringers.
- Minimize building of roads directly on ridge tops or areas identified as important for lynx habitat connectivity.

Goshawk

New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. Construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. However, to comply with the guidelines in the Goshawk Amendment to the Forest Plan and to minimize effects to goshawks within the Post Fledgling Areas (PFA), the following mitigation would be applied for any new road/trail construction or reconstruction within the PFA of an occupied goshawk territory.

- Construction of new roads/trails or reconstruction of existing roads/trails within the PFA of an occupied goshawk territory should be restricted between March 1 and September 30, unless the biologist determines that there would be no adverse affects to goshawks. The biologist will be consulted prior to construction or reconstruction of any road or trail proposed under the action alternatives

Sage Grouse

There are no new roads/trails proposed within sage grouse habitat, however there are a few routes that may need maintenance or reconstruction. Reconstruction of roads or trails proposed under these alternatives is few, but may also cause noise disturbance to sage grouse in the immediate vicinity of these areas. Reconstruction activities would only be for a short duration, thus displacement would only be

temporary if it does occur. However, nesting birds could abandon nests and breeding may be disrupted if reconstruction occurs within breeding/nesting habitat during that critical time period. Therefore to avoid nest abandonment and disruption to breeding the following mitigation should be applied reconstruction activities of roads/trails within sage grouse habitat that is within 2 miles of an active lek.

- Reconstruction activities of roads/trails within sage grouse habitat that is within 2 miles of an active lek should not occur between March 1 and June 15, unless the biologist determines that there would be no adverse effects to sage grouse. The biologist will be consulted prior to reconstruction of any road or trail proposed under the action alternatives.

2.2.5.4 Cultural Resources

Mitigation measures are intended to reduce the adverse effects to a site, or to offset the adverse effects on one site by acting to achieve beneficial effects to another site elsewhere, or to collect scientific data allowing interpretation of a site. Mitigation measures could include closing routes, recovering archaeological data by excavating sites, avoiding sites, or providing public education products that provides in depth information about the resources that will be affected. Numerous mitigation measures are available and the Forest is required to consult with the State Historic Preservation Officer and concerned tribes to determine appropriate mitigation plans.

During the review process for the proposed alternatives, some routes were located in areas with so many cultural resource concerns that they were dropped from consideration in all alternatives because the anticipated mitigation measures would have been unfeasible or unattainable.

Cultural Resource Site Monitoring

Another mitigation option is to monitor sites with anticipated indirect effects. This mitigation option will be adopted for the cultural resources sites with anticipated effects from the proposed alternatives. Ashley National Forest will select a sample of sites eligible for the National Register of Historic Places that are within 30m (100 feet) of designated routes to be monitored periodically to determine if adverse effects related to travel route designation are occurring. If the condition of a particular site is found to have significant deterioration due to travel route designation, mitigation of the adverse effects will be conducted.

2.3 Alternatives Considered in Detail

Over 1200 route changes were proposed during scoping and the NEPA process. In order to track each proposed route or change, each proposal was given a unique number that was used to track that particular proposal throughout the process. The number was used to identify which district the route was on, followed by three numbers randomly assigned to that proposal. This number corresponds with the proposal number shown on each of the alternative maps contained in this document.

- Flaming Gorge Ranger District proposals start with the number “1” followed by three numbers.
- Vernal Ranger District proposals start with the number “2” followed by three numbers
- Roosevelt/Duchesne Ranger District North Unit proposals start with the number “3” followed by three numbers.
- Roosevelt/Duchesne Ranger District South Unit proposals start with the number “4” followed by three numbers.

For example, 1001 was the first proposal assigned an identifier on the Flaming Gorge Ranger District. Proposal 2040 was the fortieth proposal assigned an identifier on the Vernal Ranger District, etc. The proposals in each ranger district were assigned the identifier randomly and not according to status or ranking.

2.3.1 Proposals Common to All Action Alternatives

The number of proposals and type of route change and mileage totals are summarized by Ranger District below. The routes mentioned below are also included in each alternative discussion as a part of the analysis. For a detailed list of proposals and rationale of consideration see Appendix A.

2.3.1.1 Flaming Gorge Ranger District

Administratively close five routes totaling 3.6 miles. The rationale for these closures includes concerns for safety and the closure better reflects existing actual use. Non-motorized use of these routes would be permitted.

Eliminate mixed use from four routes totaling 2.5 miles. These are short routes that require trailering of ATVs to access. This would provide consistency with adjacent use, reduce confusion over accessibility, and increase enforceability of these routes.

Open three administratively closed routes, totaling one mile, to mixed use traffic to access fishing and motorized dispersed camping opportunities.

Add mixed use to four NFS roads totaling 2.6 miles. This is consistent with adjacent use and will reduce confusion over accessibility and increase enforcement of these routes.

Designate 14 unauthorized routes, totaling 5.7 miles, for motorized use to access fishing and motorized dispersed camping, add connectivity to adjacent BLM routes, or create OHV access from selected developed campgrounds.

Change use on a portion of one non-motorized trail to motorized, totaling 0.2 miles. This would reflect actual use and create a safe pullout and parking area for both motorized and non-motorized trails.

Restrict camping from May 15 through October 1 within ¼ mile each side of Sheep Creek, beginning at the Sheep Creek bridge on FS road 218 (approximately 200 yards from the junction of FS road 218 and State Highway 44) and ending ¼ mile upstream from Palisades Day Use Areas.

2.3.1.2 Vernal Ranger District

Change use on 13 motorized trails to non-motorized trails, totaling 20.5 miles. These routes were identified as having severe resource damage and/or user conflicts, or were receiving such minimal use as to be difficult to locate on the ground.

Administratively close eight NFS roads totaling six miles. These routes were identified as having severe resource damage, or were receiving such minimal use as to be difficult to locate on the ground.

Add mixed use to nine NFS roads totaling 36 miles. This would create connectivity to numerous OHV routes and provide access to Forest from state and BLM roads that allow OHV use.

Change use of two ATV trails to trails open to all vehicles, totaling 2.5 miles. This would better reflect existing actual use and provide access to motorized dispersed camping areas.

Designate 72 existing undesignated routes in the hatched travel area, totaling 19 miles, as motorized routes. These routes access areas with a strong history of motorized dispersed camping.

Designate 11 unauthorized routes totaling 2.3 miles. These routes access areas with a strong history of motorized dispersed camping.

2.3.1.3 Roosevelt/Duchesne Ranger District

Administratively close five NFS roads totaling 3 miles. These roads are receiving such minimal use as to be difficult to locate on the ground access administrative sites only, or are part of a reroute to avoid resource concerns.

Change use on one motorized trail to non-motorized, totaling 0.6 miles. This would reduce resource damage and increase safety.

Remove mixed traffic from one NFS road totaling 0.1 miles. This is consistent with adjacent use and will reduce confusion over accessibility and increase enforcement of these routes.

Add mixed traffic to five NFS roads totaling 1.5 miles. This would reroute OHV traffic off of one motorized trail, reducing resource damage and increasing safety by avoiding a particularly dangerous section of trail. In addition, this designation would provide OHV access from a designated campground and provide consistency with adjacent allowed use.

Designate one unauthorized route totaling 0.1 miles. This routes accesses area with a strong history of motorized dispersed camping.

2.3.2 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 motorized travel within the Vernal District hatched areas and along the Flaming Gorge National Recreation Area (NRA) has led to a proliferation of unauthorized routes.

Many public comments expressed confusion and frustration about the existing condition and No Action Alternative. Many respondents stated that they preferred Alternative A because they wanted continued access to all the routes currently on the ground. As stated earlier, the only area where travel is not currently restricted to NFS roads and trails is within the hatched area. Therefore the existing condition is not the No Action Alternative. The Existing Condition is the actual situation of roads and trails, including unauthorized routes while the No Action Alternative represents the current authorized management situation.

As stated in *Section 1.4 Purpose and Need for Action* about 1,068 miles of known unauthorized routes and 368 miles of undesignated routes (in the hatched areas) occur on the Forest. Unauthorized routes in restricted areas of existing travel plans, and undesignated routes causing resource damage in the hatched areas 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 motorized use consists of the:

- Miles of open Forest system roads by vehicle type and season of use.
- Miles of open motorized Forest system trails by vehicle type and season of use and,
- Miles of all undesignated routes in the hatched areas that are not causing resource concerns.

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.

2.3.3 Alternative A - No Action

This alternative is required by NEPA and serves as a baseline for analyzing effects (40 CFR 1502.14). No Action means one of two things: either (1) that the Proposed Action does not occur, or (2) that there would be no change in current management (FSH 1909.15(14.2)). Because the Forest has existing Travel Management Plans, the No Action Alternative in travel planning would mean "no immediate change." Travel management would continue under the present course of action, summer motorized travel would be guided by the current travel plans for the Flaming Gorge, Vernal, and Roosevelt/Duchesne Ranger Districts (all maps dated June 27, 2005).

This Alternative would retain approximately 1,536 miles of open NFS roads and motorized trails, including approximately 1008 miles of road allowing mixed traffic. Off road motorized dispersed camping access and game retrieval would continue to be allowed up to 300 feet from designated routes.

The 111,805 acre hatched travel area on the Vernal Ranger District would remain open to motorized vehicles on designated routes and existing, undesignated routes as long as resource damage was not occurring. This area totals approximately 10% of the non-wilderness part of the Forest. Finding the resource damage and restricting travel on these routes is difficult at best, as there is no complete inventory of the existing, undesignated routes as mentioned in Chapter 1. However, using analysis of digital orthophotos and infrared photography, it is estimated that approximately 368 miles of existing, undesignated routes are present in the Travel Area. Within these areas, travel impacts may be concentrated, but as described in *Section 1.4 Purpose and Need for Action*, the extent is unknown. Visual observation by Forest field personnel have identified that the number of motorized routes is continuing to increase on a yearly basis.

As with all alternatives, cross-country motor vehicle use is not allowed on the Forest unless meeting specific exemptions outlined in 36 CFR 212.51(a) and described in *Subsection 2.2.1 Features Common to All Action Alternatives* above.

Under the present course of action, the Forest would likely make periodic changes in travel management to correct identified resource problems or public safety issues on a case-by-case basis. Implementation of Forest Plan Standards, Guidelines, and Objectives would continue on a site-specific basis when resource concerns are identified. The Travel Plan would evolve, as it has since 1995, as the Forest continues to meet Forest Plan direction and respond to problems through site-specific analyses, decisions, and actions. Due to the combined requirements of the final motor vehicle management rule and Forest Plan direction to address resource and public safety issues, the No Action Alternative cannot be defined as "no change" over the long term.

Changes to travel management under the No Action Alternative would be incremental and piecemeal, in response to site-specific problems. Whereas under the action alternatives, response would be comprehensive in the form of a revised Travel Management Plan for the Forest that: restricts motorized dispersed camping to within 150 feet of a designated route in Utah; eliminates the hatched travel areas on the Vernal Ranger District that allow motorized vehicles on established, undesignated routes; eliminates the ability to drive off-road up to 300 feet for game retrieval; and prohibits use of motor vehicles off the designated system.

Alternative A - Summary of Forest Totals:

Highway:	**73 miles**
Open Road for street legal vehicles only:	**306 miles**
Open Road allowing mixed traffic:	**1017 miles**
Undesignated Routes in Travel Designation Area:	**368 miles**
Motorized Trail:	**140 miles**
Non-motorized trail:	**767 miles**
Administratively Closed Forest Roads:	**85 miles**

2.3.4 Alternative B – Preferred Alternative

This alternative was proposed by the Forest to meet the purpose and need for a revised Travel Management Plan as described in Chapter 1 and was released as the Proposed Action with the publication of the Notice of Intent (NOI) in November 2007. Public comments received during scoping were directed at this alternative. There have been some changes to this alternative since its publication, with most changes due to completion of field surveys and verification of current conditions. The resulting alternative is the Preferred Alternative.

This alternative responds to the need to provide wheeled motorized access for dispersed recreation opportunities and to provide a diversity of wheeled motorized recreation opportunities. The Preferred Alternative would provide a system of designated roads, motorized and non-motorized trails, and respond to direction provided in the Forest Plan. In addition, this action would meet current law, regulation, and policy. It addresses the possible economic opportunities available to Manila, a small isolated town, located on the edge of the Flaming Gorge reservoir, through development of routes from that community to the National Forest.

This alternative recognizes the importance of dispersed recreation across the forest. It would designate multiple short unauthorized and undesignated routes that currently access those areas where dispersed recreation (i.e. fishing and camping) is occurring. The majority of these routes occur within: 1) the hatched travel area, where motorized use of existing undesignated routes is currently authorized; and 2) along the Flaming Gorge reservoir, where access of fishing and motorized dispersed camping areas has created numerous unauthorized routes. Within this alternative, several undesignated and unauthorized routes would require mitigation prior to appearing on the MVUM. This alternative attempts to reach a compromise of uses between the motorized and non-motorized forest users.

Alternative B is consistent with Forest Plan Standards and the implementation of Forest Plan Standards, Guidelines, and Objectives would continue with this alternative.

This Alternative responds to the Forest needs identified in S*ection 1.4 Purpose and Need* and S*ubsection 1.11.1 Issues Analyzed in Depth* through the following actions:

- Increase miles of designated motorized routes which accommodate OHVs over 50 inches.
- Create longer ATV routes that connect to or are in close proximity to smaller communities.
- Designate motorized dispersed camping opportunities that allow ATV access from the camping area to ATV trail.
- Increase the number of designated loop routes of varying distances.
- Consider alternative routes that may require new construction, if the new route would access a desirable destination; would mitigate an unsafe route; or would mitigate a resource concern.
- Identify motorized dispersed camping opportunities by designating routes that terminate at dispersed camp areas greater than 150 in Utah from current NFS roads and trails.

This Alternative would retain approximately 1,645 miles of open designated roads and motorized trails, including approximately 1,140 miles of road allowing mixed traffic.

Alternative B - Summary of Forest Totals:

Highway:	**73 miles**
Open Road for street legal vehicles only:	**248 miles**
Open Road allowing mixed traffic:	**1140 miles**
Motorized Trail:	**184 miles**
Non-motorized trail:	**795 miles**
Administratively Closed Forest Roads:	**79 miles**

2.3.4.1 Flaming Gorge Ranger District:

On this district, approximately 462 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 329 miles of these roads would be open to mixed traffic use. Alternative B would designate and manage16 miles of trail for vehicles less than 50 inches. Three miles of trail would be designated and managed for all vehicles primarily for access to the NRA for fishing, day use and dispersed camping. Limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails in Utah and 300 feet in Wyoming, as long as it does not result in resource damage. See *Table 2.5.1*

Comparison of Motorized Roads and Trails Between Districts and by Alternative, at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.4.2 Vernal Ranger District:

On this district, approximately 439 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 347 miles of these roads would be open to mixed traffic use. Alternative B would designate and manage 74 miles of trail for vehicles less than 50 inches. Twenty-six miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. See *Table 2.5.1 Comparison of Motorized Roads and Trails Between districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.4.3 Roosevelt/Duchesne Ranger District:

On this district, approximately 561 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 465 miles of these roads would be open to mixed use. Alternative B would designate and manage 40 miles of trail for vehicles less than 50 inches. Twenty-four miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas. See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.5 Alternative C

This alternative responds to issues raised by motorized user groups and county governments. The intent of this alternative is to maximize opportunities for motorized travel by addressing the need to better accommodate current motorized use as well as anticipated future motorized use. It addresses the increasing demand for motorized dispersed camping opportunities and the possible economic opportunities available to Manila, a small isolated town located on the edge of the Flaming Gorge reservoir. This would be accomplished through development of routes from the community to the National Forest.

Alternative C does not include all roads and trails that currently exist on the ground as part of the designated system. Since the Forest does not have a complete inventory of unauthorized and undesignated routes, it would be impossible to consider every route. However, routes identified during the scoping period by field personnel and the public as potential motorized routes were considered. Many unauthorized or undesignated roads and trails have sustainability or manageability issues that preclude inclusion as system routes (e.g. erosive soils that prevent the route from being adequately maintained over time; mitigation or reconstruction requirements whose cost outweighs its benefits; routes that would not provide access to a dispersed site, loop opportunity, or vista; and/or routes that would not contribute to a well-designed system that encourages responsible use).

Although Alternative C is consistent with Forest Plan Standards and the implementation of Forest Plan Standards, Guidelines, and Objectives would continue with this alternative; it does less to minimize maintenance costs and protect Forest resources than Alternatives B, D or E.

This Alternative responds to the Forest needs identified in S*ection 1.4 Purpose and Need* and *Subsection 1.11.1 Issues Analyzed in Depth* through the following actions:

- Increase miles of motorized routes to accommodate OHVs over 50 inches.
- Create longer ATV routes that connect to or are in close proximity to smaller communities.
- Create a diversity of routes that match skill levels.

- Increase designate motorized dispersed camping opportunities that allow ATV access from the camping area to ATV trail.
- Increase the number of loop routes of varying distances.
- Consider alternative routes that may require new construction, but access a desirable destination.
- Maintain roads for public use that end at or access private or Tribal lands.
- Identify motorized dispersed camping opportunities by designating routes that access sites greater than 150 feet in Utah, from current NFS roads and trails.
- Designate short ATV loop routes around or near some motorized dispersed camping areas.
- Mitigation of resource concerns instead of closing routes where possible. Mitigation may include, but are not limited to hardened stream crossings, hardened or sloping road surfaces, barriers which effectively block or redirect motorized traffic, seasonal closures, and interpretive signs.

This Alternative would retain approximately 1,695 miles of open designated roads and motorized trails, including approximately 1,175 miles of road allowing mixed traffic. The designated hatched travel areas on the Vernal Ranger District would be eliminated and replaced with a designated system of roads and trails.

Alternative C - Summary of Forest Totals:

Highway:	**73 miles**
Open Road for street legal vehicles only:	**240 miles**
Open Road allowing mixed traffic:	**1,175 miles**
Motorized Trail:	**207 miles**
Non-motorized trail:	**780 miles**
Administratively Closed Forest Roads:	**60 miles**

2.3.5.1 Flaming Gorge Ranger District:

On this district approximately 467 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 331 miles of these roads would be open to mixed use. Alternative C would designate and manage 23 miles of trail for vehicles less than 50 inches. Four miles of trail would be designated and managed for all vehicles primarily for access to the NRA for fishing, day use and dispersed camping.

Limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails in Utah and 300 feet in Wyoming, as long as it does not result in resource damage.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.5.2 Vernal Ranger District:

On this district approximately 454 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 370 miles of these roads would be open to mixed use. Alternative C would designate and manage 83 miles of trail for vehicles less than 50 inches. Thirty miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.5.3 Roosevelt/Duchesne Ranger District:

On this district, approximately 567 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 474 miles of these roads would be open to mixed use. Alternative C would designate and manage 37 miles of trail for vehicles less than 50 inches. Thirty miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.6 Alternative D

This alternative responds to issues raised by non-motorized users relative to a need for more non-motorized opportunities, as well as conservation groups with concerns about road densities, water quality, the character of undeveloped areas, habitat fragmentation, and protection of critical habitats for wildlife. The alternative addresses associated concerns with noise and safety related to motorized and non-motorized uses in the same area by adding greater emphasis to protection of potential wilderness area and Inventoried Roadless Area characteristics. In addition, this alternative focuses on increased protection of biological and physical resources. This alternative was developed to address specific environmental issues, such as protection of wildlife habitat connectivity through the reduction of road densities.

Alternative D would provide the least miles of motorized road and trail opportunities when compared with the other alternatives. This alternative emphasizes non-motorized recreation opportunities. Alternative D is consistent with Forest Plan Standards and the implementation of Forest Plan Standards, Guidelines, and Objectives would continue with this alternative.

This Alternative responds to the Forest needs identified in *(Section 1.4 Purpose and Need)* and *Subsection 1.11.1 Issues Analyzed in Depth*) through the following actions:

- Reduce road densities by reducing the number of loop and redundant routes. This is important in reducing wildlife disturbance and addressing wildlife needs within critical habitats, such as winter range.
- Reduce user conflicts by reducing or elimination of motorized use in specific areas.
- Reduce the number of dead end routes that terminate in alpine and meadow areas, and/or increase the ease of motorized access into Wilderness.
- Reduce routes that have resource concerns rather than mitigate the concern and continue use.
- Within Utah do not designate routes to access dispersed camping areas greater than 150 feet from the initial route with a few exceptions or are
    - Existing undesignated routes currently within the hatched travel area on the Vernal Ranger District.
    - The areas that have a long history of motorized dispersed camping and the use is not resulting in resource damage at those sites.
- Do not add any unauthorized routes in inventoried roadless areas, unless needed to maintain motorized access to private lands or other special uses such as utilities, power line corridors, range improvements, and culinary water sources.
- Designate non-OHV motorized dispersed camping areas for quiet areas.
- Keep motorized traffic off of dams and spillways.

- Reduce the miles of roads open to the public that end at private lands and may lead to trespass issues.

This Alternative would retain approximately 1,483 miles of open designated roads and motorized trails, including approximately 1,034 miles of road allowing mixed traffic. The designated hatched travel areas on the Vernal Ranger District would be eliminated and replaced with a designated system of roads and trails.

Alternative D - Summary of Forest Totals:

Highway:	**73 miles**
Open Road for street legal vehicles only:	**278 miles**
Open Road allowing mixed traffic:	**1034 miles**
Motorized Trail:	**98 miles**
Non-motorized trail:	**806 miles**
Administratively Closed Forest Roads:	**124 miles**

2.3.6.1 Flaming Gorge Ranger District:

On this district, approximately 420 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 279 miles of these roads would be open to mixed use. Alternative D would designate and manage nine miles of trail for vehicles less than 50 inches. There would be no additional miles of motorized trail designated and managed for all vehicles for access to the NRA for fishing, day use and motorized dispersed camping.

A limited number of existing unauthorized roads would be designated in this alternative; the remaining unauthorized routes would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use. Limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails in Utah and 300 feet in Wyoming, as long as it does not result in resource damage.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative*, at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.6.2 Vernal Ranger District:

On this district, approximately 422 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 309 miles of these roads would be open to mixed use. Alternative D would designate and manage 50 miles of trail for vehicles less than 50 inches. Seven miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

A limited number of existing unauthorized roads would be designated in this alternative; the remaining unauthorized routes would be restricted to non-motorized travel. Limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails, as long as it does not result in resource damage.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative*, at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.6.3 Roosevelt/Duchesne Ranger District:

On this district, approximately 543 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 446 miles of these roads would be open to mixed use. Alternative D would designate and manage 30 miles of trail for vehicles less than 50 inches. Two miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

A limited number of existing unauthorized roads would be designated in this alternative; the remaining unauthorized routes would be restricted to non-motorized travel. No areas would be open to cross-country motor vehicle use and limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails as long as it does not result in resource damage.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.7 Alternative E

This Alternative recognizes the importance of decreasing road densities. However, the alternative limits those areas to specific locations of resource concern, such as sensitive land types, rather than across the districts as contained in Alternative D. This alternative attempts to meet the increasing demand for motorized roads and trails in areas that could support such use. Alternative E would increase road densities in some areas, while reducing them in others. This alternative identifies additional mitigation to reduce impacts from motorized use in order to retain or increase such uses.

This alternative is consistent with Forest Plan Standards and the implementation of Forest Plan Standards, Guidelines, and Objectives would continue with this alternative.

This Alternative responds to the Forest needs identified in *(*see *Chapter 1 1.4 Purpose and Need* and *Subsection 1.11.1 Issues Analyzed in Depth*) through the following actions:

- Use of alternative routes that exclude areas of resource concern and access the same destination.
- Reduce the number of dead end routes that terminate in alpine and meadow areas, and/or increase the ease of motorized access into Wilderness.
- Mitigation of resource concerns instead of closures where possible. Mitigation may include hardened stream crossings, hardened or sloping road surfaces, barriers which effectively block or redirect motorized traffic, seasonal closures, and interpretive signs.
- Within the potential wilderness designate only those existing undesignated routes currently within the hatched travel area on the Vernal Ranger District. These routes should access dispersed camping areas with a strong history of use.
- Designate motorized dispersed camping areas that can be accessed by both ATVs and areas that restrict ATV travel.

This Alternative would retain approximately 1,633 miles of open designated roads and motorized trails, including approximately 1,115 miles of road allowing mixed traffic. The designated hatched travel areas on the Vernal Ranger District would be eliminated and replaced with a designated system of roads and trails.

Alternative E - Summary of Forest Totals:

Highway:	**73 miles**
Open Road for street legal vehicles only:	**264 miles**
Open Road allowing mixed traffic:	**1115 miles**
Motorized Trail:	**181 miles**
Non-motorized trail:	**789 miles**
Administratively Closed Forest Roads:	**69 miles**

2.3.7.1 Flaming Gorge Ranger District:

On this district, approximately 445 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highways 191 and 44. Approximately 305 miles of these

roads would be open to mixed traffic use. Alternative E would designate and manage 22 miles of trail for vehicles less than 50 inches.

Limited motorized access for dispersed camping would be permissible within 150 feet of designated roads and designated motorized trails in Utah and 300 feet in Wyoming, as long as it does not result in resource damage.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.7.2 Vernal Ranger District:

On this district, approximately 445 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 344 miles of these roads would be open to mixed use. Alternative E would designate and manage 78 miles of trail for vehicles less than 50 inches. Twenty-three miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.3.7.3 Roosevelt/Duchesne Ranger District:

On this district, approximately 562 miles of designated roads (open and seasonally open) would be available for public motorized use, including Highway 191. Approximately 466 miles of these roads would be open to mixed use. Alternative E would designate and manage 39 miles of trail for vehicles less than 50 inches. Twenty miles of trail would be designated and managed for all vehicles, primarily for access to dispersed camping areas.

See *Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative,* at the end of this section for a detailed description of changes from Alternative A (Current Condition).

2.4 Alternatives Considered but Eliminated from Detailed Study

Federal agencies are required by NEPA to rigorously explore and objectively evaluate all reasonable alternatives and to briefly discuss the reasons for eliminating any alternatives that were not developed in detail (40 CFR 1502.14). Public comments received in response to the Proposed Action provided suggestions for alternative methods for achieving the purpose and need. Some of these alternatives may have been outside the scope of travel management revision, duplicative of the alternatives considered in detail, or determined to be components that would cause unnecessary environmental harm. Therefore, a number of alternatives were considered, but dismissed from detailed consideration for reasons summarized below.

2.4.1 Do not allow any motorized routes in roadless areas, and include decommissioning all routes within their boundaries

This alternative responds to issues raised by non-motorized users relative to a need for more non-motorized opportunities. This alternative would not authorize the designation of any new motorized routes, including trails, in the roadless areas and would require the closure of existing designated roads to public motorized access. This alternative would address the issue of protection of roadless, potential wilderness and other undeveloped areas, as well as ecosystem protection.

On August 12, 2008 The Federal District Court for Wyoming held that the 2001 Roadless Area Conservation Rule was unlawfully promulgated in violation of the National Environmental Policy Act and

the Wilderness Act. Current Forest Service direction regarding the treatment of Inventoried Roadless Areas affected by the 2001 Roadless Rule holds that National Forest units take no action that would conflict with the court rulings (USDA 2008). However the Forest recognizes the importance of undeveloped areas and has an obligation to consider the effects of the alternatives on the undeveloped character of inventoried roadless areas (IRA) as well as potential wilderness areas. The undeveloped character of these areas was evaluated by the methods mentioned below. No new roads were proposed in any alternative; however over 80% of the Forest is within IRA and many of the FS roads existed prior to the 2001 roadless inventory (see the 1995 Travel Maps available in the Project Record). Many of these roads are cherry-stemmed outside of the roadless areas; however low standard roads do occur inside IRAs due to the inventory protocol in use in 2001. Eliminating all motorized travel within IRAs would fragment the existing transportation system. The 2001 Roadless Rule does not preclude motorized travel on existing system routes in IRAs. Decommissioning all routes within roadless areas would not meet the purpose and need to address current and anticipated recreation needs, nor would it be consistent with adjoining public lands.

In 2004 Forest Service Region 4 provided a protocol for mapping areas to study for wilderness suitability during forest planning. The protocol included additional guidance consistent with the FSH, and was well suited to using GIS tools to produce and adjust the maps. The naming convention for the inventoried areas included a unique number and a place-named undeveloped area. FSH 1909.12_70 was amended in January 31, 2007, with updated handbook direction consistent with the R4 mapping protocol for undeveloped areas. The handbook directs National Forests to use the term potential wilderness in place of undeveloped in inventories, evaluations, and reports.

The 2004 Region 4 mapping protocol was used to complete the Ashley National Forest draft potential wilderness (undeveloped) area inventory in 2005. Earlier roadless inventories were not used to identify potential wilderness areas. A draft evaluation report was last revised in 2008. NEPA direction includes analysis and disclosure of effects to undeveloped character for these potential wilderness areas as well, at this time this step has not been completed.

The 2005 Potential Wilderness Inventory best represents lands on the Forest with potential for wilderness designation, because it is based on current data and takes into account the effects of all existing system roads. A comparison of the 2001 and 2005 inventories showed that IRAs included areas with low-standard system roads present, and/or adjacent to motorized waterways whereas these areas were excluded from the 2005 Potential Wilderness Inventory. For example, the IRAs in Wyoming are narrow and flanked by the Flaming Gorge Reservoir (heavily used by motor boats) on one side, and are crossed by Forest roads leading to the Reservoir. In the South Unit, the Reservation Ridge Backcountry Byway is included in Roadless; the earlier inventory criteria did not result in removing this route from the inventory. Lands with this level of effects from motorized uses and other management are typically not assessed as having wilderness attributes, and do not meet current potential wilderness inventory criteria.

Therefore this document discusses effects to wilderness potential by Potential Wilderness Area in recognition of the high degree of public interest in the 2001 Roadless Inventory. See Appendix C for maps with the 2005 potential wilderness inventory and the 2001 roadless inventory. Appendix C also displays analysis for roadless inventory lands and wilderness potential in tabular format by listing proposals that are in either or both inventories, and area analysis for potential wilderness areas.

2.4.2 Restrict motorized dispersed camping to designated sites only

This alternative responds to the issues raised by the environmental community that were concerned that increased demand for motorized dispersed camping on the Forest would cause unacceptable levels of resources damage unless greater managed. This alternative does not respond to the Forest Plan desired conditions of creating opportunities for motorized dispersed camping.

This alternative is not feasible, as it would require the need to sign and map all potential dispersed camp sites and most likely would require the hardening of sites to reduce effects of concentrated use.

Designating the sites would lead to an expectation from the public of further maintenance and more facilities would be required to meet the sanitary needs of concentrated camping. The Ashley National Forest has neither the budget nor the personnel to administer such a program.

Development and designation of motorized dispersed camping sites is considered beyond the purpose and need of this planning effort.

2.4.3 Use the Uintah County Recreation Travel Management Plan as an alternative

During the comment period for the draft EIS, Uintah County officials expressed a desire to see the entire County Travel Plan included as a stand-alone alternative. This proposal was considered but not carried forward in the FEIS because adopting the County Plan in its entirety would be inconsistent with the purpose and need for this project, existing management direction in the Forest Plan and other recreation program documents, and designation criteria in the Travel Management Rule. The County Travel Plan includes many existing unauthorized routes that are infeasible due to resource concerns or the potential for user conflicts, as well as requiring a high investment in maintenance, mitigation and administration. However, the County Travel Plan also includes routes that would be sustainable and meet project objectives. Instead of adding it as a separate alternative, Forest Service team members met with County officials to determine which routes in the County Travel Plan were both feasible and a high priority for consideration. This review showed that many of the routes identified as high priority by County officials were already included in one or more existing alternatives. Others were addressed by incorporating modifications to existing proposals into the final EIS (for example, to provide alternate access to dispersed camping on the west side of Paradise Reservoir).

2.5 Comparison of Alternatives

This section provides a summary of the effects of implementing each alternative. Information in the table is focused on activities and effects where different levels of effects or outputs can be distinguished quantitatively or qualitatively among alternatives.

Table 2.5.1 Comparison of Motorized Roads and Trails Between Districts and by Alternative					
Flaming Gorge Ranger District	Alt A	Alt B	Alt C	Alt D	Alt E
Open Road: Street Legal Vehicle	145	133	136	141	140
Open Road: Mixed Traffic	270	329	331	279	305
Motorized Trail- Open to all Vehicles	0	3	4	0	0
Motorized Trail - Open to ATV and Motorcycle	13	16	23	9	22
Non-motorized Trail	128	131	128	131	129
Administratively Closed Forest Roads	28	27	26	32	28
Vernal Ranger District	Alt A	Alt B	Alt C	Alt D	Alt E
Open Road: Street Legal Vehicle	130	92	84	113	101
Open Road: Mixed Traffic	293	347	370	309	344
Motorized Trail- Open to all Vehicles	0	26	30	7	23
Motorized Trail - Open to ATV and Motorcycle	87	75	83	50	78
Non-motorized Trail	198	222	215	233	219
Administratively Closed Forest Roads	39	36	20	57	27
Hatched Travel Area	368	0	0	0	0
Roosevelt/Duchesne Ranger District	Alt A	Alt B	Alt C	Alt D	Alt E
Open Road: Street Legal Vehicle	104	96	93	97	96
Open Road: Mixed Traffic	454	464	474	446	466
Motorized Trail- Open to all Vehicles	0	24	30	2	20
Motorized Trail - Open to ATV and Motorcycle	39	40	37	30	39
Non-motorized Trail	442	442	437	442	441
Administratively Closed Forest Roads	18	16	15	35	15

Recreation Issue 1

Travel route designations may affect opportunities for motorized and non-motorized recreation activities.

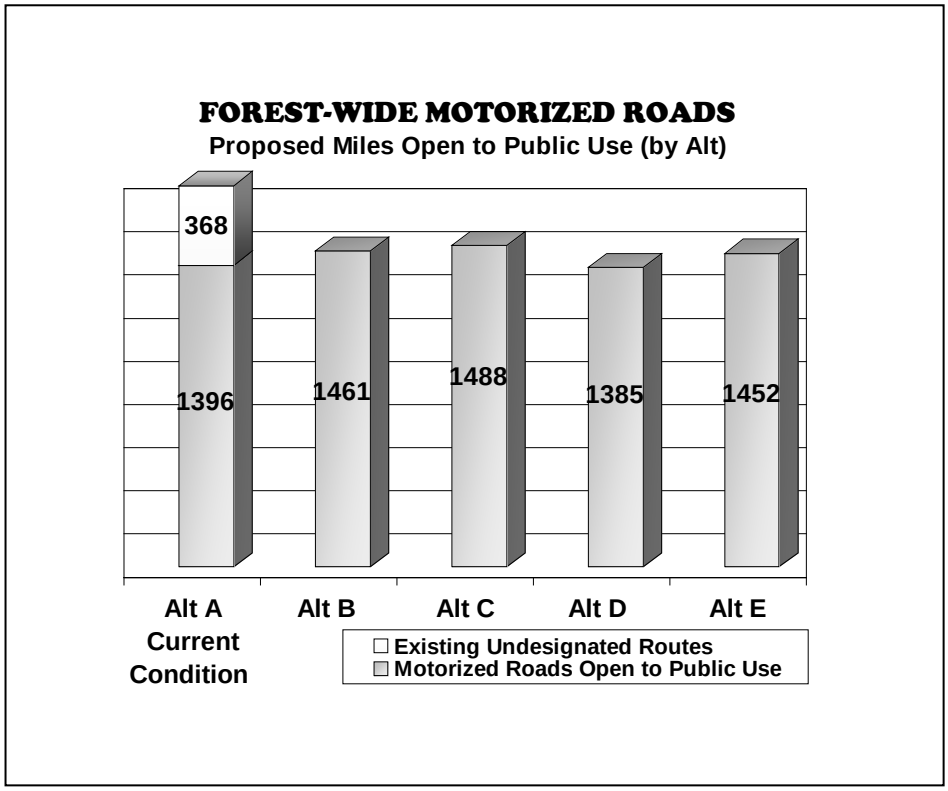


Figure 2.5.1: Miles of motorized roads

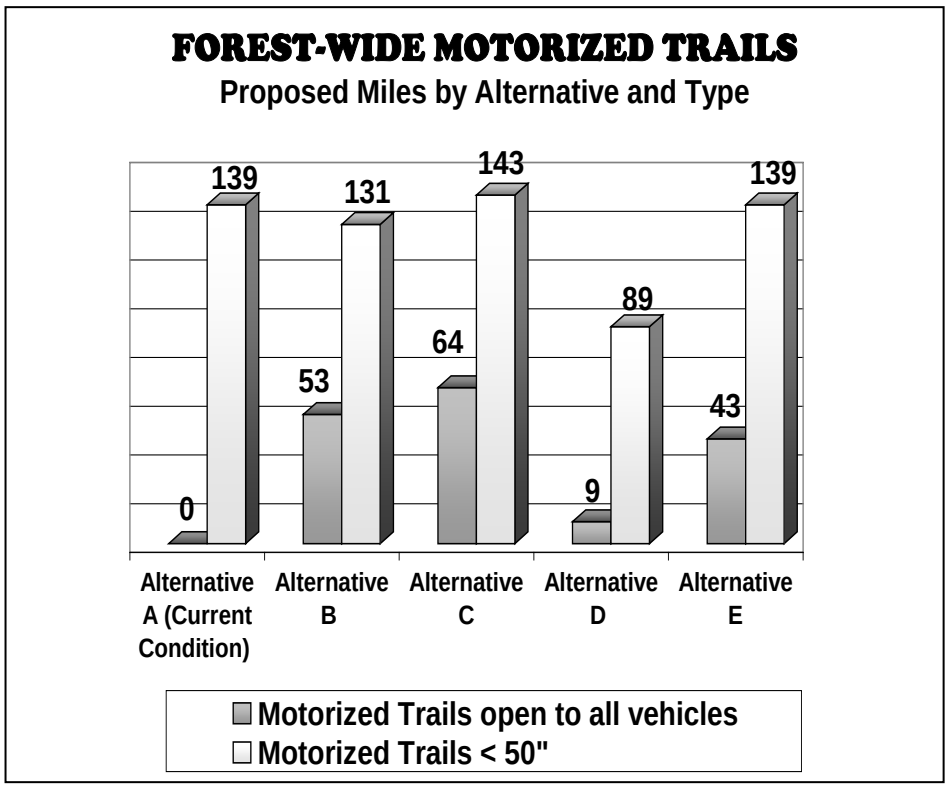


Figure 2.5.2: Miles of motorized trails

This page intentionally left blank

TABLE 2.5.2 COMPARISONS OF THE EFFECTS OF IMPLEMENTING ALTERNATIVES BY RESOURCE ISSUE AND MEASUREMENT INDICATOR					
	Alternative A	**Alternative B**	**Alternative C**	**Alternative D**	**Alternative E**
Recreation Issue 1: Travel route designations may affect opportunities for motorized and non-motorized recreation activities.					
Miles of open road and seasonally open NFS road by designation	1764 [1]	1461	1488	1385	1452
Miles of ATV trail restricted to motor vehicles with an width < 50 inches	140	131	143	89	138
Miles of motorized trail open to all vehicles	0	53	64	9	43
Miles of non-motorized trails	767	795	780	806	789

[1] Amount includes 368 miles of existing undesignated routes contained within Vernal District hatched travel area.

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Recreation Issue 2: Miles of Route and Square Miles Area of Potential Motorized Dispersed Camping Areas by Recreation Niche Areas					
Flaming Gorge Recreation Niche Area (Portion in Wyoming)	276 miles of route = 30 square miles of area	288 miles of route = 32 square miles of area	286 miles of route =17 square miles of area	250 miles of route = 27 square miles of area	270 miles of route = 30 square miles of area
Vast Backyard Recreation Niche Area	959 miles of route = 105 square miles of area	976 miles of route = 59 square miles of area	948 miles of route = 57 square miles of area	904 miles of route = 54 square miles of area	974 miles of route = 59 square miles of area
Rugged Backcountry Recreation Niche	141 miles of route = 15 square miles of area	145 miles of route = 9 square miles of area	156 miles of routes = 9 square miles of area	120 miles of routes = 7 square miles of area	155 miles of routes = 9 square miles of area
Recreation Issue 3: Travel management may affect the safety of recreationists due to the amount, location and designation of motorized and non-motorized roads and trails.					
Miles of road allowing mixed traffic (includes unlicensed drivers over the age of seven).	1017	1137	1169	1037	1110
Recreation Issue 4: Travel management may affect road and trail program costs					
Costs to program management	No change. However, existing maintenance costs are based on budget availability which typically have not kept up with maintenance needs	Estimated increase of $120,000 over alternative A - based on amount of increased miles of designated roads and trails.	Estimated highest cost increase of all alternatives at. $150,000 over alternative A - based on amount of designated road and trail miles.	Initial higher increase in costs to complete signage and reflect changes and provide barriers to restrict use. However, this alternative would have the lowest long-run cost with the least miles of roads and trails to maintain.	Estimated increase of $90,000 over alternative A - based on amount of increased miles of designated roads and trails. May incur higher short run costs that alts. B and C due to closure of routes with signage and barriers.

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Recreation Issue 5 (enforcement): Incorporation of designated routes by themselves will not necessarily accomplish the goals of the Travel Management Plan unless enforcement concerns are considered.					
Enforceability of route designations and closures and development of the MVUM	No change. Existing compliance and enforcement issues would remain, including: lack of clarity in Vernal hatched travel area, adherence to 300 foot rule, and unauthorized use off of designated routes on the Flaming Gorge NRA would continue.	Possible improvements in enforceability as availability of more OHV opportunities may encourage compliance with Travel Plan. Designation of mixed use roads may also discourage use of unauthorized parallel routes.	Possible improvements in enforceability as availability of more OHV opportunities may encourage compliance with Travel Plan. Designation of mixed use roads may also discourage use of unauthorized parallel routes.	Most challenging to enforce with highest amount of closures and fewer available OHV opportunities. Limited dispersed camping opportunities may result in frequent non-compliance as this is a popular use in niche areas.	Similar to Alt. D, Alt. E would be slightly more challenging to enforce than Alts. B or C because it accommodates a limited number of dispersed camping areas relative to historical use, and incorporates fewer OHV opportunities. This may result in more frequent incidents of non-compliance.
Soils Issue 1 (soil degradation): Motorized travel (including access to motorized dispersed camping) in areas of sensitive soils such as meadows and alpine may loss of soil productivity and result in detrimental disturbance to soil resources.					
Miles of open motorized route traversing through alpine, meadows and other open land types with sensitive soils					
Alpine	7	12	14	4	13
Meadows and stream corridors	57 [*2]	49	49	44	48
Other open areas with sensitive soils	11	12	12	9	12

[2] Amount includes 10 miles of existing undesignated routes contained within Vernal District hatched travel area.

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Water Issue 1 (water quality): Water resources may be affected due to increased erosion, degraded soil productivity, compaction, and delivery of sediment into streams.					
Miles of unpaved motorized route within 300' of perennial streams	116	95	100	89	95
Miles of unpaved motorized route within 300' of lakes greater than 1 acre	49	65	67	46	55
Miles of unpaved motorized route crossing mapped meadow and riparian habitat	55	47	48	41	46
Miles of unpaved motorized route encroaching on perennial streams	11	8	9	7	8
Number of crossings of perennial streams by unpaved motorized routes	228	189	200	179	189
Miles of unpaved motorized route within surface water protection zones 1-2 of municipal watersheds	170	145	152	135	147

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Miles of unpaved motorized route within groundwater protection zones 1-3 of municipal watersheds	66	66	67	57	66
Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds	192	199	202	191	197
Wildlife Issues 1 and 2 (Disturbance, habitat loss and fragmentation) Motorized travel on roads and trails may adversely affect threatened, endangered, and Forest Service Sensitive Species.					
Effects to Threatened and Endangered individuals and populations	No effect to Black-footed Ferret and Yellow-billed Cuckoo May affect, not likely to adversely affect Canada Lynx and Mexican Spotted Owl				
Impact to Sensitive species individuals and populations	No Impact to Trumpeter Swan and Common Loon May impact individuals, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species for the following species: Bald Eagle, Northern Goshawk, Peregrine Falcon, Boreal Owl, Great Gray Owl, Flammulated owl, Northern Tree-toed Woodpecker, Greater Sage-grouse, Spotted Bat, Townsend's Big-eared Bat, Pygmy Rabbit, and Wolverine,				

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Wildlife Issue 3 (big game habitat and disturbance): Motorized travel may affect summer and winter big game (elk and deer) habitat and increase vulnerability during hunting season.					
Density (mile/mile^2) of open NFS roads and motorized trails within critical elk habitat (winter range and critical summer range).	0.87	0.89	0.93	0.87	0.91
Acres of critical elk habitat affected by motorized travel. (261,557 acres of critical habitat)	915	926	938	917	934
Density (mile/mile^2) of open NFS roads and motorized trails within critical deer habitat (winter range and critical summer range).	0.82	0.86	0.89	0.82	0.86
Acres of critical deer habitat affected by motorized travel. 165,147 acres of critical habitat.	565	578	586	566	577

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator					
	Alternative A	**Alternative B**	**Alternative C**	**Alternative D**	**Alternative E**
Potential Wilderness Areas: Changes to motorized travel opportunities within Potential Wilderness Areas could affect its characteristics.					
Total miles of roads and trails designated for motorized travel in potential wilderness area with consideration for travel currently allowed on undesignated and unauthorized routes in Alternative A	151 [3]	96	114	51	93
Relative area available for dispersed vehicle camping by alternative	300 ft from designated and existing undesignated routes. Many PWA boundaries are along roads, and dispersed camping from them occurs within the IRA	150 feet off designated motorized roads and some motorized trails in Utah and 300 feet in Wyoming.	150 feet off designated motorized roads and some motorized trails in Utah and 300 feet in Wyoming.	150 feet off designated motorized roads and some motorized trails in Utah and 300 feet in Wyoming.	150 feet off designated motorized roads and some motorized trails in Utah and 300 feet in Wyoming.

[3] Amount includes 49 miles of existing undesignated routes contained within Vernal District hatched travel area and within PWA.

Table 2.5.2 Comparisons of the Effects of Implementing Alternatives by Resource Issue and Measurement Indicator

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Economics Issue 1: Travel management may affect the economy of small communities. OHV opportunities on the Forest may lead to economic benefits in Manila and other parts of Daggett County if routes are available that connect communities to those OHV opportunities.					
Effects to Daggett County and businesses within the county	An administratively closed road from Long Park Reservoir to the Forest boundary on the north would be open to mixed 4WD travel under Alternatives B, C, and E. This route, if connected to Manila via other routes crossing BLM and private lands, could bring additional expenditures on services (restaurants, gas, over-night accommodations) to Manila. Though not measurable, this change would be considered a positive economic effect for Daggett County. However, the change would be too small to discern as an economic contribution to the combined county area.				
Economics Issue 2: Travel Management has the potential to affect overall economics of communities.					
Effects to overall economics of the area	All of the action alternatives would prohibit motorized travel on some existing routes where motorized travel is presently occurring. None of the alternatives are likely to change recreational opportunities enough to change number of visitors, or the number of visitors participating in activities that produce higher or lower expenditures in the area as a whole.				
Effects to specific business types	Regardless of alternative, the same types of activities will remain available to visitors. All action alternatives would result in some reduction in routes available for motorized travel. None of the alternatives close enough routes to result in a "shortage" that is likely to discourage people from motorized road or trail travel. This is also true for dispersed camping opportunities. Little change in spending at local businesses is expected due to the implementation of any of the action alternatives, except the potential for businesses in Daggett County discussed in the above section.				

Cultural Resource Issue 1: Designating new routes for motor vehicle use may directly result in adverse effects to cultural resources.					
Approximate Number of Known Eligible[4] Sites Directly Affected by New or Changed Motorized Routes	N/A	35	38	22	33
Cultural Resource Issue 2: Designating new routes for motor vehicle use may increase access to cultural resource sites. Increased access to cultural resource sites may lead to indirect adverse effects, such as vandalism, unauthorized collecting, and increased erosion.					
Approximate Number of Known Eligible Sites Indirectly Affected by New or Changed Motorized Routes	N/A	20	22	14	18

[4] Includes known sites listed on the National Register of Historic Places (NRHP), as well as sites determined eligible for the NRHP, and sites still unevaluated for the NRHP. Because many of the routes are not yet surveyed for cultural resources, these numbers are likely to increase as identification efforts precede.

This page intentionally left blank

CHAPTER 3 – Affected Environment and Effects Analysis

3.1 Recreation Resources

3.1.1 Introduction

Motorized use as a recreation activity is a legitimate and appropriate way for people to enjoy the Ashley National Forest, in the right places and with proper management. Over the past few decades, the availability and capability of off-highway vehicles (OHV) has increased tremendously. Locally, OHV registrations increased by 616% in the Uintah Basin from 1998 to 2008 (UT State Department of Motor Vehicles). More Americans are enjoying access and recreational opportunities on their National Forests and Grasslands, in keeping with the Forest Service's multiple use mandates. Today, unmanaged recreation, including impacts from off-highway vehicles, represents one of four key threats facing the nation's Forests and Grasslands. Improper OHV use and ineffective management negatively impact other Forest resources such as soils, water quality, wildlife habitat, cultural features, and other recreation uses. Policies must be adapted to accommodate an increasing number of OHV users on National Forest System lands. This can be accomplished through a sustainable system of designated routes and areas for motor vehicle use.

Developing a *sustainable* network of Forest system roads and trails is crucial, as conditions on the Ashley National Forest have proven that motorized trails have been designated to create additional recreation opportunities for motorized use, but years later resulted in resource and safety concerns due to poor route selection and a lack of maintenance. The history of a majority of system roads and trails on the Forest were for utilitarian purposes, to access sites such as timber sales, grazing developments, dams, and headgates. The consideration of recreation as a resource came much later. As the travel network became increasingly used for recreation in combination with their original purposes, conflicts and resource issues developed.

Motorized trails have different design parameters and maintenance requirements than non-motorized system trails and this fact needs to be considered when designating additional motorized trail opportunities (FSH 2309.18). Designation of additional Forest system roads and trails will be evaluated to assure that they occur in appropriate locations and remain sustainable, motorized routes requiring basic maintenance for several years into the future.

The National Visitor Use Monitoring (NVUM) results for the Ashley National Forest indicate that the Forest receives over 1 million visits per year and that the top five activities surveyed-visitors participated in most were viewing natural features, relaxing, viewing wildlife, fishing, and hiking/walking. Motorized activities such as driving for pleasure were almost in the top ten, but OHV use did not receive high participation among surveyed visitors (4%), and ranked 18 out of 25 in activities that visitors participate in while on the Forest. However, participation in OHV use did increase between NVUM survey years. Another study looked at all public lands within the state of Utah and had similar participation in activities, but ATV riding ranked much higher on the list at number 8 out of over 30 activities.

These figures indicate that motorized recreation activities such as OHV use are continually increasing. However, OHV use is not the dominant recreational activity on the Ashley National Forest. There should be an appropriate level of both motorized and non-motorized recreation opportunities—reflected in an array of settings throughout the Forest where visitors recreate. Striking a balance between motorized and non-motorized recreation while designating a sustainable motorized travel system will be an integral part of the Motorized Travel Plan process.

3.1.2 Scope of the Analysis

The geographic scope for the detailed assessment of recreation condition and potential effects includes the entire Forest, with the exception of the High Uintas Wilderness Area (HUWA). There is no detailed assessment of recreation resources within the HUWA because there are no proposals being considered within the Wilderness. Five issues will be examined in depth with regard to recreation resources. For organizational purposes, the Recreation Niche Areas for the Forest will be used to manage the analysis of recreation resources (See Figures 3.1.1 through 3.1.3). The Forest Recreation Site Facility Master Plan (RSFMP) is a framework to guide the Forest in providing a quality, sustainable recreation program, and describes the vision ("niche") for the overall Forest recreation program. The niche provides a broad overview of the Forest's recreation resources, program priorities by area, and unique opportunities. The niche description focuses on who visits the Forest, what draws the majority of visitors to the Forest, and what makes the Forest a recreation destination. Recreation niches are described in more detail in section 3.1.5 Recreation Site Facility Master Planning/Recreation Niche.

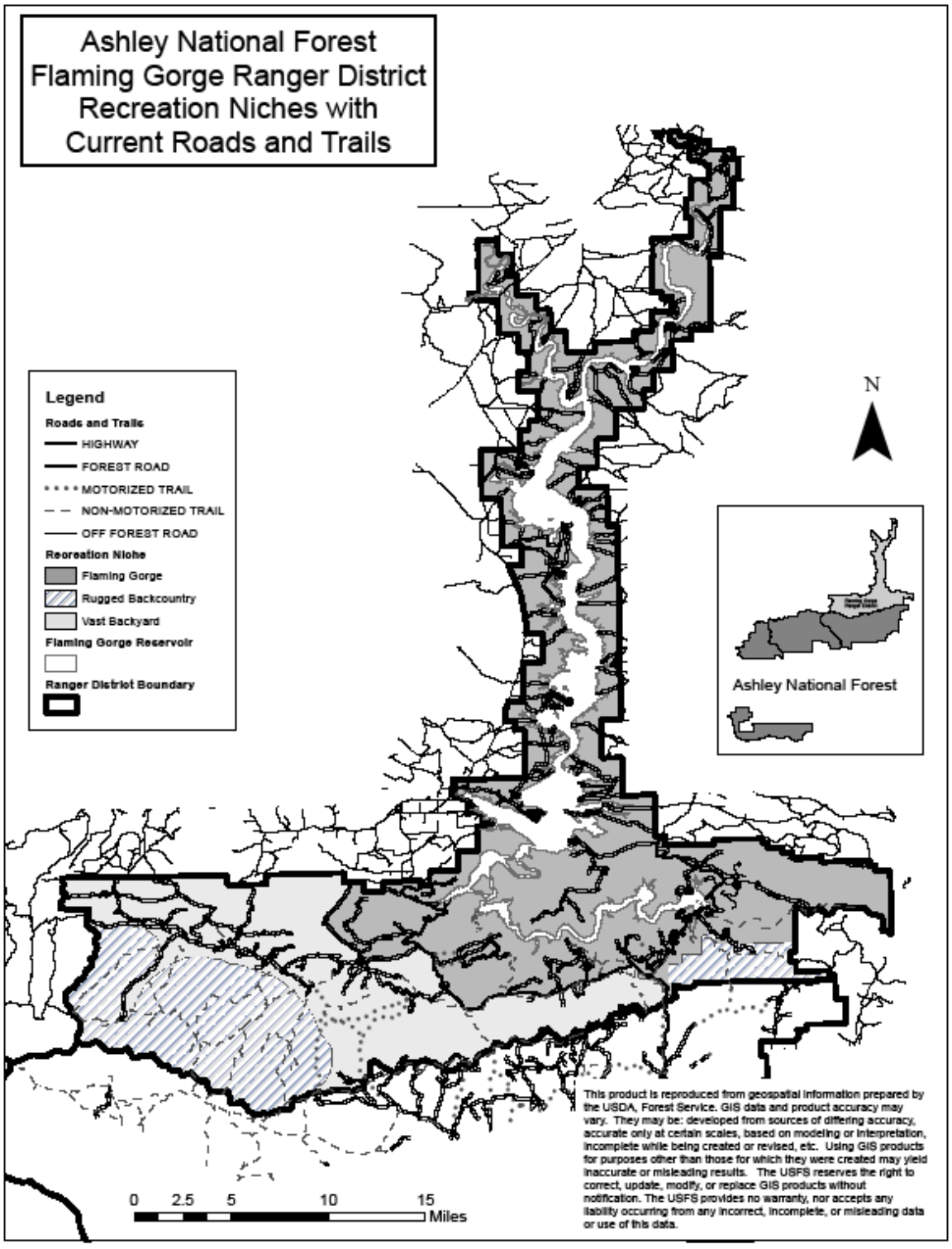
The analysis for recreation resources was developed utilizing a combination of field visits, interdisciplinary field reports, and Forest GIS data.

Identifying and tracking proposals - Over 1200 route changes were proposed during scoping. In order to track each proposed route or route change each proposal was given a unique number that was used to track that particular proposal throughout the process. The number was used to identify which district the route was on followed by three numbers randomly assigned to that proposal.

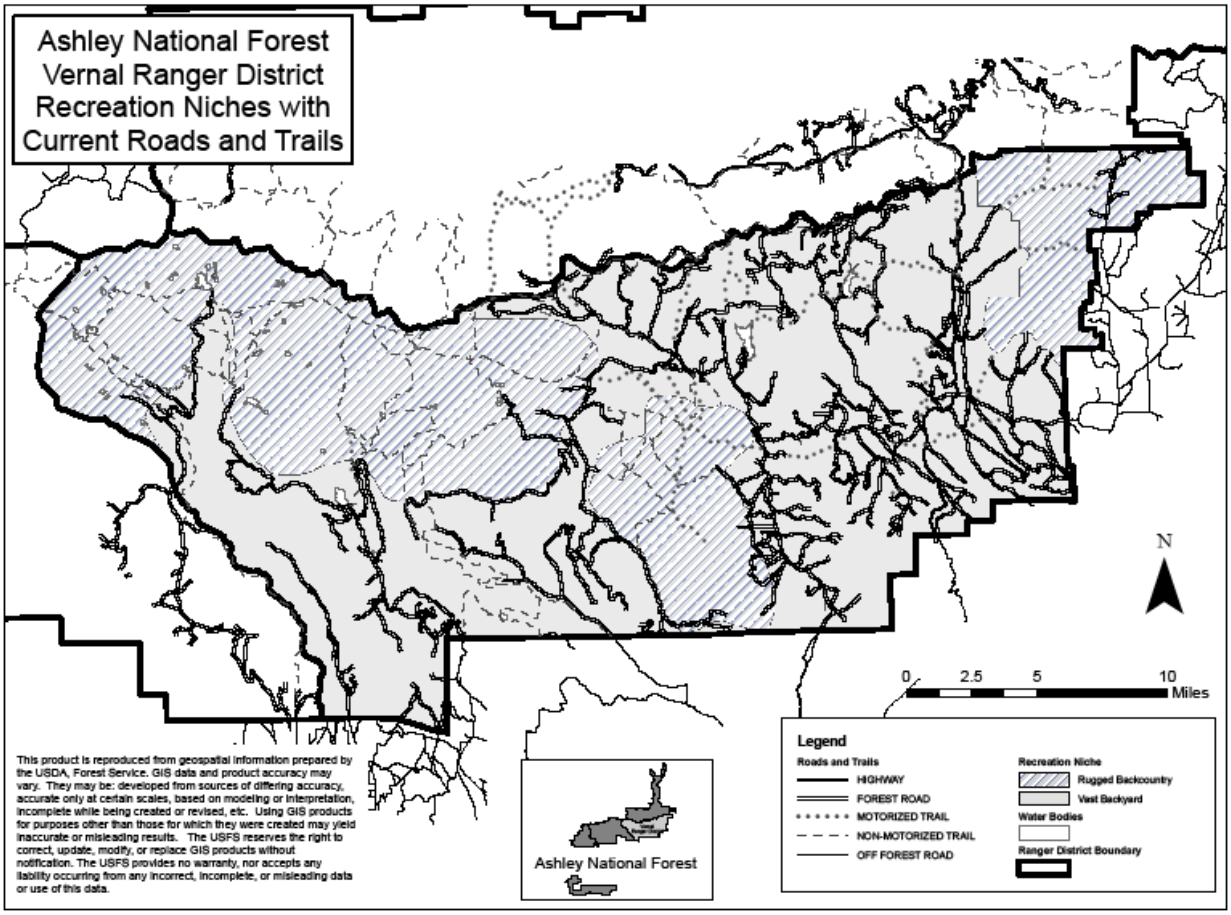
- Flaming Gorge Ranger District proposals start with the number "1" followed by three numbers.
- Vernal Ranger District proposals start with the number "2" followed by three numbers
- Roosevelt/Duchesne Ranger District North Unit proposals start with the number "3" followed by three numbers.
- Roosevelt/Duchesne Ranger District South Unit proposals start with the number "4" followed by three numbers.

(i.e. 1001 was the first proposal assigned an identifier on the Flaming Gorge Ranger District, 2040 was the fortieth proposal assigned an identifier on the Vernal Ranger District). The proposals in each district were assigned the identifier randomly and not according to status or ranking.

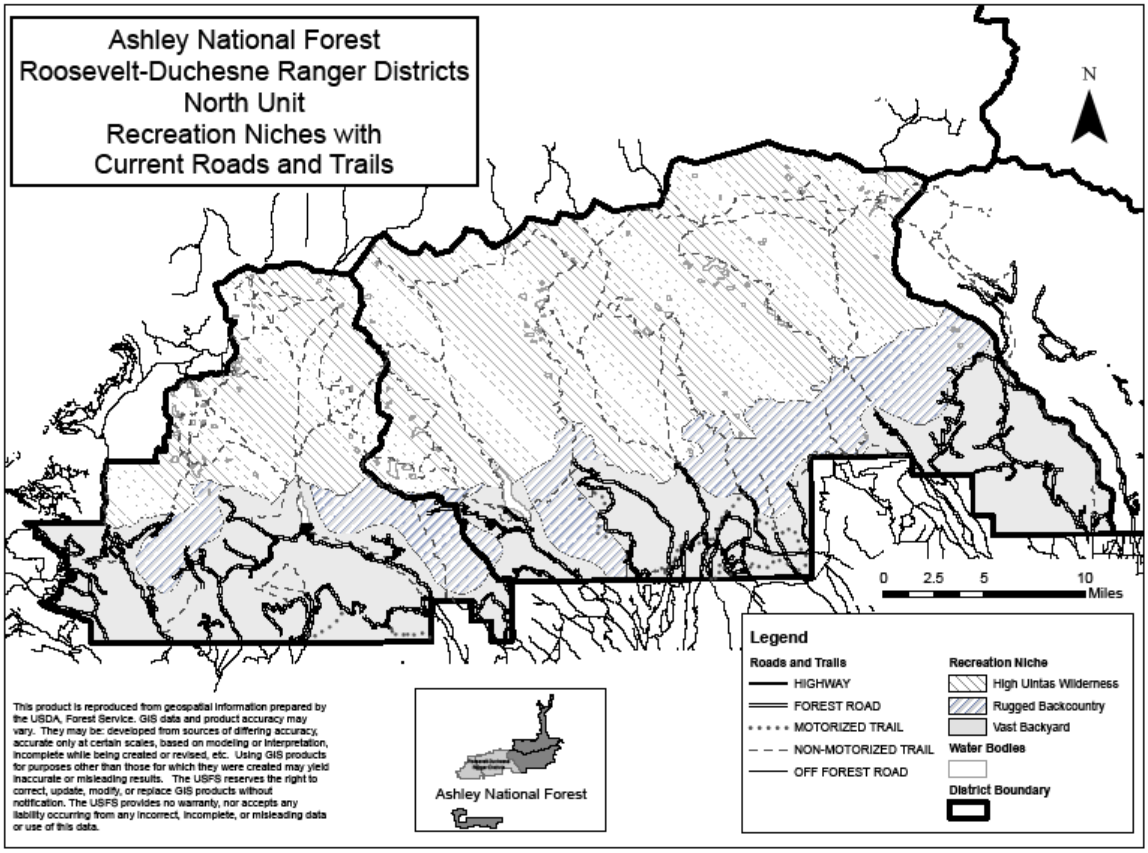
Forest Recreation Niche Areas—Flaming Gorge Ranger District (D1)



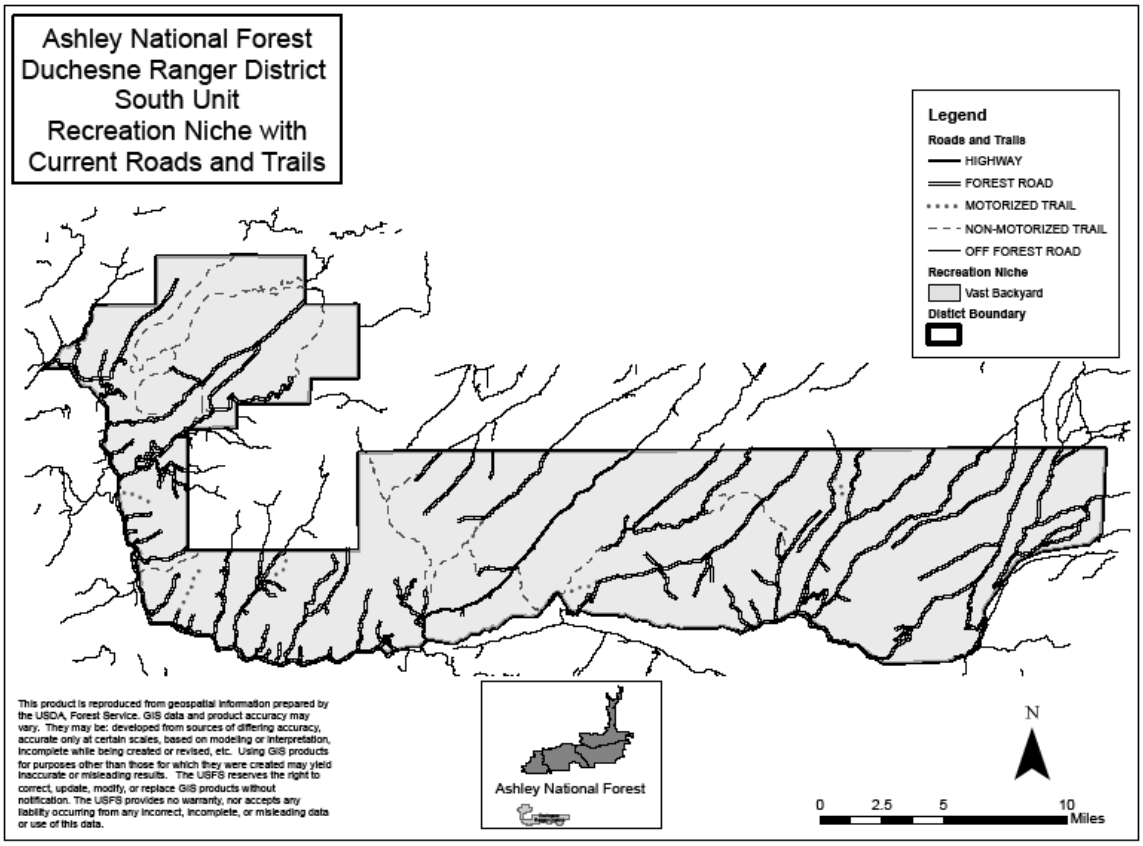
Forest Recreation Niche Areas—Vernal Ranger District (D2)



Forest Recreation Niche Areas—Roosevelt/Duchesne Ranger District North Unit



Forest Recreation Niche Areas—Roosevelt-Duchesne Ranger District (South Unit-D4)



3.1.3 Issues and Indicators

3.1.3.1 Recreation Issue 1 (Conflicts) -

Travel route designations affect opportunities for both motorized and non-motorized recreation activities. The types, amount, and characteristics of the routes affect the experience of the forest user. Introducing new recreation activities or restrictions into an area could create conflicts. For example, non-motorized users generally seek areas that offer tranquility, away from the noise and dust that could accompany motorized activity, such as ATV use.

Indicators

- Miles of open NFS road by designation
- Miles of ATV trail (restricted to motor vehicles with an axel width less than 50 inches)
- Miles of motorized trails open to all vehicles
- Miles of non-motorized trails

3.1.3.2 Recreation Issue 2 (Limiting Motorized Dispersed Camping)

Limiting motorized dispersed camping to 150 feet from designated routes in Utah, may affect the experience and/or reduce the availability of areas to camp.

Unless signed otherwise, motorized dispersed camping may currently occur on the Forest up to 300 feet from a designated route, as long as resource damage does not occur. Motorized dispersed camping is a very popular recreational activity on the Forest and restricting motorized dispersed camping to 150 feet from designated routes may reduce available and desirable sites. It could also alter settings, create crowding, and impact the overall recreation experience of Forest visitors in Utah.

Indicators

- Miles / square miles of routes where motorized dispersed camping may occur, by Recreation Niche Areas.

3.1.3.3 Recreation Issue 3 (Safety)

The amount, location, and designation of motorized and non-motorized roads and trails may affect the safety of Forest visitors. For example, roads that are open to mixed traffic allow for travel by large vehicles pulling trailers, as well as ATV's operated by inexperienced drivers, such as children over the age of eight who have completed a safety course.

Indicators

- Miles of road allowing mixed traffic

3.1.3.4 Recreation Issue 4 (Costs)

Travel management affects road and trail program costs. Implementing and managing the travel plan will require signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails. The cost of these activities may be prohibitive to adding new routes or routes that would require high maintenance or mitigation costs.

Indicators:

- Costs to program management

3.1.3.5 Recreation Issue 5 (Enforcement)

Incorporation of designated routes by themselves will not necessarily accomplish the goals of the Travel Management Plan unless enforcement concerns are considered.

Indicators

- Enforceability of route designations and closures and development of the motor vehicle use map (MVUM).
- Number, style, and location of physical barriers to restrict motorized vehicles.

3.1.4 Forest Plan Direction

The Forest Plan goals, objectives, and standards and guidelines define the direction of the forest-wide management, specify management activities, and describe conditions to be maintained or achieved through management activities (Forest Plan, p. IV-1). The following are the Forest Plan goals, objectives, and standards and guidelines that apply to recreation resources throughout the forest. All action alternatives are consistent with Forest Plan management direction.

3.1.4.1 Goals:

- Provide a broad range of recreation opportunities within land capabilities and according to recognized public need (Forest Plan p. IV-14).

3.1.4.2 Objectives:

- Allow public access and manage all travel to protect other resources, provide for public safety, and minimize conflicts with other users (Forest Plan pp. IV-14-16).
- Manage motorized dispersed recreation use to avoid resource deterioration, improve economic efficiency and provide for public safety (Forest Plan p. IV-17).
- Provide areas and opportunities for all types of recreation user experience (Forest Plan p. IV-18).
- Manage Research Natural Areas to prevent site deterioration (Forest Plan p. IV-18).

3.1.4.3 Standards and Guidelines:

Implement the Forest District Travel Plan. Review annually and revise if necessary, using the following guidelines.

- Obliterate unnecessary roads or trails and exclude them from the Forest's transportation system.
- Areas may be closed or restricted to:
    - Protect the public in concentrated use areas
    - Protect unique resources (i.e. cultural, geologic)
    - Protect natural resources and prevent damage to the natural values or functions of the ecosystems
- Achieve a variety of recreational opportunities
- Separate identified conflicting recreation uses whenever possible by public communication, signing, travel maps and enforcement, when necessary
- Provide improved travel plans, signing and enforcement
- Allow dispersed recreation at a level where site deterioration does not occur

3.1.4.4 Direction:

Forest Plan direction for recreation is encompassed by Management Area (MA). A complete list of the current condition of all MAs can be found in the Recreation Resource Report Appendix A (available in the Project Record). The following MAs are where the majority of current routes and proposed changes to current management of roads and trails will occur.

- **Management Area Prescription "f"—**Dispersed Recreation Roaded. The MA includes areas receiving a variety of uses in a variety of landforms and vegetation types located throughout the Forest in a roaded environment (Forest Plan p. IV-7).
    - Visual Quality Objectives (VQO) at inventoried standards. Dispersed recreation is favored over other resources. Travel plan will be used to protect resources while permitting access (Forest Plan p. IV-7).
    - Maintenance at high levels (3 or 4) on main roads (Forest Plan P IV-8).

- **Management Area Prescription "g"—**Undeveloped Dispersed Recreation Unroaded. The area contains a variety of timbered and non-timbered lands between mid and high elevations (Forest Plan p. IV-7).
    - District Travel Plan will be used to resolve conflicting uses (Forest Plan p. IV-7).
    - No road construction. Facilities may be constructed for public safety, convenience, and protection of the site (Forest Plan p. IV-8).
- **Management Area Prescription "n" –** Range of Resource Uses and Outputs. Commodity production modified for amenity production. This MA is found throughout the Forest and prescribes resource protection as needed outside of the NRA.
    - Resource protection as needed (Forest Plan p.IV-10).
    - Access may be controlled to enhance wildlife habitat (Forest Plan p.IV-10).

3.1.5 Recreation Site Facility Master Planning/Recreation Niche

The Forest Recreation Site Facility Master Plan (RSFMP) is a framework to guide the Forest in providing a quality, sustainable recreation program, and describes the vision ("niche") for the overall Forest recreation program. The niche provides a broad overview of the Forest's recreation resources, program priorities by area, and unique opportunities. The niche description focuses on who visits the Forest, what draws the majority of visitors to the Forest, and what makes the Forest a recreation destination.

The Forest developed four characteristic settings, "Recreation Niche Areas," that best describe recreation opportunities by geographic area on the Forest. Acres and percentage of recreation niches within the Forest are shown in Table 3.1.1. The Recreation Niche Areas will be used to analyze recreation resources under each alternative for the Travel Plan.

Table 3.1.1 Size of Recreation Niche Areas on the Forest

RECREATION NICHE AREA	ACRES	PERCENT OF FOREST
Flaming Gorge	217,090	14%
Vast Backyard	644,880	40%
Rugged Backcountry	292,040	18%
High Uintas Wilderness	453,670	28%

3.1.5.1 Recreation Opportunity Spectrum (ROS)

ROS is a framework used by the Forest Service to describe a range of recreation activities, settings and experiences. Areas on the Forest are assigned to one of six ROS classes: (1) primitive, (2) semi-primitive non-motorized, (3) semi-primitive motorized, (4) roaded natural, (5) rural, and (6) urban. Each class is characterized by the types of activities likely to occur there (for example, motorized recreation vs. foot and horse travel), the setting (natural vs. modified or developed by man) and the type of experience a person has in that area (a feeling of isolation and personal challenge, vs. a more comfortable and social experience).

The Forest ROS inventory can be used to characterize recreation values for a project area, and describe how those values might be altered if a project were implemented. It is a tool for analyzing effects that are often hard to quantify, and provides a more accurate description of the trade-offs involved in a project. (Refer to Appendix C in the Recreation Resources Report available from the Project Record for maps of the inventoried ROS Classes on the Forest.)

3.1.6 Affected Environment

3.1.6.1 Current Trends and Recreation Use on the Forest

With over one million visitors, the Ashley National Forest developed its primary recreation niche, "Big Fish, Ancient Rocks" to describe the vision for the overall Forest recreation program and as a guide in providing quality, sustainable recreation. It is no surprise that about one-third of Forest visitors participate in fishing and that the majority of Forest visitation occurs on the Flaming Gorge National Recreation Area where popular landmarks such as the Flaming Gorge Reservoir and Green River are located (NVUM). The current Forest system roads and trails network and abundance of perennial streams, high lakes, and man-made reservoirs make fishing very accessible throughout the Ashley National Forest.

The majority of recreation on the Forest occurs within the front country that includes the Flaming Gorge and Vast Backyard Recreation Niche Areas. These two Recreation Niche Areas also contain almost all of the roads and developed recreation facilities on the Forest, such as visitor centers, campgrounds, and trailheads. The peak season of use at these facilities, and on the Forest in general, occurs during the summer months from Memorial Day weekend in May to Labor Day weekend in September. There is another spike in recreation activity during big game hunting season in October which also tends to be the peak season of use for the south unit on the Roosevelt-Duchesne Ranger District. The most sensitive and prevalent times when resource damage occurs is during the wet periods when the ground is still wet from snowmelt (usually around May/June) or when the ground is becoming more saturated during the seasonal transition into fall (usually around October).

Developed campgrounds are popular across the Forest, but the popularity of motorized dispersed camping away from developed facilities has increased considerably with the advent of modern recreational vehicles (RV). Motorized dispersed camping refers to camping outside of any developed Forest campground; choosing instead to disperse around the Forest in areas with limited or no amenities, and camp with a vehicle such as a car or travel trailer. Dispersed camping is very popular along Flaming Gorge Reservoir and in open areas with limited woody vegetation throughout the Forest, especially within the Vast Backyard Recreation Niche Area. There is no motorized cross-country travel allowed by wheeled vehicles on the Forest, but travel off of designated routes is allowed within 300 feet when resource damage will not occur to access a temporary camp site; to gather firewood by permit; or for retrieval of legally taken big game (Forest Travel Maps 2005)

The most noticeable change regarding recreation activities on the Forest is the increase in OHV use. The Forest recognizes this growing recreation activity and has taken measures to develop sustainable motorized trail opportunities, but mostly at a smaller scale limited to district actions. The travel management process will address balancing motorized recreation opportunities at a Forest level, while retaining settings for non-motorized recreation.

Table 3.1.2 Utah OHV Registration Transactions*

COUNTY	1998	2008	% GROWTH 1998-2008
Daggett	41	313	763%
Duchesne	340	2,347	690%
Uintah	844	4,891	580%
Tri-County Total	1,225	7,551	616%
Utah State Total	**51,686**	**184,095**	**356%**

* Utah State Parks and Recreation Data does not include snowmobile registrations

While it is somewhat difficult to quantify OHV trends at the project level, an indicator for local trends is the sales of OHV registrations. In the Uintah Basin, growth in OHVs use has increased 616% over ten years (Division of State Parks and Recreation and State of Utah Tax Commission, Department of Motor Vehicles 2009) Table 3.1.2.

National Visitor Use Monitoring (NVUM) surveys were conducted on the Forest in 2001 and 2007. The surveys collected data from people visiting National Forest system managed lands, such as the activities they participated in as well as their satisfaction with services and amenities provided by the Forest. The 2007 survey data does not have the same accuracy level (90% confidence interval width) as the 2001 data, likely due to missed survey dates. The data regarding visitation seems consistent between surveys. However, the data regarding participation in recreation activities on the Forest shows greater differences between surveys.

Results from the NVUM surveys are as follows:

- The Forest receives over 1 million visits per year.
- Over 75% of visitors live within 200 miles from the Forest.
- 25% participated in driving for pleasure
- 15% participated in motorized trail activity (not surveyed in 2001)
- 3-5% of the forest visitors participated in OHV use.

A report prepared by the Institute for Outdoor Recreation and Tourism at Utah State University, *Recreational Off-Highway Vehicle Use on Public Lands in Utah*, provides information on the social dimensions of OHV use in the state. The report had several findings. While the number of registered OHV's is increasing, the number of trips taken per year per owner is declining. Almost half of all surveyed registered OHV owners reported that they only use their ATV one to five times per year. The Uintah Basin area does not receive heavy use as a destination for OHV trips when compared to other counties in the state. A majority of riders frequently visit the same location because it is easy to get to or because it is one of their favorite places to ride.

The survey looked at OHV owners' perceived importance and satisfaction with 5 management action categories on public lands: information, trailhead facilities, maintenance, signage, and law enforcement. The study found that OHV owners ranked well-signed trails and OHV areas as the most important category. The availability of information (rules, hazards, conditions, etc. via multiple forms of media) is the biggest weakness on public lands when considering the importance and satisfaction to registered owners.

OHV riding is a family activity with an average group size of four or more immediate and extended family members. Most OHV owners (51.9%) noted they preferred "more difficult" trails with a moderate amount of technical difficulty through narrow sections, steep grades, and some minor drop-offs. The report also suggests that providing an atmosphere in which OHV owners feel a sense of relief from stressful situations and where nature can be appreciated with others in a group setting should be a prime focus in guiding the design and management of OHV trails and areas. In response to owners' reasons for going riding, and with a goal of providing for a positive experience, managers should make an effort to provide a wide variety of OHV opportunities for the recreationist to experience desired benefits.

Another report, *Public Lands and Utah Communities: A Statewide Survey of Utah Residents,* found that even with the growing interest in OHV activities sightseeing, picnicking, camping, wildlife viewing, visiting historic sites, and hiking were still more popular than ATV riding (Krannich 2008). These activities ranked higher than ATV riding, in the most frequently participated in recreational activities on Utah public lands. The top five most frequently participated in recreational activities on public lands within the Uintah Basin included sightseeing/pleasure driving, picnicking, camping, wildlife viewing, and fishing. Day hiking was seventh and ATV riding was ninth (Krannich 2008).

3.1.6.2 Description of Recreation Niches

The Recreation Niches and current uses are summarized below; see the Recreation Specialist Report (available in the Project Record) for greater detail of the niches and their current uses.

Flaming Gorge Recreation Niche Area

- Setting—The primary features include the 91-mile-long Flaming Gorge Reservoir and the Green River. Red canyon walls provide a scenic backdrop for water-based recreation. Development is concentrated in a few areas leaving the rest in a predominantly natural state. Congress established this National Recreation Area to provide for public outdoor recreation and to conserve scenic, scientific, and historic resources.
- Activities and Opportunities—Highly-developed complexes support camping and reservoir access for fishing and motorized boating. Boat-in campsites provide a more isolated experience. A blue ribbon trout fishery attracts national use. Green River offers float-in only camping opportunities.
- ROS—Mostly roaded natural, with some rural and semi-primitive non-motorized and very sparse semi-primitive motorized areas.

The majority of roads within the NRA serve to access developed recreation facilities or to access the reservoir. The majority of unimproved roads allow mixed traffic. There is only one designated ATV trail located near Greendale campground on the NRA (Table 3.1.3).

The Red Canyon area is highly visited during the summer season because of popular destinations such as the Red Canyon Visitor Center, Overlook, Campground, and Lodge. Wildlife viewing is very popular as deer and big-horn sheep commonly browse in the area. A couple of small lakes are frequently used for fishing and picnicking. The current non-motorized trail system is very popular with hikers and mountain-bikers, and is utilized for horseback rides by a permitted outfitter.

Table 3.1.3 Current system road and trail miles in the Flaming Gorge Recreation Niche Area

ROAD MILES (Roads open to public access)	MOTORIZED TRAIL MILES (Trails open to vehicles up to 50-in. wide)	NON-MOTORIZED TRAIL MILES (Trails open for non-motorized use)	ADMIN-CLOSED MILES (Roads restricted to authorized vehicles. Non-motorized access usually allowed)
322	4	33	13

Vast Backyard Recreation Niche Area

- Setting— This roaded area is easily accessible, while offering motorized and non-motorized remote experiences. The feeling of expansiveness is enhanced by the proximity of Wilderness and rugged mountain settings.
- Activities and Opportunities— Developed camping only occurs at lakes, reservoirs, and primary Wilderness staging areas. Motorized dispersed camping is concentrated in designated areas, primarily self-contained, and supports rustic, less structured recreation, such as fishing, hunting, hiking, and backyard outings. A system of designated OHV routes and staging areas based on existing roads and existing capacity is located on the Vernal RD, with links to other districts and outside partners.
- ROS—Mostly roaded natural, then followed by semi-primitive motorized and semi-primitive non-motorized.

The Vast Backyard is the largest recreation niche area on the Forest. It is predominantly comprised of roaded natural and semi-primitive motorized ROS classes. The Vast Backyard contains the majority of roads and recreation developments on the Forest (Table 3.1.4), making it easily accessible for both motorized and non-motorized recreation opportunities. This area acts somewhat like a vast backyard for locals throughout the Uintah Basin. This niche area is extremely popular for activities such as dispersed camping, picnicking, day trips and extended day trips, hiking, OHV riding, biking, hunting, and horseback riding.

The Vast Backyard houses the majority of the hatched travel area on the Vernal Ranger District. This hatched travel area, as it is described in this EIS, is an area that is depicted on the current Ashley National Forest Travel Map (2005) with cross-hatch marks. This hatched travel area, according to the current Ashley National Forest Travel Plan, is limited to the Vernal Ranger District where routes are open to motorized vehicles on designated routes and established undesignated routes as long as resource damage is not occurring. These undesignated routes were inventoried using satellite and aerial photography. Routes that were not NFS roads or trails and were visible on the photography were digitized and stored in the Forest GIS data base. These routes are not considered system routes and are not maintained by the Forest. Approximately 111,800 acres or 33% of the Vernal Ranger District comprise the hatched travel area, which spans the width of the district, and contains approximately 368 miles of undesignated routes.

Table 3.1.4 Current system road and trail miles Vast Backyard Recreational Niche Area

DISTRICT	ROAD MILES (Roads open to public access)	MOTOR TRAIL MILES (Trails open to vehicles up to 50-in. wide)	NON-MOTOR TRAIL MILES (Trails open for non-motorized use)	ADMIN-CLOSED MILES (Roads restricted to authorized vehicles. Non-motorized access usually allowed)
Flaming Gorge	90	13	51	15
Vernal	387	77	123	36
Roosevelt/Duchesne North Unit	254	30	106	14
Roosevelt/Duchesne South Unit	268	8	61	2
TOTAL	999	128	341	67

Various parts of this travel area are popular with local residents for dispersed camping and OHV activities, especially along the State Highway 191 corridor and around the Iron Spring area. Although users tend to stay on well-established routes, the lack of designation has created a management problem. Both visitors and managers find it difficult to distinguish between an established, undesignated route and a newly-created undesignated route. Furthermore, recognizing an established, undesignated route where resource damage is not occurring is more challenging to interpret and identify. As a result, enforcing current travel regulations within this travel area is problematic. New, undesignated routes are prolific and increase every year. Undesignated routes with resource damage are difficult to manage because the Forest does not track them, and justification for maintaining, improving, or removing these undesignated routes is challenging due to budget constraints and “primary purpose” accountability issues. This area is a good example of what former USDA Forest Service Chief Dale Bosworth meant by unmanaged recreation when he identified unmanaged recreation as one of the four threats to the health of the nation’s forests and grasslands.

Rugged Backcountry Recreation Niche Area

- Setting— Remote areas of intact natural vegetation and healthy ecosystems epitomize this setting. These areas often provide greater solitude than Wilderness.
- Activities and Opportunities— These areas provide remote, largely non-motorized recreation, including hunting, hiking, and horseback riding.
- ROS—Predominantly semi-primitive non-motorized with sparse areas of primitive and semi-primitive motorized.

There are no developed campgrounds or other major recreation developments in the rugged backcountry. Recreation facilities are limited to trailheads with limited amenities such as unpaved parking, pit toilets, wooden corrals, and kiosks. Roads in this niche are sparse and motorized trails limited (Table 3.1.5).

Table 3.1.5 Current system road and trail miles in the Rugged Backcountry Recreation Niche Area

DISTRICT	ROAD MILES (Roads open to public access)	MOTOR TRAIL MILES (Trails open to vehicles up to 50-in. wide)	NON-MOTOR TRAIL MILES (Trails open for non-motorized use)	ADMIN-CLOSED MILES (Roads restricted to authorized vehicles. Non-motorized access usually allowed)
Flaming Gorge	19	4	64	0
Vernal	61	31	136	10
Roosevelt/Duchesne North Unit	50	5	95	2
Roosevelt/Duchesne South Unit	0	0	0	0
TOTAL	130	40	295	12

High Uintas Recreation Niche Area

- Setting— Capped by Kings Peak, the highest point in Utah, this Wilderness provides water to the deserts below and draws visitors seeking solitude and challenge.
- Activities and Opportunities— Opportunities include hiking to destination lakes, peak-bagging, multi-day backpack trips, horse packing, fishing, and outfitter guide support.
- ROS—Almost entirely primitive with sparse areas of semi-primitive non-motorized.
- This niche area will not be discussed further in the recreation resource analysis because there are no proposals listed within the HUWA.

3.1.7 Environmental Consequences

3.1.7.1 Direct and Indirect Effects by Alternative

Alternative A—No Action

The current Travel Plan for the Forest does not effectively manage motorized travel or provide sufficient sustainable motorized recreation opportunities. It lacks motorized loop and connectivity attributes that are sought by many OHV users. In certain cases it encourages motorized use on poorly selected routes or fails to provide clear direction as to where and when motorized use is allowed.

Recreation Issue 1 (Conflicts) Travel route designations affect opportunities for both motorized and non-motorized recreation activities; the types, amount, and characteristics of the routes affect the experience of the forest user. Introducing new recreation activities or restrictions into an area could create conflicts; for example, non-motorized users generally seek areas that offer tranquility, away from the noise and dust that could accompany motorized activity, such as OHV use (see Table 2.5.2 for comparison of travel route miles between alternatives).

The Flaming Gorge Recreation Niche Area currently has opportunities for both motorized and non-motorized recreation activities and ROS classes ranging from semi-primitive non-motorized to rural. Under Alternative A, the current amount of open NFS roads, motorized trails, and non-motorized trails would be maintained. Since this alternative would not change the current management there would be no direct impacts to change the current level of conflicts between user groups.

The Vast Backyard Recreation Niche Area currently has numerous opportunities for motorized and non-motorized recreation opportunities and ROS classes ranging from semi-primitive non-motorized to roaded natural. Although there are no new proposals being considered under Alternative A, maintaining the status quo through No Action could create more user conflicts on the Vernal Ranger District. The lack of route designations and the current management of existing routes within hatched travel area would likely continue the trend of route proliferation and alter the setting within this 111,800 acre area. This could lead to continued or even increased conflicts between forest visitors who seek either a motorized or non-motorized experience.

The Rugged Backcountry Recreation Niche Area has a setting that is more conducive for non-motorized recreation opportunities. Some motorized recreation opportunities do exist, and they are mostly found on the Vernal Ranger District. ROS classes range from isolated areas of primitive to small fragments of roaded natural. Under Alternative A, the current amount of open NFS roads, motorized trails, and non-motorized trails would be maintained. However, maintaining the status quo through No Action could create more user conflicts on the Vernal Ranger District, as the Rugged Backcountry contains a small portion of the hatched travel area. The lack of route designations and the current management of existing routes within the hatched travel area would likely continue the trend of route proliferation and alter the setting. This could lead to continued or even increased conflicts between Forest visitors who seek either a motorized or non-motorized experience in this area.

Recreation Issue 2 (Motorized Dispersed Camping) - Limiting motorized dispersed camping to 150 feet from designated routes in Utah may affect the experience and/or reduce the availability of areas to camp.

Developed campgrounds are popular across the Forest, but the popularity of motorized dispersed camping away from developed facilities has increased considerably with the advent of modern recreational vehicles (RVs), such as motor-homes and travel trailers. Motorized dispersed camping refers to camping outside of any developed Forest campground; choosing instead to disperse around the Forest in areas with limited or no amenities, and camp with a vehicle such as a car or RV. Dispersed camping is very popular along Flaming Gorge Reservoir and in open areas with limited woody vegetation where motorized access is favorable. Open meadows adjacent to aspen groves and conifer stands are the most desirable areas for dispersed camping throughout the Forest, especially within the Vast Backyard Recreation Niche Area.

There is no motorized cross-country travel allowed by wheeled vehicles on the Forest, but the current travel plan allows travel off of designated routes, within 300 feet of that route, to access a temporary camp

site when resource damage will not occur (Forest Travel Maps 2005). All action alternatives propose reducing this distance to 150 feet in Utah in order to have a consistent policy for motorized dispersed camping throughout the state. There are no proposals to change current dispersed camping regulations in Wyoming. Therefore, Wyoming (Flaming Gorge Recreation Niche Area) would maintain the current management direction that allows travel up to 300 feet from designated routes to access a temporary camp site. The No Action Alternative (Alternative A) would retain the current allowance of 300 feet throughout the Forest in both states.

Field observations have noted that motorized dispersed camping has become increasingly connected to group camping, as opposed to single-family camping, and that the use of OHV's has become more common with dispersed campers. It is very common to see two or more RV's camped together in one location and for campers to visit the same locations each season. One study indicated that OHV riding is a family activity with an average group size of four or more people, and that nearly half of all OHV trips involve camping (Burr et. al. 2008). Field observations have also noted that group camps do not necessarily have numerous OHV's, but often share one or two vehicles while campers take turns going out to ride trails, access fishing, visit friends camping nearby, collect firewood, and more.

However, not every camp has an OHV, as there are several people who like to disperse camp with their RV and be away from the noise and dust that might accompany OHV use. Although dispersed camping is specifically mentioned in the Vast Backyard Recreation Niche Area vision statement, it is still appropriate throughout other recreation niche areas on the Forest.

The increased popularity in motorized dispersed camping throughout the Forest has resulted in a high demand for desirable sites. As a result, conflicts have become more common due to campers staying at a site for too long without moving or purposefully leaving RV's in unoccupied camps in order to not lose their desired camp spot. To address these issues, Special Order 022405A currently prohibits camping in either a developed or undeveloped recreation site for a period longer than 16 consecutive days in a 30-day period. Subsequent undeveloped camping locations cannot be within five road miles of the previously occupied site. It also prohibits camping within ¼-mile outside of any developed campground or Forest Service Administrative Site boundary. Stay limits on the Forest would not be changed under any alternative, and would continue to be enforced under the current policy.

The Flaming Gorge Recreation Niche and the Vast Backyard Recreation Niche Areas tend to have the most opportunities for motorized dispersed camping. This is mostly due to the numerous designated roads and miles available for motorized dispersed camping, as well as the abundance of desirable camping locations. Within the Flaming Gorge Recreation Niche Area many of the current roads access the reservoir – a premier recreation destination. A large portion of the hatched travel area in the Vernal Ranger District falls within the Vast Backyard Recreation Niche Area and is heavily used for motorized dispersed camping.

The Rugged Backcountry Recreation Niche Area provides fewer opportunities for motorized dispersed camping because it has a limited number and poorer quality of designated roads. Additionally, only a small portion of the hatched travel area is located within the Rugged Backcountry Recreation Niche Area to provide limited dispersed camping opportunities.

Recreation Issue 3 (Safety) The amount, location, and designation of motorized and non-motorized roads and trails may affect the safety of Forest visitors. For example, roads that are open to mixed traffic allow for travel by large vehicles pulling trailers, as well as ATV's operated by inexperienced drivers, such as children over the age of eight who have completed a safety course.

The Flaming Gorge Recreation Niche Area has approximately 191 miles of NFS roads that allow mixed traffic; the Vast Backyard has approximately 772 miles of roads that allow mixed traffic; and the Rugged Backcountry has approximately 92 miles of roads that allow mixed traffic. Based on information gathered from Forest Law Enforcement Officers and Utah State Parks and Recreation, reported accidents between full size vehicles and OHV's on mixed use roads are extremely rare, only occurring sporadically, with an incidence of less than 10% of all accidents each year around the state. Overwhelmingly, OHV accidents

are of the single vehicle type where the operator either hits a fixed object (rock, tree, parked vehicle, etc) or loses control off a route (either designated or undesignated). It is not likely that Alternative A, would affect the incidence of accidents between street-legal vehicles and OHV's on roads allowing mixed traffic.

Safety concerns would be more pressing in the hatched travel area where use is allowed on designated routes and established undesignated routes as long as resource damage is not occurring. Because the district does not maintain or regularly monitor undesignated routes, hazards and safety issues are more likely to arise in this area. As the trend of route proliferation in this area increases, due to the lack of route designations, so do the hazards and likelihood of accidents for forest users. The Forest Plan (p. II-5) states that trails deemed unsafe should be closed to protect the public. Forest engineering and trail programs continually assess travel-infrastructure, and when feasible work on reconstruction projects to keep Forest system roads and trails open.

Recreation Issue 4 (Costs) Travel management affects road and trail program costs. Implementing and managing the travel plan will require signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails. The cost of these activities may be prohibitive to adding new routes or routes that would require high maintenance or mitigation costs.

Roads and trails on the Forest are managed under the same direction regardless of their location within the Recreation Niche Areas. There are several administrative and environmental factors that affect the maintenance or reconstruction of NFS roads and trails. Administrative factors include items such as the road or trail class, managed use, and designed use. Environmental factors may include road or trail location, slope, soil type, elevation, and ease of access. All these factors influence the cost to maintain a road or trail.

Trail maintenance usually involves removing deadfall, pruning back vegetation, clearing and fixing trail-tread, replacing signs, and other minor repairs. The Forest estimates that it costs at least $400 per mile to maintain a non-motorized trail managed and designed for hiking. Non-motorized trails that are managed for hiking are generally the least expensive to maintain because they have a narrow tread (minimum 18 in.), have narrow clearing requirements, and have minimal signing needs (FSH 2309.18_20—23.11). Motorized trails are generally more expensive to maintain because they have a minimum 50-inch trail tread, wider and higher clearing requirements, and signing is more complex because it requires the use of more expensive reflective trail signs and markers (FSH 2309.18_20—23.22). The Forest uses allocated program dollars to fund trail maintenance; averaging about 100 miles or 9% of the ANF's system trails (motorized and non-motorized) maintained to standard each year.

Improved, gravel roads comprise the vast majority of roads on the Forest. Maintenance of these roads includes grading, clearing culverts, cutting back vegetation, replacing surface material, replacing signs, and other minor repairs. The ANF estimates that it costs about $1,500 per mile to maintain improved roads. Roads that allow mixed traffic are generally more expensive to maintain because they have more regulatory signs associated with them. The ANF maintains about 400 miles or 30% of improved and unimproved roads per year.

Costs for trail and road reconstruction are much greater than maintenance as the majority of trail reconstruction projects involve major repairs and hardening, or rerouting motorized trails because they run through poorly selected landscapes that are not well-suited for motorized vehicles. Reconstruction projects are implemented to correct resource damage and safety concerns. The Forest averages about one motorized trail reconstruction project per year, averaging three miles, but they are time consuming and may take as long as four weeks to complete. A study of Recreational OHV Use on Public Lands in Utah noted that across all agencies that manage OHV use, funding for the activity's management has not kept pace with growth (Burr et. al 2008).

Under Alternative A, there would be no additional roads or trails to maintain, but this would not result in any significant costs or savings to engineering and recreation programs. Existing system roads and trails would continue to be maintained as budgets allowed. The most heavily used trails, and those with resource damage or safety concerns would have the highest priority for maintenance and repair. However, it is not

likely that a 9% yearly accomplishment of trails maintained to standard is sufficient to prevent trails from shifting into the reconstruction category. The Forest would continue to work with and develop its volunteer resources to assist with trails projects.

The No Action Alternative does not address the need to close certain poorly located and poorly constructed trails. As a result, they would remain on the system until they went through another process to either close, realign, or improve them. Failure to address route designation within the hatched travel area on the Vernal Ranger District might keep the miles of system roads and trails frozen, but it does not recognize the actual use occurring on the ground. This may minimize maintenance costs, but it fails to recognize costs associated with repairing resource damage and unmanaged recreation use.

Recreation Issue 5 (Enforcement) Incorporation of designated routes by themselves will not necessarily accomplish the goals of the Travel Management Plan unless enforcement concerns are considered.

Compliance of Forest regulations and special orders are generally achieved through a series or combination of steps that are typically referred to as the "three E's: engineering, education, and enforcement." First, roads, trails, and other recreation infrastructure should be engineered for the targeted use. Engineering for a type of use encourages compliance. The need for and amount of trail management are reduced through effective trail location, design, and education (FSH2309.18_10). Unfortunately many trails on the Forest were never designed with recreation in mind, but were historic sheep and cattle driving routes, or were remnants of old timber sales that were later adopted as recreation trails.

Engineering also includes the use of barriers to prohibit or limit access into a closed or restricted area. Gates are often used on system roads to keep out unauthorized vehicles, but typically allow non-motorized use. There are multiple types of barriers and generally the simpler the barrier, the less effective it is at restricting access since they are easy to remove or ignore. The most effective barriers involve a combination of methods and include a reason for the closure, but require personnel to monitor their effectiveness and any needs for replacement.

Education is used to encourage compliance by explaining the importance and relevance of Forest management actions and policies to Forest visitors. Education is normally linked to interpretation programs on the Forest. However, education also includes the availability of maps, kiosks, brochures, and signs to help inform Forest visitors about locations, distances, difficulty, and accepted uses on NFS roads and trails. The NVUM survey results for the Forest indicated that visitor satisfaction of services including availability of information, signage, and employee helpfulness decreased to 65% favorability in undeveloped areas where most trails are located (USDA Forest Service 2008). This decline is noteworthy because OHV owners ranked well signed trails and OHV areas as the most important category among five management actions that land management agencies perform, and it outranked law enforcement in importance (Burr et.al. 2008). Similar research also found that the availability of information (rules, hazards, conditions, directions, etc. via multiple forms of media) is the biggest weakness on public lands (Burr et. al. 2008).

Ideally, enforcement is the last action taken to encourage compliance of Forest regulations and special orders. However, when the other two actions (engineering and education) are loosely implemented, enforcement becomes more essential. Enforcement is heavily dependent on the number and availability of personnel. Overall, the lack of personnel on the ground committed to enforcing Forest regulations and special orders and promoting education through visitor contacts is a weakness in obtaining better compliance with the Forest Travel Plan.

Alternative A will result in no changes to the current Travel Plan and the same compliance and enforcement issues will continue. These issues include a lack of clarity to enforce compliance within the hatched travel area on the Vernal Ranger District; adherence to the allowance for driving 300 feet off a designated route; obtaining compliance in areas with sparse woody vegetation; and increased noncompliance of the Travel Plan during big-game hunting seasons in October.

Use of unauthorized routes would persist on the Flaming Gorge NRA. There are several old roads leading to the reservoir that were never adopted by the Forest and some that were removed from the Travel Map over the years, but were never physically closed on the ground and remained visible on the landscape. Consequently, these routes continued to be used over the years regardless of their status on Forest Travel Maps. Other Alternatives propose to designate some of these routes, but Alternative A proposes no changes to current travel management. The Forest would continue to utilize signs and barriers to implement and emphasize closures on the current Travel Map, as directed by the Forest Plan. The Forest would also continue to maintain, update, and strengthen the current directional and informational signing available to the public on NFS roads and trails; and would pursue strengthening interpretation and education efforts such as promoting Tread Lightly outdoor ethics and awareness.

Effects Common to All Action Alternatives

There are several proposals common to all action alternatives. These range from seasonal closures of Forest system roads and trails to shortening the distance allowed for dispersed camping off of designated roads and trails. The majority of these proposals tend to share a common element which is to mitigate resource damage that has occurred for several years. Not all proposals common to all alternatives are identified below. However, proposals and actions considered to directly affect current recreation activities that are common to all action alternatives, are described below.

The Forest reviewed all proposals under each alternative for potential impacts to the current ROS class inventory. Each ROS class was systematically analyzed by Recreation Niche Area. All action alternatives contain proposals that would affect the current ROS inventory on the Forest. For example, all action alternatives contain proposals to remove motorized use from current motorized Forest system trails. This action would change the ROS classification in various locations from semi-primitive motorized to semi-primitive non-motorized, mostly within the Rugged Backcountry Recreation Niche Area (proposals 2032, 2038, 2064, 2065, 2066, 3082). Similarly, all action alternatives, except Alternative D, contain proposals that would change the semi-primitive non-motorized classification to semi-primitive motorized in limited locations, but mostly within the Vast Backyard Recreation Niche Area (proposals 1007, 2070, 2103, 4001, 4002). These impacts to the current ROS inventory are reflected in the road and trail miles tables, by Recreation Niche Area, for each alternative.

The Forest proposes to implement seasonal closures on system roads and trails in heavily used areas that are prone to resource damage. In the interest of consistency and ease of interpretation of the travel regulations, routes will be designated as follows:

- Flaming Gorge Ranger District roads south and east of Highway 44 would generally be open, at the earliest, from May 1 through December 19 unless otherwise designated. Motorized trails would be open from June 1 through November 19 unless otherwise designated. There would not be any seasonal restrictions on the rest of the district unless otherwise designated.
- Vernal Ranger District roads would generally be open, at the earliest, from May 1 through December 19 unless otherwise designated. Motorized trails would be open from June 1 through November 19 unless otherwise designated.
- Roosevelt/Duchesne Ranger District would have no seasonal restrictions common to all system roads and trails.

The most sensitive and prevalent times when resource damage occurs from recreation use is during the wet periods such as when the ground is still wet from snowmelt around May and June, or when the ground is becoming more saturated during the seasonal transition into fall around October. The season of use would be shorter for motorized trails than roads because roads are designed and constructed to drain water, carry higher traffic, and support large vehicles as compared to motorized trails. Motorized trails tend to have a lower standard of construction, generally utilizing native surface tread, that drains less effectively than roads and thereby retain moisture for longer periods. This makes motorized trails more

susceptible to surface damage by motorized use during wet periods such as fall when rain and snow begin to accumulate and spring when snowmelt and runoff are abundant. Therefore, motorized trails are proposed to have a shorter open season than roads in order to provide use when surface conditions are most sustainable for motorized travel. No trails would be managed specifically for motorcycle use.

All Action Alternatives would eliminate the hatched travel area, predominantly located within the Vast Backyard on the Vernal Ranger District, by restricting travel to designated routes only. Therefore, all motorized use of undesignated routes within the hatched travel area would be prohibited after implementation of an action alternative. This action would reduce conflicts between recreation users by designating routes for motorized travel. As a result, there would be a greater clarity of which routes are open and allow motorized use. The Forest would also be able to monitor and maintain routes in this area more closely and reduce hazards.

All OHV's operating on the Ashley National Forest would be required to comply with state OHV registration regulations. OHV's utilized on motorized trails would require a state OHV recreation decal. OHV's that are registered as street-legal vehicles would be allowed to travel on Forest system roads that are restricted to street-legal vehicles only. OHV's that travel on both motorized trails and street-legal roads would require both registration types to legally operate on the Forest.

There is no motorized cross-country travel allowed by wheeled vehicles on the Forest, but the current travel plan allows travel off of designated routes, within 300 feet of that route, to access a temporary camp site when resource damage will not occur (Forest Travel Maps 2005). All action alternatives propose reducing this distance to 150 feet in Utah in order to have a consistent policy for motorized dispersed camping throughout the state. There are no proposals to change current dispersed camping regulations in Wyoming. Therefore, Wyoming (Flaming Gorge Recreation Niche Area) would maintain the current management direction that allows travel up to 300 feet from designated routes to access a temporary camp site. The purpose of the motorized dispersed camping restrictions would be to establish consistency among National Forests in each state. This action would help Forest visitors and shared law enforcement agencies understand, abide by, and enforce motorized dispersed camping regulations.

Reducing the distance that travel is allowed off of designated routes may result in some currently existing and legally available areas for dispersed camping to become unauthorized for future use. Forest visitors who have traditionally utilized these sites would then be required to camp in other locations that are within 150 feet of a designated route. The Forest recognizes that there are numerous motorized dispersed camping areas in appropriate locations that have received use with minimal impacts. However, there has also been an increase in the number of new routes created to access dispersed camping sites that have resulted in considerable resource damage to vegetation, soil, water, and recreation resources. The Forest conducted extensive field work to identify popular and established motorized dispersed camping areas that are currently over 150 feet from designated routes. Routes to these areas were then proposed under the action alternatives, so that designated access could be retained for future use. This does not pose any conflict with the Forest Plan as the majority of dispersed camping occurs within the f and n Management Area Prescriptions on the Forest (IV-7 and IV-10).

There will be some displacement resulting from the proposed dispersed camping restrictions within the Forest in Utah, but overall impacts to motorized dispersed camping are expected to be minimal. The majority of motorized dispersed camping on the Forest occurs within the Flaming Gorge Recreation Niche and Vast Backyard Recreation Niche Areas. The majority of the Flaming Gorge Recreation Niche Area is located within the state of Wyoming where no changes are proposed to access dispersed camping and various proposals have been identified to designate more access for motorized dispersed camping opportunities. A majority of motorized dispersed camping within the Vast Backyard Recreation Niche Area already occurs within about 150 feet of designated routes. As previously stated, the Forest identified and developed proposals to access established motorized dispersed camping areas beyond 150 feet from current designated routes. The Forest visitors most likely to be impacted by the proposed motorized dispersed camping restriction would be hunters because they tend to use isolated areas that are accessed infrequently for short durations. The majority of Forest visitors would be able to continue accessing

various traditionally utilized motorized dispersed camping areas. The restrictions are limited to motorized dispersed camping, so Forest visitors who backpack, horsepack, or do not use motorized access would not be affected.

The visitor recreation experience could be affected by camping closer to a road. Recreation opportunities for greater solitude and remoteness could be impacted by being in closer proximity to dust, noise, and traffic. However these impacts are expected to be minimal. The busiest roads that have the most dust, noise, and traffic are the primary roads (maintenance level 4 or 5 roads) on the Forest such as the Red Cloud Loop or Sheep Creek Geologic Loop. There is only a limited amount of camping that occurs off of primary roads because the noise, traffic, and dust make them less desirable. Therefore, the difference in solitude and remoteness between 300 feet and 150 feet to access motorized dispersed camping would be negligible. There are also several proposals to designate routes that access dispersed camping areas located beyond 150 feet from primary roads.

The majority of motorized dispersed camping occurs along secondary and tertiary roads that branch off of the busier primary roads mentioned above. The more popular roads typically provide connectivity with nearby routes and destinations. Tertiary roads provide the best opportunities for remoteness and solitude in a motorized setting because they rarely connect to other routes or destinations and often terminate abruptly. These roads are generally less improved or unimproved because they are maintained less frequently and under different standards (Maintenance Level 2 and 3) as identified in FSH 7709.59. As a result, the roads receive considerably less traffic, but noise and dust levels still vary by location. However, the difference in dispersed camping settings between 300 feet and 150 feet from a designated route would likely be minimal.

Camping nearer to a road may pose some added safety concerns if dispersed camp sites are along a busy route allowing for faster travel, such as paved roads. As noted above, most dispersed camping occurs along less improved, secondary and tertiary roads, where travel is generally slower and less frequent. Therefore, the proposal to shorten access for dispersed camping in Utah would not create unsafe settings for Forest visitors.

Although OHV use has become increasingly popular with motorized dispersed campers, not every camp has an OHV. Several Forest visitors seek dispersed camping opportunities with their RV in a setting where OHV use is prohibited. All action alternatives provide varying opportunities for motorized dispersed camping where OHV use is restricted. Although dispersed camping is specifically mentioned in the Vast Backyard Recreation Niche Area vision statement, it is still appropriate throughout other recreation niche areas on the Forest.

The action alternatives identify well-established, desirable motorized dispersed camping sites and incorporate access to them (depending on the alternative). The following rationale was used in order to develop units of measure that could be used to compare and contrast the availability of dispersed camping areas:

- The Forest does not have an accurate inventory of all available motorized dispersed camping areas across the forest; nor would such an inventory be practical since opportunities and other variables are too numerous.
- It is noted that not all Forest land allowing motorized dispersed camping access located 150 or 300 feet from system routes is appropriate, accessible, or desirable for motorized dispersed camping. Along any given route, numerous physical limitations of the site can restrict motorized dispersed camping opportunities. For instance, travel may not be possible immediately off of system roads due to steep slopes, heavily forested areas, irregular terrain, wet meadows, streams, rocks, fences, etc. It is actually more appropriate to consider that there are more areas adjacent to designated routes that limit motorized dispersed camping availability due to physical barriers than there are desirable areas for motorized dispersed camping.

- While the following system of measure would overestimate the available areas for motorized dispersed camping, the units of measure would be consistent and would show how dispersed camping opportunities may be affected by each alternative.
    - For Alternative A, 300 feet on either side of the road would be considered available for motorized dispersed camping. One mile of route equals approximately 0.11 sq miles available for motorized dispersed camping.
    - For the Action Alternatives within Utah, 150 feet on either side of the road (excluding those areas identified by the resource specialists as areas of concern) would be considered available for motorized dispersed camping. One mile of route equals approximately 0.06 sq miles.
    - For the Action Alternatives within Wyoming, 300 feet on either side of the road would be considered available for motorized dispersed camping. One mile of route equals approximately 0.11 sq miles.
    - These figures actually overestimate the area available for motorized dispersed camping because the formula does not account for natural variables that would make dispersed camping impossible or undesirable. Instead, it assumes an entire designated route would provide motorized dispersed camping opportunities. Therefore, while the measurement does allow for some comparison between alternatives, its inherent weaknesses should be considered.
- The hatched travel area within the Vernal Ranger District poses a unique situation. All action alternatives propose to eliminate the hatched travel area, so that motorized travel will be restricted to designated routes only. The Forest conducted extensive field work to identify popular and established motorized dispersed camping areas within the hatched travel area. Routes to these areas were then proposed under the action alternatives, so that designated access could be retained for future use. Only those routes that have been inventoried for this project will be included in Alternative A and all action alternatives for evaluating dispersed camping within the hatched travel area.

All Action Alternatives would impose a restriction of 100 feet for motorized dispersed camping near live streams and natural lakes. This would require vehicles to camp at least 100 feet away from water sources in order to help protect water quality and fish habitat (FSH 2509.22-10). This distance is a little less restrictive than other common recommendations. For example, Leave No Trace and Tread Lightly are two nonprofit organizations that promote responsible recreation and outdoor ethics; both organizations recommend camping at least 200 feet away from water. The restriction for camping 100 feet from water would affect several traditionally used motorized dispersed camping sites throughout the Forest that are located less than 100 feet from water. There would likely be some resistance resulting from this new restriction because people are naturally drawn to water. Camping close to water is appealing because of fishing access; convenience in obtaining water for cooking, drinking, and washing; soothing sounds of flowing water; and often cooler temperatures. This restriction would not apply to artificial water bodies such as reservoirs and, therefore, should not affect dispersed camping along the Flaming Gorge Reservoir.

All action alternatives propose adding mixed traffic to additional Forest system roads. This would help discourage use of unauthorized routes, such as those paralleling system roads that resulted because OHV use was prohibited on main system roads, such as Taylor Mountain (FSR044). There are concerns with having mixed use on additional Forest system roads; however, Forest engineering staff completed a Mixed Use Analysis on all routes where mixed use was proposed. It was determined that there were negligible risks to public safety for mixed traffic on the proposals included in the Action Alternatives.

All action alternatives would provide ample hunting opportunities and provide a range of motorized and non-motorized hunting opportunities as required in Executive Order 13443. However the range of motorized and non-motorized hunting opportunities will very by alternative.

In some cases, certain system roads were identified with specific safety concerns for mixed use. A road hazard analysis determined it would be safer to prohibit mixed traffic on certain improved roads located on the Vernal Ranger District: (1) Red Cloud Loop Scenic Backway (FSR 018) from the Forest boundary, north to the intersection with FSR 508 at Charley's Park; (2) Red Cloud Loop Scenic Backway (FSR 018) from the Taylor Mountain (FSR 044) intersection, east to the intersection with FSR 252 near Iron Springs; and (3) Mosby Mountain (FSR 104) from the Forest boundary, west to the intersection with FSR 447 at Bills Park. These roads share common hazards such as multiple switchbacks, limited visibility, steep grades, narrow sections, and frequent traffic. As a result, proposals to allow mixed traffic on these road segments were not included in any action alternatives.



Several proposals aim to either administratively close system ATV trails or convert them to non-motorized trails due to safety concerns (Proposal 1005, 2056, 2150). These trails have been determined to be a safety hazard due to steepness, difficulty maneuvering over large obstacles, and the presence of elevated drop offs. Some system ATV trails are proposed to be converted to non-motorized system trails because of resource concerns, such as trails bisecting streams and riparian habitat, channeling water, and causing severe erosion, or that fact that a route was never developed on the ground to accommodate the use (Proposal 2016, 2032, 2040, 2045 and 2451). For example, Forest system trail (FST) 028 (adjacent picture) is currently an ATV trail with steep slopes that bisects an active spring—causing water to channel down the trail. Consequently, the system trail developed considerable resource damage and safety concerns.

There are three proposals (2144, 2458, and 2464) common to all action alternatives that would require some new construction in order to close and reroute current designated routes with resource damage. Proposal 2144, located southeast of East Park Reservoir on the Vernal Ranger District, proposes to adopt a motorized ATV trail (open to vehicles less then 50 wide) that would require about ¼-mile of new construction. This action is tied to two other proposals (Proposal 2143 and 2056) in order to provide a more sustainable motorized trail network. Proposal 2144 would create a reroute for FST 028 near Little Brush Creek. Proposal 2144 would connect to FSR 021 (Proposal 2143) and make it possible to close and rehabilitate nearly one mile of FST 028 which has considerable resource damage and safety issues (pictured above). The new trail construction would occur along a higher elevation with drier soils and avoids wet meadows and utilizes more gradual slopes; thereby making it less susceptible to erosion.

Proposal 2458 would require approximately 300 feet of new construction in order to access Paradise Park Reservoir. This proposal would allow rerouting and closing a segment of FSR 463 that bisects a damaged wet meadow below the dam (proposal 2457) and could discourage people from driving across the dam to access the reservoir. Proposal 2458 would provide a more sustainable road for mixed traffic to access the reservoir.

Forest system trail 070 is a part of the Outlaw ATV Trail that runs adjacent to Oaks Park Reservoir, but has experienced considerable resource damage such as deep ruts, braiding, and mud bogs due wet soil conditions and constant water on the trail. Proposal 2464 would utilize an old existing logging road and approximately ½-mile of new construction to reroute the current alignment onto a higher surface with drier soil conditions and make the trail more sustainable for motorized use. Proposal 2042 would then close the damaged trail section adjacent to the reservoir.

Proposal 2274.2 utilizes an existing route along a powerline corridor north of Grizzly Ridge to designate an ATV trail open to motorized vehicles less than 50 inches wide. This route is already commonly used because it is an “established undesignated route” located within the hatched travel area on the Vernal Ranger District. Consideration has been given to the fact that this proposal would likely lead to ATV’s crossing State Highway 191 in order to connect with FSR 253 near Stringham Cabin. State Highway 191 is open year-long and has considerable traffic during the summer months. This could pose a risk to Forest visitors using the trail and to motorists on State Hwy. 191. However, ATV’s have used this connection for

several years and there have been no reported accidents or complaints from this activity. The risk to trail and highway motorists is minimized because of the straight alignment along that section of State Highway 191. Although not required for mitigation, some tree thinning along both shoulders of the road could improve site distance and reduce public risks.

Alternative B— Preferred Alternative

The Forest created Alternative B based on public feedback from the initial scoping process and from input received by local partners such as county governments and state agencies. Alternative B contains proposals that would create additional motorized access within the Flaming Gorge and Vast Backyard Recreation Niche Areas. Alternative B would retain and maximize access to popular motorized dispersed camping areas. It would incorporate additional mixed traffic on Forest system roads, so that OHVs would share more miles with typical street-legal passenger vehicles. Thus, it would improve access and create connectivity with existing developed recreation facilities and other system roads and trails. Motorized loop opportunities would greatly improve, so that OHV users could start loop tours from camp rather than having to trailer their vehicles to a trailhead in order to ride a loop. Alternative B would also adopt specific sustainable routes that were very popular and consistently requested during the scoping process. Alternative B would be highly favorable for motorized dispersed camping concurrent with OHV use, but lacks opportunities for dispersed camping where OHV use is not allowed, such as for RV campers who seek a quieter setting. Alternative B would also remove motorized use from some system roads and trails that were considered to have resource or safety concerns as determined by Forest staff and verified during the scoping process.

Recreation Issue 1 (Conflicts) Alternative B has proposals that conform to Forest Plan standards and guidelines or management direction, but would change the current ROS class inventory for the Forest.

Flaming Gorge Recreation Niche Area.-For the most part, Alternative B proposes to adopt additional unimproved routes for mixed traffic including street-legal vehicles and OHV's within the Flaming Gorge Recreation Niche Area. There are 94 of these proposals that incorporate about 42 miles of unauthorized routes. A majority of these routes are located on the Wyoming side of the District and are used to access dispersed camping areas and the reservoir for water-based activities. There is currently a vast network of unauthorized routes around the reservoir. Alternative B would select a limited number of frequently used routes in order to maintain reservoir access and eliminate redundant routes that access the same locations. Since the routes are commonly used during the summer, it is unlikely that their designation would create additional conflicts between users. These proposals are also included in Alternative C.

Table 3.1.6—Road and Trail Miles in the Flaming Gorge Recreation Niche Area

	ALT. A	ALT. B	DIFFERENCE
Administratively Closed Road	13	15	2
Street Legal Only Road	131	117	(14)*
Mixed Use Road	191	243	52
Motorized Trail Open to all Vehicles	0	3	3
Motorized Trail less than 50"	4	1	(3)*
Non-motorized Trail	33	36	3
Changes to ROS	None		

*( ) indicates a negative number

There are also proposals within the Flaming Gorge Recreation Niche Area to allow mixed traffic on several improved and unimproved Forest system roads that are currently restricted to street-legal vehicles only. These proposals are also included in Alternative C and include:

- Proposals 1004, 1154, 1155, 1258, 1259, 1260, 1262, 1266(all), 1270

Similarly, there are nine proposals (Proposals 1024, 1073, 1074, 1076, 1080, 1081, 1082, 1083, 1089) to adopt motorized trails open to all vehicles to access the reservoir for motorized dispersed camping and fishing opportunities. These proposals total about 2.5 miles of unauthorized routes, but have a history of use and do not conflict with any direction in the Forest plan.

A 79-acre dispersed camping "open area" is proposed south of Buckboard Crossing (Alternatives B and C) where concentrated use such as dispersed camping is popular (Proposal 1200). This area contains multiple routes that are commonly used. Designation of an "open area" could help minimize unauthorized use in other nearby places and reduce conflicts with OHV's by designating an area with limited motorized recreation restrictions. On the other hand, the dispersed camping open area could also encourage more use that could lead to crowding and unauthorized expansion, thereby creating more conflicts.



This proposal does not conflict with the Forest Plan. However, Transportation Management decisions for protection and management of the FGNRA (Forest Plan, Appendix A) state to (1) locate and construct a well-designed and adequate internal and circulatory system of roads and trails to standards which fully provide for soil stabilization, recreational, wildlife, and esthetic values (A-20); and (2) to minimize visual, air, and noise pollution along major routes of travel, at administrative sites, and in areas of concentrated public use. It is difficult to predict what noise and dust levels at this area would reach or if they would conflict with other Forest visitors such as at nearby Buckboard Crossing campground or other dispersed recreation along the reservoir. Opportunities for more natural and isolated settings near the reservoir would still be available.

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. The current travel map shows that FSRs 376 and 625 are open to mixed traffic, but the Flaming Gorge Ranger District signed Forest system road 376 closed to ATV's as recently as 2006 after receiving complaints from residents of the adjacent Flaming Gorge Acres subdivision. Forest system road 376 passes very close to the Flaming Gorge Acres subdivision and residents felt this was a safety issue because it encouraged hunting too close to their homes. Local residents were also concerned with noise, traffic, and dust from ATV's using unimproved Forest system road 376; vehicles driving on designated ATV system trail 157 to make a loop; disturbances to big game; and resource damage resulting from fording Allen Creek.

Since the closure was implemented, the Forest has received equally polarized comments; wanting the loop either closed to ATV use or open to ATV use, while street-legal traffic does not seem to be a concern. For example, the Forest received comments from residents of Flaming Gorge Acres and The Pines requesting that ATV's be allowed to use FSR 376 since it already allows street-legal access. Their reasoning is that the unimproved road and connecting ATV trail allow better access for ATV traffic than street-legal vehicles because larger vehicles cannot maneuver the terrain as easily or legally connect the loop. This loop is popular with residents of both the Flaming Gorge Acres and the nearby Pines subdivisions for both motorized and non-motorized uses. The management area subunit, Greendale Management Unit (CFC-4), states that the Forest should provide a buffer adjacent to private lands (A-39). This buffer would permit

compatible uses but should be designed to maintain scenic values and the natural character of the land (A-39). However, both the current roads and trail were in place prior to development of the Flaming Gorge Acres subdivision.

Alternative B (and Alternative C) would address the motorized access issue by designating the system roads (FSR 376 and 625) as open to mixed traffic, including ATV's, and the trail (157) would remain open to ATV use. The concerns presented to the Forest would be mitigated by implementing a seasonal closure (October 1 – June 30) on FSR 625 (Proposal 1255.1) and FST 157 (Proposal 1255.2) to disconnect the loop with the adjoining road (FSR 376), thereby reducing ATV traffic, reducing disturbances to big game, and reducing the number of hunters within close proximity of the residences. The ford at Allen Creek would be improved prior to opening FST 157 to motorized use and barriers would be implemented to keep vehicles wider than 50 inches off of the trail.

Table 3.1.7—Road and Trail Miles in the Vast Backyard Recreation Niche Area

	ALT. A	ALT. B	DIFFERENCE
Administratively Closed Road	67	56	(11)*
Street-legal Only Road	227	189	(38)
Mixed Use Road	772	845	73
Motorized Trail Open to all Vehicles	0	48	48
Motorized Trail less than 50"	128	126	(2)
Non-motorized Trail	341	363	22
Changes to ROS	Yes. Approximately 6,460 acres from SPNM to SPM		

*( ) indicates a negative number

The Vast Backyard contains the majority of proposed changes in Alternative B. Table 3.1.7 compares miles of Forest system roads and trails between the current condition (Alternative A) and Alternative B.

The most obvious change proposed by Alternative B is to allow mixed traffic on several improved and unimproved roads on the Forest that are currently restricted to street-legal vehicles only, such as along Taylor Mountain Road (FSR 044) on the Vernal Ranger District. This action would greatly improve motorized recreation opportunities for OHV users by connecting additional Forest system roads to dispersed camping areas, motorized trails, developed recreation sites, and creating links with other Forest system roads. This action could help reduce some of the heavy use on current Forest system motorized trails by transferring some of that use to engineered roads that are able to sustain constant vehicle traffic. Currently, there are approximately 1,314 miles of roads that allow mixed traffic throughout the Forest, and the vast majority of them are located within the Vast Backyard. The proposals to allow additional mixed traffic would increase these figures by about 71 miles throughout the Forest; nearly all are located within a roaded natural ROS class. These proposals to add mixed traffic within the Vast Backyard are consistent with the management of the area and include:

- Vernal RD Proposals: 2018, 2043, 2055, 2091, 2093, 2194, 2197, 2253
- Roosevelt-Duchesne RD Proposals: 3005, 3040, 4015

Currently, reported conflicts and complaints on Forest system roads allowing mixed traffic are negligible, so it is not likely that additional use by OHV's on system roads would escalate conflicts between recreation users.

The next obvious variation with Alternative B within the Vast Backyard is the addition of approximately 48 miles of motorized trails open to all vehicles (102 proposals) by incorporating unauthorized routes, currently administratively closed roads, and motorized trails currently designated for vehicles under 50

inches in width. The current travel regulations allow vehicles to travel off of designated routes up to 300 ft. to access dispersed camping locations. The new Travel Plan would limit the distance allowed off of designated routes to 150 feet in Utah. Therefore, a majority of the proposed "motorized trails open to all vehicles" within the Vast Backyard access current dispersed camping—located over 150 feet from designated routes having suitable traditional use, with limited ground disturbance. Dispersed camping has been identified as an important recreation use within the Vast Backyard and incorporation of proposals to access motorized dispersed camping areas would ensure continued access to for this popular recreation activity. Many of these proposals are also located within the hatched travel area on the Vernal Ranger District. No new conflicts between recreation user groups are expected since these proposals occur in traditionally utilized areas. However, proposals 4001 and 4002 located on the South Unit of the Roosevelt-Duchesne Ranger District would bisect an area currently inventoried as semi-primitive non-motorized. If these two proposals were adopted, then it would change the ROS class inventory to an area 2.5 square miles wide and leave a fragment, too small to remain classified as semi-primitive non-motorized. Therefore, Proposals 4001 and 4002 would result in a change to the ROS inventory from semi-primitive non-motorized to semi-primitive motorized to an area over 8.5 square miles (5,500 acres) wide.

Alternative B also proposes to open up and allow mixed traffic for public use on Forest system roads that are currently administratively closed. These proposals would benefit motorized recreation opportunities by creating additional motorized access, creating desirable loop opportunities, and improving connectivity with other Forest system roads and motorized trails. There are 13 of these proposals in Alternative B without extended seasonal closures, and all are located within the Vast Backyard:

- Flaming Gorge RD Proposals: 1007, 1159, 1187
- Vernal RD Proposals: 2048, 2058, 2061, 2085, 2145, 2146, 2153, 2180
- Roosevelt-Duchesne RD Proposals: 3011, 4004

Some currently administratively closed roads would allow mixed traffic to provide additional OHV opportunities, but would have extended seasonal closures (from October 1 to June 30) to protect big game, such as near North East Park (Prop 2047, 2058, and 2145) on the Vernal Ranger District as proposed in Alternatives B, C, and E. Administratively closed roads near North East Park access timber sales and receive little recreation activity, except during hunting season. Introducing motorized traffic around North East Park would unlikely create many conflicts between recreation users as it is already within a Roaded Natural ROS class.

Proposal 1007 on the Flaming Gorge RD intends to open up currently administratively closed Sols Canyon road (FSR 016) to public access and allow motorized mixed traffic. Its purpose is to create an OHV route between the town of Manila and the Forest. The Forest received a considerable amount of feedback in support of this connection during the public scoping process. Access would be seasonally restricted from October 1 to June 30 to keep vehicles off the road during wet periods and to help reduce wildlife disturbances. The Sols Canyon road is currently managed as an administratively closed road in order to protect the dam and its associated infrastructure, so access is limited to authorized users conducting canal/dam maintenance.

Proposal 1007 does not conflict with the Forest Plan. However, there would be management changes as a result of implementing this proposal. For example Sols Canyon road (FSR 016) is currently managed as a Maintenance Class Level I Road and implementing the proposal would change it to, at least, Maintenance Class Level II. About ½-mile of this road is located within an area inventoried as semi-primitive non-motorized. If the proposal were implemented it would change the ROS inventory from semi-primitive non-motorized to semi-primitive motorized across an area about 0.5 square-mile wide. About 1-mile or half of the Sols Canyon road is located in Management Area Prescription G—Undeveloped Dispersed Recreation Unroaded (IV-7). The Forest Plan directs that there be no road construction; that the District Travel Plan will be used to resolve issues; and that facilities may be used for public safety, convenience, and protection of the site (IV-7 and 8). This proposal would not involve new road construction and there is

no direction that states motorized public access is prohibited or that ROS inventories cannot be changed. However, keeping this route administratively closed would be most consistent with the management area prescription (MA-G), and currently managed use. This proposal is also included in Alternatives C, and E.

Proposals 3074.5 and 3074.6 located on the Roosevelt-Duchesne Ranger District near Rock Lake aim to connect the Rock Creek and Farm Creek drainages for OHV travel. Proposal 3074.5 would add a motorized trail for vehicles greater than 50 inches wide by utilizing an old extension of FSR 199, which was removed from the Forest road system several years ago as indicated by old records. This route goes through Management Area Prescription G—Undeveloped Dispersed Recreation Unroaded (IV-7). The Forest Plan direction for MA-G states that there should be no road construction; that the District Travel Plan will be used to resolve issues; and that facilities may be used for public safety, convenience, and protection of the site (IV-7 and 8). Proposal 3074.6 would add an ATV trail nearly two miles long by using an existing route along the Corral Creek drainage. Although proposal 3074.6 utilizes an existing route, there are resource concerns regarding this proposal. A field visit identified that the route crosses Corral Creek and parallels sections of riparian habitat (as shown in adjacent picture). These conditions are not ideal for a sustainable motorized trail. From a recreation management perspective, this proposal would not conflict with existing management since there are other system roads located near the proposed routes and MA-G is a small isolated fragment covering about 17 acres. Proposal 3074.6 would need to be rerouted away from the segments that cross and traverse riparian habitat along the Corral Creek drainage prior to being shown on the motor vehicle use map and opened to motorized travel (see Table 3.2.9 Specific Mitigation or Other Needs by Proposal). A reroute for segments of Proposal 3074.6 would require outside funding sources, but would be a good candidate because it creates additional access that links two drainages and addresses resource issues. These proposals and associated issues are contained in Alternatives C and E.



Alternative B would also designate new ATV trails (motorized routes open to vehicles less than 50 inches wide) by utilizing existing routes and new construction occurring only within the Vast Backyard. These actions (19 proposals) aim to create additional desirable motorized recreation opportunities, such as additional connectivity and loops with other system roads and motorized trails, in a setting managed to accommodate motorized use. The route locations are usually on existing hardened surfaces such as administratively restricted roads or old skid trails from logging sites. However, five of these proposals for motorized trails may require small segments of new construction generally less than ¼-mile long, as explained below.

Proposals 2129 and 2130 combine opening up an administratively closed road and designating a new OHV trail (motorized vehicles over 50 inches wide) in order to create a new motorized loop located northwest of Oaks Park Reservoir, near Ranger Peak, on the Vernal RD. These proposals would connect with FSR 037 on the west and FST 1179 on the east to create a loop by connecting into FSR 020. Proposal 2130 utilizes old skid trails from timber harvests but would require a small piece of new construction less than ¼-mile long to accommodate OHV's. This proposal is also included in Alternatives C and E.

Proposal 3013 located on the Roosevelt-Duchesne RD near Lower Stillwater would require new construction less then ¼-mile long for an ATV trail (Alternatives B, C, and E). Currently, FSR 198 near Lower Stillwater allows mixed traffic. However, a portion of the road crosses into the Uintah and Ouray Indian Reservation where ATV's are not allowed. This new segment of ATV trail would help retain motorized access for ATV's by avoiding the Indian Reservation and allowing ATV's to utilize FSR 198 through its entirety.

Proposals 1179, 1017 (1017.1, .2, and .3), and 1011 (1011.1 and .2) would designate a combination of unauthorized routes and new construction to develop an ATV trail system that parallels the Hickerson Park road (FSR 221). This proposed trail system would provide an alternate route for ATV's that avoids

the road and would meander through a more primitive setting with scenic vistas that are not available from the road. Proposal 1017.2 would require approximately one mile of new construction. A section near Sheep Creek Lake approaches an open, wet meadow landscape. A preferred alignment would be to keep the trail on the north side of the reservoir and cross the dam in order to stay out of the wet meadow. Otherwise, crossing the wet meadow would conflict with current trail management practices and management actions that the Forest has taken to reroute motorized trails off of wet meadows. Under Proposal 1017.1, approximately 1.25 miles of the proposed ATV trail would bisect an area inventoried as semi-primitive non-motorized. If the proposal were implemented it would change the ROS inventory from semi-primitive non-motorized to semi-primitive motorized across an area over 1 square-mile wide.

Proposals 1011.1 and 1011.2 utilize an existing abandoned timber route and would require nearly ¼-mile of new construction. The existing route would require improvements to the trail tread as well as brushing and clearing work to remove deadfall and trees that have grown back in along the route. The ¼-mile of new construction would be required along a riparian area with wet meadows. The combination of the two proposed routes would cross three perennial streams with wet meadow / riparian complexes (see 3.2 Soil and Water Resources). It does not appear that a better route could be developed nearby to avoid wet soils and at least two of the crossings would require culverts or bridges. Cap and gravel turnpikes have been used on motorized system trails throughout the Forest to mitigate resource damage in riparian habitat, but only in small sections less than 50 yards long. Motorized system trails on the Forest that have created resource damage through riparian habitat such as wet meadows, through larger stretches (over 50 yards) have been either rerouted or closed. Therefore Proposal 1011, to adopt a motorized trail through riparian habitat, would conflict with current trail management practices and management actions that the Forest has taken to reroute motorized trails off of wet meadows.

Proposals 1179, 1017 (all), and 1011 (all) do not seem to support the Vast Backyard Recreation Niche which states that "a system of designated OHV routes and staging areas based on existing roads and existing capacity is located on the Vernal Ranger District, with links to other districts and outside partners." This route would be located on the Flaming Gorge Ranger District and does not link other districts or outside partners, nor does it serve to mitigate resource impacts. The intent of these proposals is to resolve a safety issue which appears weakly based as pointed out in the safety discussion below. These proposals (1179, 1017, and 1011) are also considered under Alternatives C and E.

Alternative B would eliminate the hatched travel area on the Vernal Ranger District, which is predominantly located within the Vast Backyard. This action would reduce conflicts between recreation users by designating routes for motorized travel. As a result, there would be no confusion about what constitutes an "established, undesignated route" that allows motorized use.

Limited conflicts would be expected from Alternative B within the Vast Backyard because this recreation niche area is predominantly Roaded Natural and managed to accommodate motorized recreation opportunities.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. Table 3.1.8 compares Forest system road and trail miles between the current condition (Alternative A) and Alternative B within the Rugged Backcountry.

Opportunities for non-motorized recreation in more natural and isolated settings are abundant throughout the Rugged Backcountry. Alternative B aims to address current user conflicts, such as in areas that are not well-suited for OHV trails because they are located along wet meadows and are surrounded by non-motorized trails, or to expand motorized use on roads that would be more easily accessible by OHV's rather than street-legal vehicles.

Table 3.1.8 Roads and Miles of Trails in the Rugged Backcountry Recreation Niche Area			
	ALT. A	ALT. B	DIFFERENCE
Administratively Closed Road	12	15	3
Street-legal Only Road	38	34	(4)*
Mixed Use Road	92	98	6
Motorized Trail Open to all Vehicles	0	14	14
Motorized Trail less than 50"	40	27	(13)*
Non-motorized Trail	295	304	9
Changes to ROS	Yes. Approximately 3,200 acres From SPM to SPNM		

*( ) indicates a negative number

Approximately six miles of current motorized trail (FST 034, Prop 2038.3 and 2038.4; and FST 106, Prop 2038.1 and 2038.2) near Galloway Spring are proposed for non-motorized use because of numerous concerns including poor soil conditions that are not suitable for motorized travel, difficult terrain to maneuver vehicles, issues with noncompliance by ATV's traveling beyond authorized Forest system trails, and complaints from equestrians and hikers about conflicting trail uses. The cluster of proposals under Proposal 2038 would remove motorized travel from FST 034 and 106. ATV's would still have access to FST 110 and along the Outlaw ATV Trail (FST 1196 and 026) to complete a loop. Removing motorized travel from the remaining trails would address the following issues: eliminate crossing South Fork Ashley Creek where there is erosion at the approaches; reduces erosion and resource damage where Forest system trail 034 traverses an active spring near Death of James Meadow; eliminate a safety hazard and reduce erosion along the steep and narrow Forest system trail 106 to Galloway Spring; and eliminate the conflict of ATV's illegally traveling on non-motorized system trails 106 to Frenches Park and FST 034 to Alma Taylor where the Forest has received several complaints from hunters and equestrians. This proposal is also included in Alternative D.

Approximately 13 miles of unauthorized routes are proposed as "motorized trails open to all vehicle types" (Prop. 2101, 2013, 2208, 3001, 3043, 3194, and 3354), located within the Rugged Backcountry on the Vernal RD to access dispersed camping and routes suitable for OHV's greater than 50 inches wide. These proposals would access current dispersed camping—located over 150 feet from designated routes having suitable traditional use, with limited ground disturbance and they do not appear to conflict with the Forest Plan nor would they change the ROS class inventory.

Proposal 2013 is located near Paradise Reservoir on the Vernal RD. It starts at Julius Park Reservoir in the Rugged Backcountry and terminates in the Vast Backyard. The proposal utilizes a canal maintenance road to provide a motorized loop opportunity for OHV's by connecting Julius Park Reservoir with Mosby Mountain/Paradise Road (FSR 104). Proposal 2013 is included in Alternatives B, C, and E and does not conflict with the Forest Plan or the ROS class inventory.

The Dry Ridge road on the Roosevelt-Duchesne Ranger District is proposed to be changed from an unimproved street-legal road to an unimproved mixed use road in order to accommodate OHV access during the summer season (Proposal 3082), and would have a seasonal closure from October 1 to June 30 to help prevent resource damage during wet periods and to minimize wildlife disturbances. Such a closure could also enhance the quality of non-motorized big game hunting. This proposal appears in Alternatives B, C, and E.

Proposal 3043 is located between the Grandview Trailhead and South Fork Rock Creek in the Rugged Backcountry Recreation Niche on the Roosevelt-Duchesne RD. It proposes to designate a currently

unauthorized route to a motorized trail open to all vehicles, approximately two miles long, in order to provide mixed vehicle access to scenic views and dispersed camping opportunities. The trail would be closed seasonally from October 1 to June 30 in order to protect wet soils and reduce wildlife disturbances. This proposal is within an area having a semi-primitive non-motorized ROS class, so adopting Proposal 3043 would affect the current ROS inventory. It would change and split the current ROS inventory from semi-primitive non-motorized to semi-primitive motorized across an area over one square-mile wide. However, this action does not conflict with the Forest Plan because the ROS classifications for the Forest are only an inventory and not part of the Forest Plan.

Recreation Issue 2 (Motorized Dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing motorized dispersed camping from 300 feet off of a designated route to 150 feet in Utah. This change in designation may affect the experience and/or reduce the availability of areas to camp.

The Forest recognizes that there are numerous established dispersed camping sites, located both greater than 150 or 300 feet from designated routes, that have received traditional use with minimal impacts. However, there has also been an increase in the number of new routes created to access dispersed camping sites that have resulted in considerable damage to vegetation, soil, water, and recreation resources.

The Flaming Gorge Recreation Niche and the Vast Backyard Recreation Niche Areas tend to have the most areas for dispersed camping. Part of this is due to the miles of routes within those areas and part is due to the location of those areas. Within the Flaming Gorge Recreation Niche Area many of the current roads access the reservoir—a premier recreation area. A large portion of the hatched travel area in the Vernal Ranger District falls within the Vast Backyard Recreation Niche Area which is heavily used for dispersed camping.

The Rugged Backcountry is more limited to motorized dispersed camping generally because of the limited number and quality of roads within this niche.

There are sites throughout the ANF in Utah traditionally used for motorized dispersed camping. Many of these sites are 150 feet or greater from the current system roads, while others are beyond 300 feet, so use is not authorized under the current travel plan. Alternatives B and C identify and propose to adopt the most access to desirable motorized dispersed camping sites. Special consideration has been made for established sites that are within the current motorized dispersed camping restriction of 300 feet from designated routes.

Tables 3.1.8 - 3.1.10 show miles (length) and square miles (area) of potential dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route, not designated as “no motorized dispersed camping allowed” on the MVUM is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as terrain, heavy forest, slopes, wet areas and streams, as well as management tools such as fencing and road drainages would prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available motorized dispersed camping areas, it is impossible to demonstrate the precise impacts to dispersed camping for each alternative. However, the travel plan recognizes the potential for change to the visitor experience. Alternative B attempts to minimize these impacts by retaining access authorized under the current travel plan and adopting sustainable routes to established dispersed camping sites.

Flaming Gorge Recreation Niche - Alternative B would specifically designate an additional 94 routes totaling 42 miles and the 78 acre open dispersed camping area mentioned above. These routes primarily access dispersed camping areas within the Flaming Gorge Recreation Niche that are not available under the current travel management plan.

Table:3.1.8 Miles and Square Miles of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area		
	Alternative A (300 ft either side of route)	Alternative B (300 ft either side of route)
Flaming Gorge Ranger District (Portion in Wyoming)	276 miles = 30.36 sq. miles	288 miles + 78 acre open area = 17.40 sq. miles

Vast Backyard Recreation Niche - Alternative B would specifically designate 242 routes totaling 70 miles that primarily access dispersed camping areas within the Vast Backyard Recreation Niche Area. Of these routes, 106 (totaling 44 miles) are outside of the hatched travel area and are not authorized under the current travel management plan.

Table:3.1.9 Miles and Square Miles of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area		
	Alternative A (300 ft either side of route)	Alternative B (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	76 miles = 8.36 sq miles	69 miles = 4.14 sq miles
Vernal Ranger District*	378 miles = 41.58 sq miles	404 miles = 24.24 sq miles
Roosevelt/Duchesne Ranger District	505 miles = 55.55 sq miles	503 miles = 30.18 sq miles

*Includes 25 miles of routes in the hatched travel area for Alternative A

Rugged Backcountry Recreation Niche - The Rugged Backcountry would have the fewest miles and acres of designated routes accessing dispersed camping. This is partly due to the limited miles of roads in this area as well as the low maintenance level of many of these roads. Alternative B would specifically designate an additional 13 routes (totaling 17 miles) that primarily access motorized dispersed camping areas within the Rugged Backcountry Recreation Niche Area of which three miles are not available under the current travel management plan.

Table:3.1.10 Miles and Square Miles of Potential Dispersed Camping Areas in the Rugged Backcountry Recreation Niche Area		
	Alternative A (300 ft either side of route)	Alternative B (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	19 miles = 2.09 sq miles	18 miles = 1.08 sq miles
Vernal Ranger District*	71 miles = 9.35 sq miles	71 miles = 4.26 sq miles
Roosevelt/Duchesne Ranger District	51 miles = 5.61 sq miles	56 miles = 3.36 sq miles

***** includes 2 miles of routes within the hatched travel area in Alternative A

Recreation Issue 3 (Safety)—Overall, Alternative B poses no new safety concerns with the exception of two different types of proposals. First, it is possible that the proposal to create a 79-acre dispersed camping open area (Proposal 1200) south of Buckboard Crossing may create more safety

concerns by eliminating route designations. However the area is sparsely vegetated and allows for good site distance (refer to photo in Recreation Issue 1 above). The topography is fairly level with very few significant changes in elevation to create visual obstructions. With the lack of route designations, it would be up to the user to operate a vehicle, in that area, at their own risk.

Proposals 1179, 1017 (1017.1, .2, and .3), and 1011 (1011.1 and .2) would designate a combination of unauthorized routes and new construction to develop an ATV trail system that parallels the Hickerson Park road (FSR 221). The purpose of these proposals is to reduce ATV traffic and, therefore, the risk of accidents with vehicles on Hickerson Park road (FSR 221). FSR 221 is a well-maintained, improved gravel road that is open to mixed traffic; and its straight, wide alignment leads to high vehicle speeds. However, FSR 221 has had mixed use for several years without any history of ATV accidents, partly because this area is fairly level and not heavily wooded, so there is good sight distance on the road. Engineering road hazard analysis has not determined that this section of road is of particular concern for mixed traffic. There are no proposals under any Alternatives to remove ATV use (mixed traffic) off of Hickerson Park (FSR 221), so ATV's would still be allowed on this road regardless if Proposal 1017 were implemented or not. Therefore, the argument to adopt Proposals 1179, 1017, and 1011 because of safety concerns is not compelling. Although not required for any mitigation, it would be more prudent to add or improve signing on a section of Hickerson Park road than to spend over $10,000 on new trail construction and increase the burden of trail maintenance on the Forest.

Recreation Issue 4 (Costs)—Overall, Alternative B would likely increase maintenance costs for the roads and trails programs because it would add miles to Forest system roads and trails. There is a general reduction in roads open to street-legal vehicles, but the miles associated with them were picked up by roads allowing mixed traffic. Roads that allow mixed traffic are generally more expensive to maintain because they require more signs to manage mixed traffic and may receive more frequent use. There is also an increase in miles of designated motorized trails which would increase maintenance costs for the trails program. Since most proposals are located within both the Flaming Gorge and Vast Backyard Recreation Niche Areas, it seems that the majority of system roads and trails would be easily accessible for maintenance, resulting in less expensive maintenance costs.

The cost to implement proposals requiring new construction (Proposals 1011.2, 1017.2, 2130, 2144, 2458, 2464 and 3013) would be at least $50,000. Based on the history of passed trails projects, it is likely that the Forest could not implement these projects with only base trail program funds and would require outside funding sources. The Forest has successfully obtained grants for motorized trails projects that address access issues and mitigate resource damage as well as serious safety concerns. It seems that Proposals 2144, 2464, and 3013, best fit these criteria. The alignments and purposes of Proposals 1011.2, 1017.2, and 2130 have flaws and they poorly address criteria for outside funding sources.

Some savings would be anticipated from Alternative B. Administratively closing roads, implementing seasonal closures, and changing trail designations from motorized to non-motorized use would likely reduce maintenance and reconstruction costs. It would reduce motorized traffic that could otherwise accelerate erosion and create resource damage, such as in poorly selected areas with steep slopes, wet meadows, or sensitive soils; or when use occurs during certain times of the year like spring or fall when soils are considerably wet. Although designating routes within the hatched travel area on the Vernal Ranger District would increase maintenance costs to the Forest, it would reduce future needs to repair resource damage caused by unmanaged recreation.

Alternative B would likely increase overall costs to manage the roads and trails programs on the Forest. The alternative would increase system roads open to Forest visitors by over 71 miles and motorized trails by approximately 44 miles—creating over $120,000 in additional costs to maintain Forest system roads and trails. Increasing the number of trail miles on the Forest may decrease the overall percentage (9%) of trails maintained to standard each year. The same scenario is likely for Forest system roads and could result in less than 30% of Forest system roads maintained to standard each year.

Recreation Issue 5 (Enforcement)—Alternative B contains proposals that address enforcement concerns and would help obtain better compliance with the Forest Travel Plan, but it also has proposals that could create additional issues. Alternative B eliminates the hatched travel area on the Vernal Ranger District and restricts all motorized travel to designated roads and trails. This management approach is clearer and avoids confusion for everyone by indicating that a route is closed unless signed open, making it easier to enforce.



It is difficult to predict what challenges, if any, a dispersed camping open area (proposal 1200) would pose to law enforcement. There is currently a spider-web of unauthorized routes located throughout a concentrated area on a small peninsula at south Buckboard Crossing (adjacent picture). Therefore, the Open Area is somewhat landlocked because it is surrounded by water and access is limited to one side of the peninsula. This area has natural boundaries but a fence, approximately ¼-mile long, could be constructed to define the boundary along the accessible side. It is possible that the open area could alleviate OHV use and reduce noncompliance in nearby areas.

Restricting motorized dispersed camping off of system routes to 150 feet in Utah would be easier to monitor during routine patrols as compared to the current 300 feet restriction, but may create more crowding adjacent to major roads. In Wyoming where it is more open monitoring during routine patrols will still be possible at 300 feet. Alternative B would also incorporate more recreation opportunities for OHV's and connects system routes which could encourage compliance with the travel plan. A majority of the proposals that create more motorized opportunities are located within the Vast Backyard. This recreation niche area is more readily accessible and easier to monitor during routine patrols. Allowing more mixed traffic on system roads would help discourage unauthorized routes that parallel system roads, such as by people who do not want to get caught riding on roads restricted to street-legal vehicles only. Implementing seasonal restrictions and administrative closures would require monitoring to enforce, but it would also help reduce the number of incidents involving resource damage. Non-system routes would be monitored on routine patrols and could be closed with barriers if they were to show signs of continued use and did not revegetate on their own.

Alternative C

Alternative C would create the most motorized opportunities out of all the Action Alternatives. It would allow more motorized access into high elevation areas such as the Rugged Backcountry Recreation Niche Area and would create additional access by opening up the greatest number of system roads that are currently managed as administratively closed. Alternative C would also allow the most miles of mixed traffic on Forest system roads and introduce OHV use closer to trails that are managed for non-motorized use. Under this Alternative, Forest visitors who prefer trails and settings managed for non-motorized use would notice more encounters with OHVs in areas that once restricted their use.

Recreation Issue 1 (Conflicts) -Alternative C does not conflict with Forest Plan direction, but contains proposals that would change the current ROS class inventory for the Ashley National Forest. Alternative C differs from all other alternatives in that it proposes the greatest increase to the number of individual system roads and motorized trails on the Forest and the greatest increase to their total miles.

Flaming Gorge Recreation Niche Table 3.1.11 compares system road and trail miles between the current condition (Alternative A) and Alternative C within the Flaming Gorge Recreation Niche.

Alternative C proposes to adopt additional unimproved routes for mixed traffic (street-legal vehicles and OHV's) within the Flaming Gorge Recreation Niche Area by utilizing both system roads and unauthorized routes. There are 98 proposals that incorporate 45 miles of unauthorized routes. A majority of these routes are located on the Wyoming side of the District and are used to access the reservoir and nearby dispersed

camping opportunities. Since the routes are commonly used during the summer, it is unlikely that their designation would create additional conflicts between users.

A 78-acre dispersed camping open area is proposed south of Buckboard Crossing where concentrated use such as dispersed camping is popular (Prop. 1200). This proposal was discussed in detail under Alternative B.

Table 3.1.11—Road and Trail Miles in the Flaming Gorge Recreation Niche Area

	ALT. A	ALT. C	DIFFERENCE
Administratively Closed Road	13	15	2
Street Legal Only Road	131	119	(12)*
Mixed Use Road	191	242	51
Motorized Trail Open to all Vehicles	0	3	3
Motorized Trail less than 50”	4	7	3
Non-motorized Trail	33	30	(3)*
Changes to ROS	None		

*( ) indicates a negative number

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. Refer to Alternative B for a detailed description of the proposal and mitigation. The only difference between the two alternatives is that Alternative C does not implement a seasonal closure on FSR 625 (Proposal 1255.1).

Unique to Alternative C is a small network of ATV trails (Proposals 1248.1 – 1248.7) proposed near Red Canyon Lodge that would connect to other existing and proposed motorized routes. The proposals would create a connecting network of motorized trails that would provide OHV access to nearby attractions such as Swett Ranch and Flaming Gorge Lodge. This area is highly visited during the summer season because of popular destinations such as the Red Canyon Visitor Center, Overlook, Campground, and Lodge. Wildlife viewing is very popular as deer and big-horn sheep commonly browse in the area. A couple of small lakes are frequently used for fishing and picnicking. The current non-motorized trail system is very popular with hikers and bikers, and is utilized for horseback rides by a permitted outfitter.

Under the current travel plan, roads in the Red Canyon area are restricted to street-legal vehicles and there are no motorized trails, so it is likely that new ATV trail designations would create user conflicts. Undeveloped Areas Management Unit (CFC-3) discourages heavy use around Eagle Basin (A-37) which could result from proposals 1248.1 and 1248.2. Greendale Management Unit (CFC-4) aims to maintain scenic values and natural character of the lands (A-39), and to limit motor vehicle travel to existing routes (A-40). Proposal 1248.4 would not conform with CFC-4 because it would require new trail construction and would not limit motor vehicle travel to existing routes. Alternative E has similar motorized trail proposals for Red Canyon, but was modified to not include those portions of 1248.2 which would require new construction and may include resource concerns.

The Vast Backyard contains the majority of proposed changes in Alternative C. Table 3.1.12 compares system road and trail miles between the current condition (Alternative A) and Alternative C within the Vast Backyard Recreation Niche.

Table 3.1.12—Road and Trail Miles in the Vast Backyard Recreation Niche Area			
VAST BACKYARD RECREATION NICHE AREA			
	ALT. A	ALT. C	DIFFERENCE
Administratively Closed Road	67	43	(24)*
Street Legal Only Road	227	181	(46)*
Mixed Use Road	772	871	99
Motorized Trail Open to all Vehicles	0	58	58
Motorized Trail less than 50”	128	125	(3)*
Non-motorized Trail	341	358	17
Changes to ROS	Yes. Approximately 6,460 acres from SPNM to SPM		

*( ) indicates a negative number

Similar to the Preferred Alternative, the most obvious change within the Vast Backyard Recreation Niche Area under Alternative C is to allow mixed traffic on several improved and unimproved Forest system roads, such as along Taylor Mountain Road (FSR 044; Proposal 2043) on the Vernal Ranger District. The proposals to allow additional mixed traffic would increase these figures by 99 miles. Nearly all of these proposals are located within a roaded natural ROS class. Proposals to add mixed traffic to currently improved and unimproved Forest system roads within the Vast Backyard include:

- Vernal RD Proposals: 2018, 2043, 2055, 2091, 2093, 2194, 2197, 2253
- Roosevelt-Duchesne RD Proposals: 3005, 3016 (Alt. C and E), 3040, 3082 (Alt. C and E), 4015

Currently, reported conflicts and complaints on Forest system roads allowing mixed traffic are negligible, so it is not likely that additional use by OHV’s on system roads would escalate conflicts between recreation users.

Alternative C has the highest number of additional miles and proposals to adopt unauthorized routes for motorized trails open to all vehicles. As with Alternative B, proposals 4001 and 4002 located on the South Unit of the Roosevelt Duchesne Ranger District would bisect an area currently inventoried as semi-primitive non-motorized. If these two proposals were adopted, then it would change the ROS class inventory to an area 2.5 square miles wide and leave a fragment, too small to remain classified as semi-primitive non-motorized. Therefore, Proposals 4001 and 4002 would actually result in a change to the ROS inventory from semi-primitive non-motorized to semi-primitive motorized to an area over 8.5 square miles (5,500 acres) wide.

Alternative C also proposes to open up and allow mixed traffic for public use on Forest system roads that are currently administratively closed. Alternative C incorporates the 13 proposals listed in Alternative B (12 proposals, 14 miles), as well as three additional proposals listed below. The combined 15 proposals incorporate a total of 16 miles without extended seasonal closures, and all are located within the Vast Backyard:

- 13 proposals listed in Alternative B
- Vernal RD Proposals: 2027, 2139
- Roosevelt-Duchesne RD Proposals: 3025

Some currently administratively closed roads would allow mixed traffic to provide additional OHV opportunities, but would have extended seasonal closures (from October 1 to June 30) to protect big game, such as near North East Park (Prop 2047, 2058, and 2145) on the Vernal Ranger District. These are the same as those proposed under Alternative B. Alternatives C and E incorporate Proposal 2027 to open up Marsh Bench Road (FSR017) in order to provide OHV access to high-elevation locations and nearby lakes for additional dispersed camping, fishing, and hunting opportunities. Marsh Bench Road (FSR 017) is an administratively closed road that is sometimes opened to street-legal vehicles during the summer for firewood collection. However, this road has become popular with hikers, horseback riders, and hunters because it is closed to unauthorized vehicles. Introducing mixed traffic onto this road could cause some conflicts with people who have traditionally used this administratively closed road for non-motorized recreation.

Proposal 1007 on the Flaming Gorge RD intends to open up currently administratively closed Sols Canyon road (FSR 016) to public access and allow motorized mixed traffic. Its purpose is to create an OHV route between the town of Manila and the Forest. Access would be seasonally restricted from October 1 to June 30 to keep vehicles off the road during wet periods and to help reduce wildlife disturbances. The Sols Canyon road is currently managed as an administratively closed road in order to protect the dam and its associated infrastructure, so access is limited to authorized users conducting canal/dam maintenance. This proposal and its issues are the same as described in Alternative B.

Alternative C would also designate new ATV trails (motorized routes open to vehicles less than 50 inches wide) by utilizing existing routes and new construction occurring only within the Vast Backyard. This would provide greater OHV opportunities (22 proposals, 25 miles) than any other Alternative. The route locations are usually on existing hardened surfaces such as administratively restricted roads or old skid trails from old logging sites. However, seven of these proposals for motorized trails may require small segments of new construction less than one mile long. These proposals are the same as those identified and discussed in Alternative B.

Proposals 1179, 1017 (1017.1, .2, and .3), and 1011 (1011.1 and .2) would designate a combination of unauthorized routes and new construction to develop an ATV trail system that parallels the Hickerson Park road (FSR 221) under Alternatives B and C. Refer to Alternative B Recreation Issue 1 (Conflicts) and Recreation Issue 3 (Safety) for detailed information.

Unique to Alternative C is Proposal 2028. Proposal 2028 aims to adopt a motorized trail for vehicles over 50 inches wide near Marsh Bench Road. This would create a long loop trail between Marsh Bench Road and Horseshoe Park (FSR 031). However, this route may create conflicts between motorized and non-motorized users because it is outside the hatched travel area and is currently a non-motorized trail that is surrounded by additional non-motorized trails. This may create some confusion and lead to unauthorized use by OHV's connecting into the non-motorized trail network.

Some conflicts would be expected from Alternative C within the Vast Backyard because it contains considerably more proposals to introduce OHV use closer to trails that are managed for non-motorized use.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. Table 3.1.13 compares system road and trail miles between the current condition (Alternative A) and the Alternative C within the Rugged Backcountry Recreation Niche.

There are different proposals within the Rugged Backcountry Recreation Niche that are an obvious change to the current map. Approximately 15 miles of new trails, open to all vehicle types, are proposed on the Vernal and Roosevelt/Duchesne Ranger Districts to access dispersed camping and routes suitable for OHV's greater than 50 inches wide.

The Dry Ridge road on the Roosevelt-Duchesne Ranger District is proposed to be changed from an unimproved street-legal road to an unimproved mixed use road in order to accommodate OHV

access during the summer season (Prop. 3082), and would have a seasonal closure from October 1 to June 30 (as proposed in Alternative B). Proposal 3043 has the same intent and issues for Alternative C as described under Alternative B.

Table 3.1.13 Road and Trail Miles in the Rugged Backcountry Recreation Niche Area

	ALT. A	ALT. C	DIFFERENCE
Administratively Closed Road	12	4	(8)
Street Legal Only Road	38	16	(22)
Mixed Use Road	92	116	24
Motorized Trail Open to all Vehicles	0	15	15
Motorized Trail less than 50"	40	34	(6)
Non-motorized Trail	295	297	2
Changes to ROS	Yes. Approximately 640 acres from SPNM to SPM and 640 acres from SPM to SPNM		

*( ) indicates a negative number

Alternative C does not incorporate Proposals 2038.1, 2038.2, 2038.3, and 2038.4 to remove motorized use from approximately six miles of current motorized trails (FST 034 and FST 106) near Galloway Spring. The existing concerns including poor soil conditions that are not suitable for motorized travel, difficult terrain to maneuver vehicles, issues with noncompliance by ATV's traveling beyond authorized Forest system trails, and complaints from equestrians and hikers about conflicting trail uses would be mitigated by heavy maintenance trail projects to correct these problems. However there is not a clear time-frame when this work would be completed.

Approximately 14 miles of unauthorized routes are proposed as "motorized trails open to all vehicle types" (Prop. 2101, 2013, 2208, 3001, 3043, 3155, 3194, 3233, and 3354), located within the Rugged Backcountry on the Vernal RD to access dispersed camping and routes suitable for OHV's greater than 50 inches wide. Proposals (2101, 2013, 2208, 3001, 3043, 3194, and 3354) are the same as those identified in Alternative B.

Alternative C contains the most proposals that might create new conflicts between user groups. However, numerous opportunities for more natural and isolated settings would still remain throughout the Rugged Backcountry.

Recreation Issue 2 (Motorized dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing motorized dispersed camping from 300 feet off of a designated route to 150 feet in Utah. This change in designation may affect the experience and/or reduce the availability of areas to camp. The discussion of the general impacts of this change has been addressed earlier in this chapter and is outlined in the description of earlier alternatives.

Alternative C recognizes the impacts of the change in this rule and attempts to maximize motorized motorized dispersed camping opportunities while still implementing the 150 foot designation in Utah. Alternative C provides the most opportunities to access established and desirable dispersed camping areas. The alternative takes a more liberal approach in allowing for areas that may have some resource concerns but that are within an acceptable level of disturbance. In addition, this alternative would incorporate a greater number of routes that allow OHV use. This would provide a greater number of opportunities for camping with OHV use, but would also negatively impact opportunities for dispersed camping away from OHV use. Special consideration has been made for incorporation of sites that are appropriately being used and are within the legal definition of 300 feet.

Tables 3.1.14 - 3.1.16 below shows miles (length) and square miles (area) of potential motorized dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as terrain, heavy forest, slopes, wet areas and streams, as well as management tools such as fencing and road drainages would prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available dispersed camping areas, it is impossible to demonstrate the precise impact to dispersed camping for each alternative. However, the travel plan recognizes the potential for change to the visitor experience. Alternative C attempts to minimize these impacts by closely examining those areas that are currently authorized under the current travel plan and adopting those areas that are considered appropriate.

Flaming Gorge Recreation Niche - Alternative C would specifically designate and additional 98 routes totaling 45 miles (including the 78 acres open dispersed camping area mentioned above). These areas primarily access dispersed camping areas within the Flaming Gorge Recreation Niche Area that are not designated under the current travel management plan.

Table:3.1.14 Acres of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area

	Alternative A (300 ft either side of route)	Alternative C (300 ft either side of route)
Flaming Gorge Ranger District (Portion in Wyoming)	276 miles = 30.36 sq miles	286 miles = 17.16 sq miles

Vast Backyard Recreation Niche - Alternative C offers the most acres of motorized dispersed camping of the action alternatives. This alternative creates more ATV access from and around dispersed camping areas and offers the fewest opportunities for motorized dispersed camping away from ATVs. The Vast Backyard would have the most available dispersed camping areas of the action alternatives.

Table:3.1.15 Acres of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area

	Alternative A (300 ft either side of route)	Alternative C (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	63 miles = 6.93 sq miles	72 miles = 4.32 sq miles
Vernal Ranger District	363* miles = 39.93 sq miles	387 miles = 23.22 sq miles
Roosevelt/Duchesne Ranger District	450 miles = 49.50 sq miles	489 miles = 29.34 sq miles

* Includes 25 miles of routes within the hatched travel area in Alternative A

Alternative C would specifically designate 261 routes totaling 76 miles which primarily access dispersed camping areas. 126 of these routes (totaling 58 miles) are outside of the hatched travel area and are not designated under the current travel management plan.

Rugged Backcountry Recreation Niche - Alternative C offers the most acres of motorized dispersed camping of the action alternatives. However, dispersed camping access within the Rugged Backcountry Recreation Niche Area is limited primarily due to the limited number of routes and the management levels of those routes.

Alternative C would specifically designate 15 routes totaling 18 miles that primarily access dispersed camping areas. Within the Rugged Backcountry, seven ff these routes (totaling seven miles) are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.16 Acres of Potential Dispersed Camping Areas in the Rugged Backcountry

	Alternative A (300 ft either side of route)	Alternative C (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	19 miles = 2.09 sq miles	18 miles = 1.08 sq miles
Vernal Ranger District	71 miles = 9.35 sq miles	81 miles = 4.86 sq miles
Roosevelt/Duchesne Ranger District	51 miles = 5.61 sq miles	57 miles = 3.42 sq miles

Recreation Issue 3 (Safety)—Overall, Alternative C poses no new safety concerns with the exception of two different types of proposals as already identified in Alternative B (1200, 1179, 1011, and 1017).

Recreation Issue 4 (Costs) —Alternative C shares the same costs as covered under Alternative B, plus additional expenses. Alternative C is the most expensive Alternative to implement because it proposes the greatest increase to system road and trail miles on the Forest. The alternative increases system roads open to Forest visitors by over 84 miles and motorized trails by approximately 74 miles—creating over $150,000 in additional costs to maintain Forest system roads and trails. Under Alternative C, it is more likely that increasing the number of trail miles on the Forest may decrease the overall percentage of trails maintained to standard each year (less than 9%). The same scenario is likely for Forest system roads and could result in less than 30% of Forest system roads maintained to standard each year.

Recreation Issue 5 (Enforcement) — Alternative C contains similar proposals that address enforcement concerns and would help obtain better compliance with the Forest Travel Plan as addressed in Alternative B. However, Alternative C would pose more challenges than all other action alternatives because it proposes the most road and trail miles to enforce. It is also likely that existing conflicts would continue or even escalate such as near East Galloway on the Vernal RD. There would also be new areas to patrol more frequently such as along Marsh Bench Road.

Alternative D

Alternative D reduces road densities throughout the Forest. There is a 10-mile reduction in overall system roads that have been open to Forest visitors and approximately a 52 mile increase in administratively closed roads. There are several proposals in this alternative that remove mixed traffic from system roads. As a result, there would be fewer motorized recreation opportunities, especially for OHV users. This alternative would have the fewest opportunities for motorized loops and connectivity to other roads, trails, recreation developments, and dispersed camping areas. Motorized dispersed camping opportunities would be considerably reduced regardless of an area's popularity and traditional use such as along the Flaming Gorge Reservoir and within the hatched travel area. Forest visitors who prefer non-motorized recreation would benefit most by enjoying expansive settings that restrict OHV use. However, they would still be affected by limited access to motorized dispersed camping opportunities.

Recreation Issue 1 (Conflicts) — Alternative D does not conflict with the current ROS class inventory for the Forest or Forest Plan standards and guidelines or management direction. This alternative does not incorporate any proposals for OHV open areas, and provides limited access for dispersed camping opportunities.

The Flaming Gorge Recreation Niche has the fewest number of proposed changes to the current travel plan under Alternative D. Table 3.1.17 compares system road and trail miles between the current condition (Alternative A) and Alternative D.

Table 3.1.17 Road and Trail Miles in the Flaming Gorge Recreation Niche Area

	ALT. A	ALT. D	DIFFERENCE
Administratively Closed Road	13	16	3
Street Legal Only Road	131	125	(6)*
Mixed Use Road	191	200	9
Motorized Trail Open to all Vehicles	0	0	0
Motorized Trail less than 50"	4	0	(4)*
Non-motorized Trail	33	33	0
Changes to ROS	None		

*( ) indicates a negative number

Alternative D contains 12 proposals to incorporate about five miles of currently unauthorized routes to access the reservoir and adjacent areas for dispersed camping and water-based activities. This is a considerable contrast to the other action alternatives which propose over four times as many routes and miles.

There are five proposals (Proposal 1004, 1154, 1155, 1158, and 1262) within the Flaming Gorge Recreation Niche Area to allow mixed traffic on current Forest system roads restricted to street-legal vehicles.

In contrast to all other action alternatives, Alternative D does not propose to adopt any motorized trails open to all vehicles.

Alternatives D and E do not contain any dispersed camping open areas within the Flaming Gorge Recreation Niche Area, or anywhere else on the Forest.

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. Refer to Alternative B for a detailed description of the proposal and mitigation. Alternative D imposes an administrative closure on FST 157 (Proposal 1255.2). Alternative D aims to address the noise and traffic issues raised by administratively closing the system ATV trail (FST 157) in order to disconnect the loop between FSR 376 and 625 and reduce motorized vehicle traffic in the area.

The Vast Backyard contains the majority of proposed changes in Alternative D. Table 3.1.18 compares system road and trail miles between the current condition (Alternative A) and Alternative D within the Vast Backyard Recreation Niche.

Alternative D has the fewest proposals to adopt mixed traffic on improved and unimproved Forest system roads that are currently restricted to street-legal vehicles.

Table 3.1.18—Road and Trail Miles in the Vast Backyard Recreation Niche Area			
	ALT. A	ALT. D	DIFFERENCE
Administratively Closed Road	67	74	7
Street Legal Only Road	227	210	(17)*
Mixed Use Road	772	790	18
Motorized Trail Open to all Vehicles	0	9	9
Motorized Trail less than 50”	128	89	(39)*
Non-motorized Trail	341	371	30
Changes to ROS	None		

*( ) indicates a negative number

Alternative D would increase the number of Forest system roads that allow mixed traffic within the Vast Backyard by 18 miles. The proposals to add mixed traffic within the Vast Backyard are similar to the other action alternatives, but are limited to:

- Flaming Gorge RD Proposal 1156
- Vernal RD Proposals: 2018, 2043, 2093, 2197
- Roosevelt-Duchesne RD Proposals: 3005, 3040, 4015

Alternative D contains no proposals to open up Forest system roads currently managed as administratively closed, in order to allow mixed traffic for public use. This is a contrast to all other action alternatives.

Alternative D would adopt the fewest proposals for additional ATV trails (motorized route open to vehicles 50 inches or less wide) that utilize existing routes and new construction. It would adopt an additional five miles of motorized trails by incorporating the following five proposals: 2144, 2274.2, 2425, 2426, and 2464. Refer to the section Effects Common to All Action Alternatives for details. Proposals 2144 and 2464 are the only proposals that would require new construction under Alterative D.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. Table 3.1.19 compares system road and trail miles between the current condition (Alternative A) and the Alternative D.

Table 3.1.19—Road and Trail Miles in the Rugged Backcountry Recreation Niche Area			
	ALT. A	ALT. D	DIFFERENCE
Administratively Closed Road	12	31	19
Street Legal Only Road	38	36	(2)*
Mixed Use Road	92	85	(7)*
Motorized Trail Open to all Vehicles	0	2	2
Motorized Trail less than 50”	40	15	(25)*
Non-motorized Trail	295	313	18
Changes to ROS	Yes. Approximately 10,900 acres from SPM to SPNM		

*( ) indicates a negative number

Alternative D would reduce the number of current system ATV trail miles by approximately 25 miles—mostly within the Vast Backyard and Rugged Backcountry Recreation Niche Areas on the Vernal Range District. For example, approximately six miles of current motorized trails (FST 034/Prop 2038.3 and 2038.4 and FST 106/Prop 2038.1 and 2038.2) are proposed for non-motorized use near Galloway Spring due to multiple concerns as identified in Alternative B. Reducing motorized trail recreation opportunities could help reduce conflicts between users, but it may result in more conflicts with enforcement and compliance of the Travel Plan. Additionally, Alternative D would not adopt any unauthorized routes within the Rugged Backcountry for motorized use by vehicles over 50 inches wide.

Recreation Issue 2 (Motorized Dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing motorized dispersed camping from 300 feet off of a designated route to 150 feet in Utah. This change in designation may affect the experience and/or reduce the availability of areas to camp. The discussion of the general impacts of this change has been addressed earlier in this chapter and is outlined in the description in earlier alternatives.

Alternative D provides the most non-motorized recreation opportunities by proposing fewer motorized recreation opportunities. As such, this alternative takes a more conservative approach in the designation of motorized dispersed camping areas in Utah than the other alternatives. With this alternative, typically, only those areas that are within 150 feet of a designated route would be incorporated, with some exceptions for areas that have specific high benefits and are deemed appropriate for adoption in all alternatives. Alternative D also utilizes a more conservative approach when considering routes in or near inventoried roadless areas. The alternative attempts to minimize motorized impacts within these areas, including motorized dispersed camping use.

Alternative D would have the fewest number of designated routes and would exclude access to numerous established dispersed camping areas located over 150 feet from designated routes. Therefore, this alternative would offer the fewest motorized dispersed camping opportunities. Reducing access to dispersed camping within Utah while increasing camper densities could result in conflicts between forest users. However, opportunities for non-motorized dispersed camping would improve under this alternative.

Tables 3.1.20 - 3.1.22 below shows miles (length) and square miles (area) of potential dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as terrain, dense forest, slopes, wet areas and streams, as well as management tools such as fencing and road drainages would prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available motorized dispersed camping areas, it is impossible to demonstrate the precise impact to dispersed camping for each alternative. Alternative D would have the greatest impact to existing motorized dispersed camping opportunities, as it would adopt the fewest routes for dispersed camping opportunities Forest-wide.

All other action alternatives propose to adopt more routes that provide access to many of these motorized dispersed camping areas. Alternative D is not as inclusive of dispersed camping access and imposes the most limitations by designating the fewest routes to access dispersed camping areas beyond 150 feet.

Flaming Gorge Recreation Niche - Alternative D would adopt 13 proposals (totaling five miles) of undesignated routes to access dispersed camping and motorized trail opportunities.

Table:3.1.20 Acres of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area By District		
	Alternative A (300 ft either side of route)	Alternative D (300 ft either side of route)
Flaming Gorge Ranger District (Portion in Wyoming)	276 miles = 30.36 sq. miles	250 miles = 27.50 sq miles

Vast Backyard Recreation Niche – Dispersed camping is an integral component of the Vast Backyard Recreation Niche. However, Alternative D proposes the fewest motorized trails open to all vehicles to access to motorized dispersed camping and OHV routes. A majority of the hatched travel area, which authorizes travel on established undesignated routes to access dispersed camping, is located within the Vast Backyard. However, Alternative B would adopt the fewest routes within the hatched travel area.

Alternative D would specifically designate 81 routes (totaling 17 miles) which primarily access dispersed camping areas. Six of these routes (totaling 1.5 miles) are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.21 Acres of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area By District		
	Alternative A (300 ft either side of route)	Alternative D (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	76 miles = 8.36 sq miles	62 miles = 3.72 sq miles
Vernal Ranger District	402* miles = 44.22 sq miles	369 miles = 22.14 sq miles
Roosevelt/Duchesne Ranger District	505 miles = 60.41 sq miles	474 miles = 28.44 sq miles

* Includes 25 miles of undesignated routes within the hatched travel area in Alternative A

Rugged Backcountry Recreation Niche - Alternative D identifies the least available area for motorized dispersed camping. This creates the opportunity for more non-motorized dispersed camping and retains more acres of wilderness potential in undeveloped areas by restricting this activity.

Table:3.1.22 Acres of Potential Dispersed Camping Areas in the Rugged Backcountry Recreation Niche Area By District		
	Alternative A (300 ft either side of route)	Alternative D (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	19 miles = 2.09 sq miles	18 miles = 1.08 sq miles
Vernal Ranger District	71 miles = 9.35 sq miles	60 miles = 3.60 sq miles
Roosevelt/Duchesne Ranger District	51 miles = 5.61 sq miles	42 miles = 2.52 sq miles

Alternative D would specifically designate two routes (totaling 0.1 miles) which primarily access dispersed camping areas outside of the hatched travel area and are not available under the current travel management plan.

Recreation Issue 3 (Safety) - Alternative D has the fewest safety concerns because it has the fewest number of system road and trail miles open to motorized vehicles.

Alternatives D and E do not contain a dispersed camping open area proposal. Alternative D also proposes to remove motorized use from a handful of designated ATV trails (e.g. proposal 2150) that have been determined to be a safety hazard due to steepness, difficulty maneuvering over large obstacles, and the presence of elevated drop offs. As with the other action alternatives, this alternative would eliminate the hatched travel area by restricting travel to designated routes only. As a result, the Forest would be able to monitor and maintain routes in this area more closely and reduce hazards.

Recreation Issue 4 (Costs) - There would be an initial increased cost to the Forest roads and trails programs to implement Alternative D in order to reflect changes to system roads and trails, such as signing trails from motorized to non-motorized use. It is also likely that there would be additional costs to the Forest in order to effectively close and restrict use to non-system routes, and to install gates or barriers on administratively closed roads. Alternative D would have the lowest cost for new trail construction and would be limited to implementing proposals 2144 and 2464 at an estimated cost of about $15,000. However, an overall savings to the Forest would be expected because maintenance on roads open to Forest visitors would be reduced by about 10 miles and maintenance of motorized trails would be reduced by approximately 43 miles. By reducing road and motorized trail densities, this alternative could also help increase the percentage of trails (greater than 9%) and roads (greater than 30%) maintained to standard each year.

Recreation Issue 5 (Enforcement) - Alternative D would likely be challenging to enforce and would require several barriers to discourage use and to close non-system routes. It accommodates a limited number of motorized dispersed camping areas on the Forest, relative to what has traditionally been used, and incorporates fewer recreation opportunities for OHV's. Restricting motorized dispersed camping off of system routes to 150 ft. would be easier to monitor during routine patrols, but may result in frequent noncompliance especially where dispersed camping is popular within the Vast Backyard and Flaming Gorge Recreation Niche Areas. Implementing additional seasonal restrictions and administrative closures would require long-term monitoring to enforce, but would help reduce the number of incidents involving resource damage. This alternative would require several barriers to discourage use and to close non-system routes.

Alternative E

Alternative E is a blend of Alternatives C and D, but is still quite different from Alternative B. For example, Alternative E shares the same limited opportunities for motorized dispersed camping as Alternative D. It would also incorporate more OHV opportunities on system roads and trails, such as motorized access to high elevation areas as in Alternative C, and by incorporating mitigation efforts for proposals that were not carried forward in Alternative B.

Recreation Issue 1 (Conflicts) - Table 3.1.23 compares system road and trail miles between the current condition (Alternative A) and Alternative E within the Flaming Gorge Recreation Niche.

Table 3.1.23—Road and Trail Miles in the Flaming Gorge Recreation Niche Area			
	ALT. A	ALT. E	DIFFERENCE
Administratively Closed Road	13	16	3
Street Legal Only Road	131	123	(8)*
Mixed Use Road	191	219	28
Motorized Trail Open to all Vehicles	0	<1	<1
Motorized Trail less than 50”	4	7	3
Non-motorized Trail	33	30	(3)*
Changes to ROS	None		

*( ) indicates a negative number

By blending Alternatives C and D together, Alternative E somewhat balances the mix of motorized and non-motorized recreation opportunities. For example, within the Flaming Gorge Recreation Niche Area, Alternative E proposes adding more miles of roads open to mixed traffic than the current condition; but balances it by retaining more roads restricted to street-legal vehicles, limiting the number of motorized trails open to all vehicles, and excluding any dispersed camping open areas. A majority of changes and new routes, within the Flaming Gorge Recreation Niche, are located on the Wyoming side of the NRA and are used to access the reservoir and associated dispersed camping. There are 58 proposals that incorporate 26 miles of unauthorized routes. It is unlikely that designation of these routes would create additional conflicts between users, because many of them are already being used by Forest visitors.

There are also proposals within the Flaming Gorge Recreation Niche Area to allow mixed traffic on several improved and unimproved Forest system roads that are currently restricted to street-legal vehicles only. Alternative E is limited to only six of these proposals and includes: 1004, 1154, 1155, 1258, 1262, and 1270. This alternative has only one proposal (Proposal 1089) to adopt a motorized trail, open to all vehicles that would access the reservoir for dispersed camping and water-based recreation opportunities.

Proposals 1255.1 (FSR 625) and 1255.2 (FST 157) address a current issue with a system ATV trail (FST 157) and two unimproved mixed use roads (FSR 376 and 625) located between Swett Ranch and Greendale within the Conifer Forest Canyon Management Area on the Flaming Gorge Ranger District. Refer to Alternative B for a detailed description of the proposal and mitigation. The difference between the alternatives is that Alternatives D and E impose an administrative closure on FST 157 (Proposal 1255.2). Alternatives D and E aim to address the noise and traffic issues conveyed, by proposing to administratively close the system ATV trail (FST 157) in order to disconnect the loop between FSR 376 and 625, and reduce motorized vehicle traffic in the area.

Alternative E proposes to designate a small network of ATV trails near Red Canyon Lodge (Proposals 1248.1–1248.7). These proposals are similar to Alternative C with the exception that the routes would be seasonally closed from October 1 through June 30 in this alternative. A description of these proposals and their associated issues can be found under Alternative C.

The Vast Backyard contains the majority of proposed changes in Alternative E. Table 3.1.24 compares system road and trail miles between the current condition (Alternative A) and Alternative E.

Alternative E increases mixed traffic on Forest system roads by about 67 miles. These proposals to add mixed traffic within the Vast Backyard are the same as Alternative C.

Table 3.1.24—Comparison of road and trail miles in the Vast Backyard Recreation Niche Area			
	ALT. A	ALT. E	DIFFERENCE
Administratively Closed Road	67	49	(18)*
Street Legal Only Road	227	199	(78)*
Mixed Use Road	772	839	67
Motorized Trail Open to all Vehicles	0	41	41
Motorized Trail less than 50”	128	125	(3)*
Non-motorized Trail	341	362	21
Changes to ROS	Yes. Approximately 6,460 acres from SPNM to SPM		

*( ) indicates a negative number

Alternative E contains 75 proposals totaling about 30 miles of additional trails open to all vehicles by incorporating unauthorized routes to access existing dispersed camping areas and OHV routes within the Vast Backyard. Many of these proposals are also located within the hatched travel area on the Vernal Ranger District. No new conflicts between recreation user groups are expected since these proposals occur in traditionally utilized areas. However, proposal 4001 located on the South Unit of the Roosevelt-Duchesne Ranger District would bisect an area currently inventoried as semi-primitive non-motorized. If this proposal was adopted, then it would change the ROS class inventory to an area two square miles wide and leave a fragment, too small to remain classified as semi-primitive non-motorized. Therefore, Proposal 4001 would actually result in a change to the ROS inventory from semi-primitive non-motorized to semi-primitive motorized to an area over 8.5 square miles (5,500 acres) wide.

Alternative E has eight proposals to open up and allow mixed traffic on nine miles of Forest system roads that are currently managed as Administratively Closed. These proposals are all located within the Vast Backyard and include:

- Flaming Gorge RD Proposals: 1007, 1187
- Vernal RD Proposals: 2061, 2085, 2153
- Roosevelt-Duchesne RD Proposals: 3011, 3025, 4004

Alternative E has 16 proposals totaling 20 miles to designate additional ATV system trails by utilizing existing unauthorized routes and new construction. Alternative E proposes to adopt the proposals discussed in Alternatives B and C that would require new construction (Proposals 2130, 2144, 2464, 3013, 1017, and 1011).

Alternative E is similar to Alternative B within the Vast Backyard Recreation Niche Area. For example, it includes proposals to allow mixed traffic at Sols Canyon (Prop 1007), it designates motorized trails near Sheep Creek Lake (Prop 1017) and Upper Basin (Prop. 3074.6), and incorporates other proposals discussed in detail under Alternative B.

Alternative E also has some noticeable differences from the Proposed Action such as allowing mixed traffic on a portion of Chepeta Road (FSR 110; Prop. 3016); opening up Marsh Bench (FSR 017) seasonally for public use by allowing street-legal vehicles (Prop. 2027); and Alternative E has fewer cherry-stems to access dispersed camping along motorized trails open to all vehicles. It is likely that having a more limited number of miles open to OHV’s, as compared to the Proposed Action, would result in fewer conflicts on Forest system roads; and between motorized and non-motorized dispersed recreation participants.

The Rugged Backcountry has the fewest number of proposed changes to the current travel plan. When compared to Alternative B, Alternative E retains similar proposals within the Rugged Backcountry, such as motorized trails near Blanchett Park (Proposal 2013) and southeast of Grandview Trailhead (Proposal 3043), and allowing seasonal mixed use on Dry Ridge (Proposal 3082) as previously described in Alternative B. Overall Alternative E would propose a slight increase in administrative closures and fewer motorized trails within the Rugged Backcountry—resulting in a reduced potential for conflicts between Forest visitors.

Table 3.1.25 compares the current condition (Alt A) and Alternative E within the Rugged Backcountry Recreation Niche.

Table 3.1.25-- Road and Trail Miles in Rugged Backcountry Recreation Niche Area

	ALT. A	ALT. E	DIFFERENCE
Administratively Closed Road	12	4	(8)*
Street Legal Only Road	38	36	(2)*
Mixed Use Road	92	108	34
Motorized Trail Open to all Vehicles	0	13	13
Motorized Trail less than 50”	40	35	(5)*
Non-motorized Trail	295	300	5
Changes to ROS	Yes. Approximately 640 form SPNM to SPM and approximately 1,900 acres from SPM to SPNM		

*( ) indicates a negative number

Approximately three miles of current motorized trail FST 106 (Prop. 2038.1 and 2038.2) near Galloway Spring are proposed for non-motorized use because of poor soil conditions that are not suitable for motorized travel, difficult terrain to maneuver vehicles, issues with noncompliance by ATV’s traveling beyond designated routes, and complaints from equestrians and hikers about conflicting trail uses. Proposals 2038.1 and 2038.2 would remove motorized vehicles from Forest system trail 106 at Cow Hollow and keep ATVs off the most concerning section of the trail where it is susceptible to erosion and safety concerns because of its steep incline. ATV use would still be allowed north of Cow Hollow.

Proposal 2208 is the only proposal located within the Rugged Backcountry under Alternative E that would adopt an unauthorized route for a motorized trail open to all vehicles.

Recreation Issue 2 (Motorized Dispersed Camping) - As outlined earlier in this chapter, all action alternatives change the current travel direction of allowing motorized dispersed camping from 300 feet off of a designated route to 150 feet in Utah. This change in designation may affect the setting or reduce the availability of areas to camp. The discussion of the general impacts of this change has been addressed earlier in this chapter and is outlined in the description of earlier alternatives.

Alternative E attempts to minimize impacts to access motorized dispersed camping opportunities. It would adopt routes to established dispersed camping areas allowed under the current travel plan, such as within the hatched travel area or within 300 feet of designated routes. However, alternative E also attempts to blend the importance of preserving non-motorized recreation opportunities and takes a more conservative approach in adopting routes for designation than in alternatives B or C.

Tables 3.1.26 - 3.1.28 below shows miles (length) and square miles (area) of potential motorized dispersed camping areas by Forest recreation niche areas. The numbers displayed in the tables assume every mile of open route is suitable and desirable for dispersed camping. As discussed earlier in this section, there are inherent weaknesses with this assumption. Natural barriers such as terrain, heavy forest, slopes, wet areas and streams, as well as management tools such as fencing and road drainages would

prohibit a large portion from being available for use. Therefore, these numbers are used for trend comparison purposes only.

Because there is not an accurate method for determining the exact amount of existing available dispersed camping areas, it is impossible to demonstrate the precise impact to motorized dispersed camping for each alternative. However, the travel plan recognizes the potential for change to the visitor experience. Alternative C attempts to minimize these impacts by closely examining those areas that are authorized under the current travel plan and adopting access to established and sustainable sites.

Flaming Gorge Recreation Niche - Alternative E proposes adding more miles of roads open to mixed traffic than the current condition, but balances it by retaining more roads restricted to street-legal vehicles, limiting the number of motorized trails open to all vehicles, and excluding any dispersed camping open areas. Alternative E offers a variety of dispersed camping opportunities including those that access ATV trails and those that offer a quieter experience away from ATVs.

Alternative E would specifically designate 46 routes totaling 21 miles which primarily access dispersed camping areas.

Table:3.1.26 Acres of Potential Dispersed Camping Areas in the Flaming Gorge Recreation Niche Area

	Alternative A (300 ft either side of route)	Alternative E (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Wyoming)	276 miles = 30.36 sq. miles	270 miles = 29.7 sq miles

Vast Backyard Recreation Niche - Alternative E offers a variety of dispersed camping opportunities including those that access ATV trails and those that offer a quieter experience away from ATVs.

Alternative E would designate 208 routes (totaling 61 miles) which primarily access motorized dispersed camping areas. Eighty-four of these routes (totaling 46 miles) are outside of the hatched travel area and are not authorized under the current travel management plan.

Table:3.1.27 Acres of Potential Dispersed Camping Areas in the Vast Backyard Recreation Niche Area By District

	Alternative A (300 ft either side of route)	Alternative E (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	76 miles = 8.36 sq miles	72 miles = 4.32 sq miles
Vernal Ranger District*	378 miles = 41.58 sq miles	431 miles = 35.86 sq miles
Roosevelt/Duchesne Ranger District	505 miles = 55.55 sq miles	475 miles = 28.5 sq miles

* Includes 25 miles of undesignated routes within the hatched travel area in Alternative A

Rugged Backcountry Recreation Niche - Alternative E offers a variety of dispersed camping opportunities including those that access ATV trails and those that offer a quieter experience away from ATVs.

Alternative E would specifically designate 11 routes totaling 16 miles which primarily access dispersed camping areas. Of these routes seven totaling seven miles are outside of the hatched travel area and are not available under the current travel management plan.

Table:3.1.28 Acres of Potential Dispersed Camping Areas in the Rugged Backcountry Recreation Niche Area by District		
	Alternative A (300 ft either side of route)	Alternative E (150 ft either side of route)
Flaming Gorge Ranger District (Portion in Utah)	19 miles = 2.09 sq miles	18 miles = 1.08 sq miles
Vernal Ranger District	71 miles = 9.35 sq miles	80 miles = 4.80 sq miles
Roosevelt/Duchesne Ranger District (North Unit)	51 miles = 5.61 sq miles	57 miles = 3.42 sq miles

Recreation Issue 3 (Safety)— Overall, Alternative E does not cause any new safety concerns. It poses fewer concerns that Alternatives B and C because there are no proposals for a dispersed camping open area.

Recreation Issue 3 (Costs)— Overall, Alternative E would likely increase maintenance costs for the roads and trails programs on the Forest, but would be less expensive to implement than Alternatives B or C because it proposes fewer miles of roads open to mixed traffic and fewer miles of motorized trails open to all vehicles. There is a general reduction in roads open to street-legal vehicles, but the miles associated with them were picked up by roads allowing mixed traffic. There is about a 39 mile increase in motorized trails that would increase maintenance costs for the trails program. However, since most proposals are located within both the Flaming Gorge and Vast Backyard Recreation Niche Areas, it seems that the majority of system roads and trails would be more easily accessible for maintenance.

Alternative E increases system roads open to Forest visitors by about 45 miles and motorized trails by about 39 miles—creating over $90,000 in additional costs to maintain Forest system roads and trails. This cost is lower than Alternatives B and C. Increasing the number of trail miles on the Forest may also decrease the overall percentage (less than 9%) of trails maintained to standard each year. The same scenario is likely for Forest system roads and could result in less than 30% of Forest system roads maintained to standard each year. It is also likely that there would be additional costs to the Forest in order to effectively close and restrict use to non-system routes, and to install gates or barriers on administratively closed roads.

Recreation Issue 4 (Enforcement)— Similar to Alternative D, Alternative E would be slightly more challenging to enforce than Alternatives B or C because it accommodates a limited number of motorized dispersed camping areas on the Forest, relative to traditional use, and incorporates fewer recreation opportunities for OHV's. Restricting travel off of system routes to 150 ft. would be easier to monitor during routine patrols, but may result in frequent noncompliance especially within the Vast Backyard Recreation Niche where motorized dispersed camping is popular.

Alternative E eliminates the hatched travel area on the Vernal Ranger District and restricts all motorized travel to designated roads and trails only. This management approach is clearer and avoids confusion for everyone by indicating that a route is closed unless signed open, and is easier to enforce. Implementing additional seasonal restrictions and administrative closures will require monitoring to enforce, but it will also help reduce the number of incidents involving resource damage. This alternative would require several barriers to discourage use and to close non-system routes.

3.1.8 Cumulative Effects

The following actions were considered in the cumulative effects analysis for the recreation resource:

- Past and future road construction and management: The road system that is designated will continue to offer multiple recreation opportunities. The closure of the hatched travel area may increase use on remaining system roads.

- Past trail construction and management: The trail system designated will continue to offer multiple recreation opportunities. The closure of the hatched travel area may increase use on remaining system trails designated for motorized use.
- Past and future timber sales: Timber sales require access roads and skid trails to harvest trees.
- Past and future range developments: Grazing and range management activities require travel to access livestock, and improvements such as fences and guzzlers.
- Wildland fires: Preventing and fighting wildland fires requires access to variable locations and creating fuel breaks to reduce the potential for fires to spread.
- Special Use Permits and Right of Ways: Rights of ways for utilities such as power lines and gas lines, and other permitted activities such as irrigation canals often create sparsely vegetated corridors and access routes.
- Program budgets: Program budgets tend to fluctuate, so the percent of Forest system roads and trails maintained to standard will continue to fluctuate
- Past management actions: Cross-country motorized travel by wheeled vehicles was allowed in areas on the Forest as recent as ten years ago.

Recreation is a complex resource to manage. It involves people, capacities, experiences, expectations, infrastructure and several other facets that are difficult to measure and quantify. The Forest has tools such as the Forest Plan, the ROS inventory, and Facility Master Plan and Recreation Niche to give local direction to manage recreation on the Ashley National Forest. Even with these tools conflicts between recreation uses will exist.

The history of a majority of system roads and trails on the Forest were for utilitarian purposes, to access sites such as timber sales, grazing developments, dams, and headgates. The consideration of recreation as a resource came much later. As the travel network became increasingly used for recreation in combination with their original purpose, conflicts developed.

Past timber sales are a direct cause for many of the unauthorized routes found on the Forest. Timber sales require access roads and skid trails to run an efficient harvest. Many of the past timber sales used minimal efforts, such as a berm or ditch, to close these corridors. When combined with past management practices such as allowing cross-country motorized travel or the hatched travel area, these corridors became commonly used by motorized vehicles. This resulted in conflicts with other users such as hunters who were not accustomed to seeing motorized vehicles in the area. It also creates enforcement issues because the volume of routes makes it unlikely to witness and correct the unauthorized use. Future timber sales will need to do a better job of closing, obliterating, and masking these corridors, so that they do not exacerbate unauthorized use, recreation conflicts, and enforcement issues.

Range management and livestock grazing require extensive travel throughout the Forest. What once was a job spending multiple days on foot or on a horse transitioned into working more efficiently by getting the same work done in a fraction of the time with a truck or OHV. As a result, two track routes became established throughout the Forest paralleling fences or accessing range developments. When combined with past management practices such as allowing cross-country motorized travel or travel on existing routes within the hatched travel area, these corridors became commonly used by motorized vehicles. This resulted in conflicts with other users who were not accustomed to seeing motorized vehicles in the area. Although administrative use by the permit holders will continue to be allowed, managing future range allotments will require more work to educate forest visitors about “permitted” activities on the Forest, will require clear signing to mark system routes and permissible uses, and require consideration in using less-impacting modes of travel, such as more frequent use of horses when possible. Otherwise unauthorized use, recreation conflicts, and enforcement issues will continue and possibly worsen.

Preventing and fighting wildland fires requires access to variable locations and creating fuel breaks to reduce the potential spread of fires. These actions require removing vegetation in order to remove fuel sources or to disrupt the fuel ladder. What remains is often a corridor or an area with sparse vegetation that is an attractive route for motorized travel. When combined with past management practices such as

allowing cross-country motorized travel or the hatched travel area, these corridors also became commonly used by motorized vehicles; and resulted in conflicts with other users who were not accustomed to seeing motorized vehicles in the area. Future actions to manage wildland fires will require more frequent use of signs and barriers to discourage unauthorized use by motorized vehicles in these areas. The travel plan restricts motorized travel on these routes because they would not be designated as forest roads or trails. Otherwise, unauthorized use, recreation conflicts, and enforcement issues will continue and possibly worsen.

Rights of ways (ROWs) for utilities such as power lines and gas lines, and other permitted activities such as irrigation canals often create sparsely vegetated corridors and access routes that are used for motorized travel by Forest visitors. When combined with past management practices such as allowing cross-country motorized travel or the hatched travel area, these corridors became commonly used by motorized vehicles; and resulted in conflicts with other users who were not accustomed to seeing motorized vehicles in the area. Future actions to manage permitted activities and ROWs will require more frequent use of signs and barriers to discourage unauthorized use by motorized vehicles in these areas. The travel plan restricts motorized travel on these routes because they would not be designated as forest roads or trails. Otherwise, unauthorized use, recreation conflicts, and enforcement issues will continue and possibly worsen.

Flat or decreasing budgets will be a constant variable that leads to conflicts, safety issues, and enforcement issues on the ground. Shrinking budgets may result in a maintenance backlog for Forest system roads and trails and could lead to further disrepair. Consequently, the number of hazards on Forest system roads and trails would increase—affecting the safety of Forest visitors. A lack of funds would affect not just the availability of maintenance staff, but would affect the availability of staff to enforce the Travel Plan, educate Forest visitors, monitor system routes, and close non-system routes. The proliferation of non-system routes will be a constant safety and enforcement issue if not properly managed.

The Forest will need to continually assess its system road and trail network. As direct by the Travel Plan, roads that cease to serve a purpose should be closed; and trails deemed to pose a health and safety risk to Forest visitors or that are difficult to locate because they are rarely used and maintained should be closed. The Forest Travel Plan would only restrict motorized access by Forest visitors to system roads and trails. Otherwise, visitors are allowed non-motorized access to just about anywhere on the Forest.

3.2 Soil and Water Resources

3.2.1 Scope of the Analysis

The analysis area for soils and water encompasses the entire Forest with the exception of the High Uinta Wilderness Area because, as wilderness, it is not open to motorized travel. For organizational purposes the soil and water analyses report is divided by district: the Flaming Gorge Ranger District which includes the NRA, and the Sheep Creek Geological Area; the Roosevelt Duchesne District which is broken into two areas of analysis (the upper portion connected to the Wilderness and the Vernal District, and the South Unit, located on the Tavaputs Plateau) and the Vernal Ranger District. A map of the watershed analysis area is included in the project record. Where necessary, watersheds were used within the district to determine specific hydrological analysis.

The techniques and methodologies used in this analysis consider the best available science. The analysis includes a summary of credible scientific evidence which is relevant to evaluating reasonably foreseeable impacts. The analysis also identifies methods used and references the scientific sources relied on. The conclusions are based on a scientific analysis that shows a through review of relevant scientific information.

GIS and field verification were used to analyze the following information.

3.2.2 Issues and Indicators

3.2.2.1 Soils and Water Issue 1

Open areas, such as alpine and meadows, which are close to or traversed by motorized vehicles are susceptible to off route use because of their openness. This can lead to resource damage, vegetation damage, and spread of noxious weeds.

Indicators

- Miles of motorized route traversing through meadow, alpine, and other open areas.

3.2.2.2. Soil and Water Issue 2

The type, extent, and location of travel routes on the Forest have the potential to adversely affect water resources by contributing to accelerated soil erosion and increased sediment delivery to lakes and streams (Grace III, 2002, Satterlund and Adams, 1992). Wetlands and riparian areas are particularly vulnerable to rutting and damage from motorized traffic. Their proximity to water further increases the likelihood of accelerated stream sedimentation, bank instability, and channel headcutting from travel route related damage. Human use is often concentrated in and near these areas where terrain and gradient often provide the easiest relative access. Water quality can in turn be adversely affected by these point and non-point sources of pollution.

While these effects can occur with both motorized and non-motorized roads and trails (depending on surface type, slope, alignment, and proximity to streams) generally the majority of sediment production occurs from unpaved motorized roads and OHV trails (Grace III, 2002, Walsh, 2008).

Indicators

- Miles of unpaved motorized route within 300’ of perennial streams and lakes greater than 1 acre.
- Miles of unpaved motorized route crossing mapped meadow and riparian habitat.
- Miles of unpaved motorized route encroaching on perennial streams.
- Number of crossings of perennial streams by unpaved motorized routes.

- Miles of unpaved motorized route within source protection zones 1-3 of municipal watersheds
- Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds.

3.2.3 Forest Plan Direction

The Forest Plan goals, objectives, and standards and guidelines define the direction of the forest-wide management, specify management activities, and describe conditions to be maintained or achieved through management activities (Forest Plan, p. IV-1). The following are the Forest Plan goals, objectives, and standards and guidelines that apply to the soils and water resources throughout the forest.

3.2.3.1 Goals:

Soil, Water, and Air

- Improve and conserve the basic soil and water resources (Forest Plan, p.IV-37)

Riparian

- Protect and enhance the unique and valuable characteristics of riparian areas (Forest Plan, p. IV-45).

3.2.3.2 Objectives:

Soil, Water, and Air

- Maintain or improve soil stability, site productivity, and repair or stabilize damaged watersheds (Forest Plan, p. IV-39).

Riparian

- Maintain or improve riparian areas and riparian dependent resource values including wildlife, fish, vegetation, watershed, and recreation in a stable or upward trend. Manage for species diversity (Forest Plan, p. IV-45).

3.2.3.3 Standards and Guidelines:

Soil, Water, and Air

- Provide soil and water guidance to other resource activities (Forest Plan, p. IV-39).
- Rehabilitate disturbed areas based on aquatic and riparian ecosystems.
- Riparian areas outside of aquatic ecosystems and riparian ecosystems (Forest Plan p. IV-41).

Riparian

- Maintain natural complexity and high relative productivity of riparian areas (Forest Plan, p. IV-45).
- Maintain capability of riparian areas to act as an effective sediment buffering zone in relation to upslope activities (Forest Plan, p. IV-45).
- Riparian area dependent resources will be given preferential consideration in cases of irresolvable conflicts (Forest Plan, p. IV-45).
- Restrict facilities and ground disturbing activities to areas outside riparian areas unless alternative routes have been reviewed and rejected as being more environmentally damaging (Forest Plan, p. IV-45).

- Riparian areas will be given a high priority for rehabilitation in range improvement, fish and wildlife improvement, watershed restoration, road maintenance, and KV programs (Forest Plan, IV-46).

3.2.4 Affected Environment

3.2.4.1 Soils

Soil productivity is "the inherent capacity of a soil under management to support the growth of specified plants, plant communities, or a sequence of plant communities" (R4 Supplement FSH 2509.18). Roads are a total soil resource commitment, which means that there is diminished soil productivity in the area the road courses (Elliot, et al, 1999). Roads remove organic matter, alter soil properties, change the microclimate, and accelerate erosion. Roads can concentrate, divert and intercept water flow from rainfall and subsurface flows affecting the hydrologic function of an area (Gucinski, et al, 2000) (Ouren, et al, 2007). Motorized vehicles can damage soils directly from impact from surface traffic and indirectly by hydrologic modifications, soil transport, and deposition. Direct mechanical impact has several components (abrasion, compaction, shearing, and deposition) that can affect the soil resource (Meyer 2002).

Puddling, compaction and displacement are all conditions associated with detrimental soil disturbance according to the Region 4 supplement to FSH 2509.18.

- Detrimental soil disturbance is the alteration of natural soil characteristics that results in immediate or prolonged loss of soil productivity and soil-hydrologic conditions.
- Puddling indicates soil impermeability, indicated by water sitting above the soil, in roads this is usually where ruts are observed.
- Compaction is decrease in pore space between the soil particles, generally this impacts sands less than soils with silt and clay content (Meyer, 2002) compaction takes place when vehicles pass over soils.
- Soil displacement is removal of soil either mechanically or by erosion. This is important because unauthorized routes which have a tendency to not be engineered. Consequently they are more prone to be blazed where soil conditions can be degraded and hydrologic function compromised as in trail braiding (Meyer, 2002).

Unauthorized and undesignated routes are a resource concern to soils as these routes were not designated or designed, and generally do not receive maintenance. Erosion, sedimentation, riparian, water quality, meadows, alpine, and other open areas are resource concerns that were not addressed at the time these routes were created.

Water quality and soil productivity on the Forest have been directly impacted by the type, extent, and location of designated roads, motorized trails, and existing, undesignated route vehicle use. These impacts have affected the existing condition of all districts to varying degrees.

Non-motorized Trails, Unauthorized Roads, Closed NFS Roads, and Unauthorized Motorized Vehicle Use

The following effects discussions are common to non-motorized trails, unauthorized roads, closed NFS roads, and unauthorized motor vehicle use in all districts.

Non-motorized trails: Maintenance is conducted on approximately 25-30 percent of the Forest trails annually. However, the potential for erosion exists on all trails. Sediment delivery is greatest where the trails are located in areas where they are in close proximity to or intersect streams and on steep slopes.

Unauthorized roads: Unauthorized roads may or may not be open or drivable. Access may be physically blocked by down or live trees. These roads receive no maintenance, so most have drainage and erosion problems. Drainage structures such as ditches, cross-drains, waterbars, or dips may have never

been constructed or are no longer functioning. Failures at stream crossings are common, resulting in erosion and sediment delivery.

Closed NFS (Level 1 maintenance) roads: These roads are designated NFS roads that have been closed to public access, but are open to administrative use. The majority of these roads are associated with past timber sales and some still need to be physically closed and stabilized to keep them from contributing sediment to adjacent streams.

Unauthorized motor vehicle use: Unauthorized motorized use would continue to be a problem that adversely affects soil productivity and water quality. The major problems occur on unauthorized roads, Level 1 roads posted but not physically closed or ineffectively closed, and in open areas such as meadows and alpine that are adjacent to roads and motorized trails.

3.2.4.2 Water Quality

It is Forest Service policy to ensure safe drinking water subject to public use on National Forests, whether the source is a natural or developed water supply (FSH 2532.02, 2); to design all management activities of other resources to minimize short-term impacts on the soil and water resources and to maintain or enhance long-term productivity, water quantity, and water quality (FSH 2503.2); and to identify the water quality implications of proposed and alternative land management practices (FSH 2532.03, 4). As such, an assessment of current water quality conditions is included.

The State of Wyoming beneficial uses for water quality that apply to the Wyoming waters on the Forest continue to be: (2AB) protected for coldwater fisheries (Wyoming DEQ, 2007). Water Quality of streams and lakes on the Forest continue to meet all state of Wyoming designated beneficial uses. No stream or water body is listed as impaired in the current 303(d) CWA listing (Wyoming DEQ, 2006). No Total Maximum Daily Load (TMDL) analyses are being conducted or planned in the near future for waters within Wyoming portions of the Forest.

The State of Utah beneficial uses for water quality that apply to the waters within the Utah portion of the Forest are: (1C) domestic use with prior treatment, (2B) secondary-water contact water sports (excluding swimming), (3A) cold water aquatic life, (3B) warm water aquatic life and (4) for agricultural uses including irrigation of crops and stock watering. By cooperative agreement, water chemistry samples collected by Forest Service and State of Utah Division of Water Quality personnel are analyzed and compared to the standards set for these categories in determining whether State standards are met. (Rule R317-2 Standards of Quality for waters of the State of Utah, Division of Water Quality).

303(d) and 305(b) Listed Waters:

Table 3.2.1 show the watersheds on the Forest that are listed by the State of Utah as impaired and either requiring a Total Maximum Daily Load plan (TMDL), 303(d) listing 5A, or having had a Total Maximum Daily Load plan completed and approved by the EPA, 305(b) listing 4A, (Utah DEQ,2006).

Table 3.2.1 Watersheds on the Forest Listed as Impaired			
Stream/Watershed (hydrologic unit code)	Unmet Beneficial Use Class	Parameter	TMDL completed
Antelope Creek (1406000305)	4	TDS	Yes
Dry Gulch Creek (1406000309, 1406000310)	4	Salinity/TDS/Chlorides	Yes
Deep Creek (1406000313)	4	Salinity/TDS/Chlorides	Yes
Indian Canyon Creek (1406000407)	4	Total Dissolved Solids(TDS)	Yes
Pariette Draw Creek (1406000501)	3B, 4	Selenium, Boron, TDS	No

The **Antelope Creek Watershed**, to which Sowers Creek is also a tributary, is in the State of Utah's 303(d) listing as impaired for total dissolved solids (TDS). The state of Utah has recently posted the draft of its Total Maximum Daily Load Plan for reducing TDS in the Duchesne River drainage (including the Antelope Creek watersheds). A TMDL is an analysis prescribed by the Clean Water Act for watersheds designated as impaired. The analysis is used to determine the sources of impairment to a watershed and develop a strategy for improving water quality to retain beneficial use status. This document cites natural geology, cut banks, and oil and gas development present below the Forest boundary as the major contributing sources to total dissolved solids in Sowers Creek (State of Utah TMDL, 2005).

The **Dry Gulch Creek** and **Deep Creek watersheds** are in the State of Utah's 305(b) listing as impaired for salinity, total dissolved solids, and chlorides. The document cites irrigation return flows in the lower portion of the watersheds as the major contributing source of TDS and chloride readings, where irrigated agricultural land and rangeland are the dominant land uses and the geology is more saline. The document refers to the upper (Forest Service managed) portions of the watershed as not contributing to impairments downstream. "Although data are limited in the middle and upper portions of the watershed, lower TDS concentrations occur in those portions of the watershed where forest is the primary land use and the geology consists of less-saline parent material and surface substrate." (State of Utah TMDL, 2002)

Indian Canyon Creek is also in the 303(d) listing for impairment in total dissolved solids. The State of Utah has recently posted the draft of its Total Maximum Daily Load Plan for reducing total dissolved solids in the Duchesne River drainage (including the Antelope Creek watersheds). This document cites natural geology, and livestock practices below the forest boundary as the major contributing sources to total dissolved solids (State of Utah TMDL, 2005).

The uppermost portions of **Pariette Draw Creek watershed** lie on Forest Service lands of the Duchesne District (South Unit). Perennial channels in the watershed are downstream of the forest boundary, springs and ephemeral beds are the only channels on Forest Service administered portions of the watershed. The watershed is in the State of Utah's 303(d) listing as impaired for selenium, boron, and total dissolved solids. A TMDL plan for the watershed has yet to be written or approved.

Brownie Lake on the Flaming Gorge District is the only lake on the Forest listed as impaired by the State of Utah Division of Water Quality. Impairment for this small reservoir is for dissolved oxygen and phosphorus. A TMDL study was completed in 2003. The study determined that the major source of low dissolved oxygen readings in the hypolimnion of the lake is by internal loading from phosphorus bound to

sediments carried to the lake after the Weyman wildfire of 1985 (UDWQ 2003). According to the TMDL study, reduction in these impairments will be attained with current Forest Service management practices in place. Over time the nutrient-rich sediments present in the lake bottom will be covered by more recent sediments that do not have the high nutrient content associated with those sediments eroded from the Weyman fire.

Municipal Watersheds:

Flaming Gorge District

The town of Dutch John, Utah draws its municipal water supply directly from the Flaming Gorge Reservoir. The source protection plan written by the municipality and registered with the Utah State Division of Drinking Water designates source protection zones and assesses potential contamination sources for the Dutch John Municipal watershed. This source protection plan only identifies State Roads 44 and 191 as potential contamination sources from accidental spills, herbicides, and de-icing salts. However, it is also noted that "the Flaming Gorge Reservoir has a low susceptibility to contamination from the state roads."

Portions of the Flaming Gorge District near Sols Canyon and the Sheep Creek Drainage serve as municipal watersheds for a secondary water supply for the town of Manila, Utah. The town's primary source of municipal water is a series of wells below the forest boundary. No source protection plan is currently published.

Vernal District

The City of Vernal's Municipal Watershed is located in portions of the Ashley and Dry Fork and Brush Creek drainages. The Municipality's source protection plan (Utah Department of Environmental Quality, Drinking Water Division; May 2002) identifies susceptibility to source contamination for this municipal watershed as low, due to the karst geology, the remoteness of the setting and a lack of development, active mining, or permanent residential areas within source protection zones of the watersheds.

The **Red Fleet Municipal Watershed** serves as an alternate public drinking water source for Vernal and other communities in the Ashley Valley. The source protection plan for the municipal watershed identifies sewage and wastewater from Red Fleet State Park, accidental spills from US Highway 191, and underground storage tanks, sediments, and phosphates from a phosphate mine below the forest boundary as potential contamination sources. However, it is also noted that "the natural setting and remoteness of the watershed decreases the likelihood of contamination" (Drinking Water Source Protection Plan, 2002).

Red Fleet Reservoir, a water body within source protection zone 1 of the drinking water source, is currently listed by the State of Utah as impaired for low dissolved oxygen readings. In compliance with the Clean Water Act, the State of Utah is drafting a TMDL study to assess the sources of the impairment as well as a plan to restore the water quality of the reservoir.

The **Whiterocks-Tridell Municipal Watershed** is located in the Whiterocks River portion of the Vernal Ranger District. The Whiterocks-Tridell source protection plan identifies Whiterocks Campground, Tribal Lands, and abandoned mines as potential contamination sources to the water supply. The plan lists the Whiterocks River as having a low susceptibility to contamination from Whiterocks Campground, the only contamination source listed under the jurisdiction of the Forest.

Roosevelt-Duchesne District

Portions of the City of Duchesne's Municipal Watershed lie in the Duchesne River, Timber Canyon, and Avintaquin Drainages of the Forest. A number of municipal groundwater sources exist on the Roosevelt-Duchesne District. These sources include Stockmore wells north of the town of Hannah and Cow Canyon Springs serving the town of Altamont.

No municipal watersheds exist on the Wyoming portions of the Forest.

3.2.5 Environmental Consequences

3.2.5.1 Introduction

The following is a discussion of the seven Soil and Water indicators (SWIs) and how they are used to evaluate the differences between alternatives on the soil and water resources. Effects were determined to be an improvement, no change, or degradation to soil productivity. The extent of the effects is relative to each other.

The following effects analysis compares each of the proposed Alternatives (B-E) with the No Action Alternative A). The numeric measures were created as a result of water resource related issues identified during the scoping process. Analysis was made based on scientific literature regarding travel route effects to water resources, field visits to selected sites, and the data available in the forest's GIS database.

3.2.5.2 Direct and Indirect Effects

While information in the GIS database may not be fully accurate regarding the exact location and alignment for some of the proposed routes as well as the presence of smaller perennial seeps and riparian areas; these mapping limitations were analyzed/applied equally for all alternatives. With large-scale forest-wide applications such as travel plan analysis, the information gathered remains an effective tool for comparing alternatives. As previously mentioned, detrimental effects to water resources can occur from both motorized and non-motorized roads and trails (depending on surface type, slope, alignment, and proximity to wetlands and streams). However, research indicates the significant majority of sediment production and its associated effects to water quality come from unpaved motorized roads and OHV trails (Grace III, 2002, Walsh, 2008).

Direct and Indirect Effects Common to all Alternatives:

Point and non-point related watershed effects will continue to occur along motorized and non-motorized travel routes throughout the forest. Effects include loss of vegetative cover, soil compaction, erosion, and sediment delivery to streams. The degree of such effects will vary based on a variety of factors including: route construction and surfacing, the type, season, and amount of use, the level of maintenance a route receives, its slope and proximity to water, the route density within a watershed, as well as the number and type of stream crossings within a watershed. Adherence to best management practices standards and guidelines regarding road and trail maintenance and construction would reduce the degree of these effects.

Continued motorized use of closed routes, undesignated routes and the further creation of unauthorized routes may occur under all alternatives with potentially adverse effects to soil productivity and water resources. The majority of the unauthorized routes were created without engineering standards or best management practices as to their placement or construction, nor have these routes received maintenance. Effects to soil and water resources from such routes can be more acute than those associated with maintained system routes. Currently estimated at over 1,400 miles, the number of undesignated and unauthorized routes on the forest, and how they will be addressed, poses a potentially greater effect to soil and water resources than which of the proposed alternatives is chosen. Over time with public education, continued enforcement, and signing of authorized routes, it is hoped the occurrence and effects from illegal motorized use will be greatly reduced.

Soil and Water Issue 1 (Soil degradation) Motorized travel (including access to dispersed camping) in areas of sensitive soils such as meadows and alpine may loss of soil productivity and result in detrimental disturbance to soil resources.

The direct detrimental effect of roads to soil resources in open areas, such as alpine, wet and dry meadows, and the Limestone Plateau Association, is unauthorized off-route vehicle use. Indirect effects occur once the number of passes on a newly created route is enough to increases compaction, and alter

soil properties. This varies with soil texture and moisture, with wetter, finer soils being more susceptible to degradation (Mayer, 2002).

Alpine

Alpine areas were chosen for this analysis because they are sensitive to disturbance, once vegetation and soil crusts have been removed they are slow to recover and prone to wind and water erosion. Alpine environments are high in elevation, and because of this have short growing seasons. The vegetation tends to be low to the ground, and even where shrubs exist, they tend to be dwarfed compared to lower elevations. Alpine areas on the northern portion of the Roosevelt / Duchesne Ranger District of the ANF are easy to access via motorized travel because of their openness and have evidence of unauthorized use. On the eastern portion of the forest, there are no motorized routes in alpine areas although there is visual evidence that unauthorized motorized access is occurring (Draft Ecosystem Report, internal Ashley NF document).

Unauthorized use is already taking place in these areas which are difficult, if not impossible, to protect with barriers. The more miles of motorized routes there are, the more opportunities there are for unauthorized use. Currently there is approximately seven miles of designated motorized routes (Alternative A) in the alpine area. Alternatives B would increase the miles of designated route to 12 miles, followed by C with 14 miles and E at approximately 13 miles. Alternative D retains approximately four miles of routes however a greater number of these routes are administratively closed and would not be available for motorized travel. All the proposed routes currently exist as system routes or unauthorized routes and designation of the routes would not change the current condition of the soil resources. However, as stated earlier, it is the unauthorized cross-country motorized use coming from these designated routes that causes damage to the fragile alpine environment.

Much of the off-road use occurs during hunting season and so seasonal restrictions have been placed on many of the routes from October 1 through June1. Even with the seasonal closures, the risk of unauthorized cross-county travel remains the highest in Alternatives B, C, and E and may lead to further degradation of soil resources. Because Alternative D administratively closes approximately three additional miles of road than is currently closed, it is likely this Alternative would be an improvement to soil resources.

Noxious weeds and introduced species have a difficult time establishing in large numbers in this harsh (cold and high elevation) alpine environment.

Meadows and Riparian Corridors

Wet and dry meadows are being analyzed because they are open areas that, like alpine, receive unauthorized use when motorized access is close by. Wet meadows in particular are prone to compaction because of the high water table and as a result, the hydrologic function of the meadow can be affected. With all the Action Alternatives, motorized dispersed camping will be restricted to 150 feet from designated routes in Utah and 300 feet in Wyoming, 100 feet from live streams, and crossing a wet meadow or riparian area to access a motorized dispersed camping area would be prohibited. Currently, motorized dispersed camping may occur up to 300 feet from designated routes, forest-wide and existing undesignated routes within the hatched travel area in the Vernal Ranger District. Motorized dispersed camping in riparian areas or crossing meadows is only restricted if resource damage is occurring.

Flaming Gorge Ranger District

This district has approximately 4,886 acres of meadow and riparian corridors through which 13 miles of motorized routes pass. All action alternatives would change the current mileage of routes less than one mile. However, Alternatives B, C, and E proposed different amounts of new trail construction which could potentially affect riparian corridors and/or wet meadows.

Alternative B proposes less than one mile of new trail construction in Proposal 1017. This proposal would provide an alternative route to ATVs which would reduce mixed traffic on the Hickerson Park Road, a well groomed and high speed dirt road that goes from the Sheep Creek Loop to Spirit Lake. Proposal 1017 would require new construction to avoid a wet meadow area near Sheep Creek dam. Proposal 1017 links to Proposal 1011 at its east end. Proposal 1011 would cross three perennial streams and the wet meadow / riparian complexes associated with each. Choice of route would have to avoid wet soils where possible. At least two of the crossings would require culverts or bridges. Cap and gravel may be necessary in portions of wet meadow that could not be avoided. Regardless of the mitigation, new construction would result in a loss to soil productivity and degradation to soil resources.

Alternatives C and E propose the same as above as well as proposal 1248 which would create a route linking Red Canyon Lodge with Flaming Gorge Lodge area for ATVs. To achieve this, two miles or more of route would have to be constructed, including possible construction across wet meadow and streams. Depending on where this route would be located, mitigations would be necessary in areas of wetlands, steep slopes, and streams. Again regardless of the mitigation, new construction would result in a loss to soil productivity and degradation to soil resources.

Alternatives B, C and E would determinately disturb soil resources, and reduce soil productivity with the construction of new motorized trail across wet meadows and stream corridors.

Although there is no significant difference in the change of route miles through meadows or riparian corridors between Alternative A and D the reduction of motorized dispersed camping from 300 feet off designated routes to 150 feet (within the Utah portion of the District), coupled with more restrictive guidelines would be expect to result in an overall improvement to soil resources with implementation of Alternative D. Within the Wyoming portion of the District motorized dispersed camping would remain at 300 feet from a designated route and no reduction of motorized use is anticipated.

Vernal Ranger District

This district has approximately 9,329 acres of meadow and riparian corridors through which 40 miles of motorized routes pass (including existing, unauthorized routes in the hatched travel area). Alternatives C and E would reduce the miles of routes passing through meadow and riparian corridors to 33 miles, Alternative B 31 miles, and Alternative D 27 miles. Detrimental disturbance should be reduced with implementation of Alternatives B, C, D, and E due to the removal of the open travel area in which existing, undesignated routes are open to motor vehicle use. Detrimental disturbance would continue to occur along designated roads and motorized trails due to permitted limited access for parking and motorized dispersed camping in those areas. However, with motorized dispersed camping reduced from 300 feet off designated routes to 150 feet, the amount of disturbance would be expected to be less with an overall improvement to soil resources with implementation of the action alternatives. With proper education and enforcement, unauthorized detrimental disturbance should be reduced as only designated routes will be open for travel.

Roosevelt/Duchesne Ranger District (North Unit)

This portion of the district has 1,568 acres of meadow and riparian corridors through which pass approximately 4 miles of motorized route, of which almost 0.5 miles is paved. No significant difference exists between the Alternatives at this scale of analysis, and little or no change to the soil resources is expected from the action alternatives. However, with motorized dispersed camping reduced from 300 feet off designated routes to 150 feet the amount of disturbance would be expected to be less with an overall improvement to soil resources with implementation of the action alternatives.

Roosevelt/Duchesne Ranger District (South Unit)

This portion of the district has approximately 406 acres of mostly riparian corridors. Alternative D has the lowest miles of route. A, B, C, and E vary by 0.2 miles. No significant difference exists between the Alternatives at this scale of analysis and little or no change to the soil resources is expected from the

action alternatives. However, with motorized dispersed camping reduced from 300 feet off designated routes to 150 feet, the amount of disturbance would be expected to be less with an overall improvement to soil resources with implementation of the action alternatives.

Limestone Plateau Association

The Limestone Plateau Association (LTA) was included in this analysis because this is a wide open area with few trees to inhibit unauthorized travel. There is a concern because unauthorized use has increased in this area produces resource damage. Because some areas have late hanging snow banks, vehicles drive up steep slopes to avoid the area, thus creating bare soil and erosion. There are no paved roads in the LTA and it exists only on the northern portion of the Roosevelt/Duchesne Ranger District.

Currently on the Limestone Plateau, there are approximately 14 miles of motorized system routes. Alternative D would propose the least miles of route with approximately 12 miles followed by Alternatives B, C and E with approximately 15 miles of route. The biggest threat to soils is not so much from the roads, but rather from the opportunities for unauthorized off road travel from these roads because the terrain is open and relatively flat. Seasonal closures can be used to keep the roads closed until the hanging snow banks are gone, and can restrict motorized travel during hunting season when most of the unauthorized off road travel occurs. However, like the alpine, the more miles of designated routes accessible to motor vehicles, the greater the likely-hood of unauthorized route uses. Therefore, Alternatives B, C, and E may lead to further degradation of soil resources, while Alternative D could improve soil resources.

Overall there are less miles of route in Alternative D for the issues identified through the scoping document for the soil resource. Alternative D would best meet the Forest Service goal of maintaining or increasing soil productivity (NFMA) because it is the only alternative that consistently has the lowest number of miles. Therefore, Alternative D has the potential to increase soil productivity whereas Alternative A would maintain soil productivity, and Alternatives B,C and E, (which include additional road construction), would decrease soil productivity in areas where the construction takes place.

Soil Resource Summary Comparison of Alternatives

The intent of this Travel Management Plan is to designate motorized routes and trails so that it is clear where this recreational activity can take place. Implementation of this Travel Management Plan would remove the area on the current travel map that allows motorized use on undesignated routes on the Vernal District and restrict designated camping to 150 feet in Utah and 300 feet in Wyoming of a designated route. The Travel Management Plan, as stated in the introduction, is also considered a resource protection measure because it delineates motorized routes and trails.

The current condition, including the undesignated routes on the Vernal District, has the most miles of any of the alternatives in meadow areas and Alternative C the most miles in alpine and the Limestone Plateau Landtype. Opportunities for unauthorized use off these routes could increase in these two alternatives, unless mitigation of these routes includes barriers or increased enforcement. Implementation could prove to be cost prohibitive to protect soil resources from damage in these areas.

Alternatives B and E are similar when analyzed, with Alternative E having more miles in alpine and fewer in Limestone Plateau and Meadow areas, while both have fewer miles of route than Alternative C, they both have more miles than Alternative D.

Over all there are less miles of route in Alternative D for the issues identified through the scoping document for the soil resource. For the soil resource Alternative D, which has the fewest miles of routes, would meet the Forest Service goal of maintaining or increasing soil productivity (NFMA) because it is the only alternative that consistently has the lowest number of miles therefore the potential to increase soil productivity whereas Alternative A would maintain soil productivity, and Alternatives B,C and E, which include additional road construction, would decrease soil productivity in areas where this activity takes place. Alternative D would also meet the Forest Plan goal of improving and conserving basic soil

resources protecting the watershed from erosion by decreasing the number of miles of hardened surface that channel flow and sediment into water ways and wet meadows. The overall cost of protecting resources would be less where there are fewer routes to provide access to sensitive areas.

As mentioned previously, the continued use of undesignated routes on the Forest, poses a potentially greater effect to soil and water resources than any of the action alternatives.

Soil and Water Issue 2 (Water quality) Water resources may be affected due to increased erosion, degraded soil productivity, compaction, and delivery of sediment into streams.

Miles of unpaved motorized route within 300' of perennial streams

Table 3.2.2 represents unpaved motorized route within 300 feet of perennial streams. The riparian influence zone is considered by many conservation standards to be the zone within 300 feet of perennial streams, lakes and wetlands greater than one acre and is often used when determining riparian buffers (INFISH, 1995). By proximity, activities within this zone have the greatest potential to influence streams and water values. This measure is similar in nature to the surface-water source protection zones set for municipal watersheds; consequently the results are similar to those obtained in the "Municipal Watershed source protection zones 1-2" measure.

Table 3.2.2 Miles of Unpaved Motorized Route Within 300' of Perennial Streams

RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	18	18	19	16	18
Vernal District	45	40	44	37	40
Vernal District existing undesignated routes in hatched travel area	17	0	0	0	0
Roosevelt-Duchesne District (North)	19	20	20	18.8	19
Duchesne District (South Unit)	17	17	17	17	17
Forest Total	116	95	100	89	94

When compared to the No Action Alternative, all Action Alternatives represent a decrease in unpaved motorized routes within the riparian influence zone. Alternative D has the highest potential for improvement to water resource conditions within these stream buffers.

Alternative C represents a general increase in these routes except in the case of the Vernal District. Within the Vernal District and when totaled across the Forest, all proposed alternatives represent a reduction in routes and a potential for improved water resource conditions compared to the No Action Alternative. This result can be attributed to the marked reduction in unpaved motorized routes within the Vernal District.

Alternatives B and E were similar, representing marked decreases in motorized routes within the riparian influence zone for the Vernal District. Differences between Alternatives B and E were not discernible at this scale of analysis.

Miles of unpaved motorized route encroaching on perennial streams

Table 3.2.3 displays miles of unpaved motorized route in close proximity (within 50 feet) of perennial streams on the forest. Routes within this zone have a high potential to directly influence bank stability,

water quality, and stream function. As such, even small differences between numbers in the alternatives could represent substantial influence on stream health. For this reason, results are displayed in the nearest tenths of miles.

When comparing forest-wide totals to the No Action Alternative, all the Action Alternatives represent a reduction in these motorized routes (a potential for improved conditions to water resources). Alternative D represents the greatest reduction in unpaved motorized routes (and therefore the greatest potential for improved conditions to water resources), in this high-risk zone for water resources. No marked difference between Alternatives B, C, and E is apparent at this scale of analysis.

Table 3.2.3 Miles of Unpaved Motorized Route Encroaching on Perennial Streams

RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	2.5	2.4	2.5	2.3	2.4
Vernal District	4.8	4.6	5.0	4.1	4.6
Vernal District existing undesignated routes in hatched travel area	2.7	0	0	0	0
Roosevelt-Duchesne District (North)	0.7	0.7	0.7	0.7	0.7
Duchesne District (South Unit)	0.4	0.4	0.4	0.4	0.4
Forest Total	11.1	8.1	8.6	7.5	8.1

Miles of unpaved motorized route within 300 feet of lakes greater than 1 acre

Table 3.2.4 represents another component of the riparian influence zone concept set in many conservation buffers (INFISH, 1995). For most resource areas there was little change between the alternatives. Alternative C in the Roosevelt-Duchesne District represented a small increase in routes (potential for degradation) compared to the other alternatives. In the Vernal District Alternatives B-E represented a decrease in routes (potential for improvements in water resource conditions) over the No Action Alternative. This is due to reductions in cross-country travel zone routes.

Table 3.2.4 Miles of Unpaved Motorized Route Within 300' of Lakes >1 acre

RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	29	50	50	31	40
Vernal District	9	8.1	9.1	8.1	8.1
Vernal District existing undesignated routes in hatched travel area	4	0	0	0	0
Roosevelt-Duchesne District (North)	7	7	8	7	7
Duchesne District (South Unit)	0	0	0	0	0
Forest Total	49	65.1	67.1	46.1	55.1

In the Flaming Gorge District there is a marked increase in miles of unpaved motorized route in Alternatives B C and E when compared to the No Action Alternative, a potential for degradation to water resources. This result is related to the amount of proposed routes in the district, which would access the shoreline along the Flaming Gorge Reservoir.

Due to the highly fluctuating water levels inherent to most reservoirs, there is usually limited riparian vegetation along their shoreline. For this reason reservoirs generally are considered to not have riparian zones, except where rivers and streams enter the reservoir pool. The Flaming Gorge Reservoir is an example of such a reservoir. Increased amounts of unpaved motorized routes within 300 feet of the reservoir's high pool could represent an increased potential for sediment inputs to the reservoir.

The Flaming Gorge Reservoir is in a semiarid setting with streams that carry higher sediment loads than streams in forest and meadow settings elsewhere on the Ashley National Forest. The Utah portion of this reservoir is within Source Protection Zone 1 of the Dutch John Municipal Watershed. Primarily for reasons of topography, the majority of the proposed new routes accessing the reservoir are outside of this source protection zone in the State of Wyoming.

No lakes greater than an acre are present in the South Unit as such, zero values were obtained for this measure.

Number of crossings of perennial streams by unpaved motorized routes

Table 3.2.5 displays the number of perennial stream crossings along motorized unpaved routes. Such crossings, especially unimproved fords, have the highest potential for increased sediment and hydrocarbon inputs to streams. Though no layer exists in the roads and trails database for the number and location of open ford crossings, it is assumed that analysis of unpaved motorized road and trail crossings would yield similar results for alternative comparison.

For this measure Alternatives A and C had the greatest number of these stream crossings. Alternative D had the lowest number of crossings. In the Vernal District and when totaled Forest-wide, all proposed alternatives represented a decrease in unpaved motorized stream crossings (a potential for improved water resource conditions). This is attributable to the marked decrease in routes currently receiving motorized use within the cross-country travel zone of the Vernal District.

Table 3.2.5 Unpaved Motorized Route Crossings of Perennial Streams

RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	54	51	54	48	53
Vernal District	97	103	109	96	101
Vernal District existing undesignated routes in hatched travel zone	51	1	1	1	1
Roosevelt-Duchesne District (North)	19	26	28	26	26
Duchesne District (South Unit)	7	8	8	8	8
Forest Average	**228**	**189**	**200**	**179**	**189**

Miles of unpaved motorized route within surface and ground water source protection zones 1-3 of municipal watersheds

Table 3.2.6 shows motorized routes on the Forest as they relate to municipal watersheds. The chart above depicts by alternative the miles of unpaved motorized route within surface-water source protection zones 1 and 2 present on the Forest. These zones lie in corridors along the main perennial channels of the municipal watersheds where point and non-point pollution sources could have increased potential for impairing water quality.

Table 3.2.6 Miles of Unpaved Motorized Route in Municipal Watersheds: Surface Water Source Protection Zones 1-2

RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	48.3	52.3	54.6	45.7	50.6
Vernal District	71.4	65.7	69.8	63.4	69.3
Vernal District existing undesignated routes in hatched travel zone	24.5	0	0	0	0
Roosevelt-Duchesne District (North)	15.4	16.2	16.2	14.9	16.0
Duchesne District (South Unit)	11.1	11.1	11.1	11.1	11.1
Forest Total	**170.7**	**145.4**	**151.7**	**135.0**	**146.9**

For this measure, Alternative D represents the least miles of unpaved motorized routes within these source protection zones, thus the highest potential improvement to water resource conditions in these source protection zones when compared to the No Action Alternative and the other proposed alternatives. In most resource areas, Alternative C represents the most miles of routes within these source protection zones. Alternatives B and E generally have comparable numbers to the No Action Alternative. In the Vernal District and totaled Forest wide, the No Action Alternative represents the most miles of unpaved motorized route. This is attributable to the amount of undesignated routes in the cross country travel zone currently used on the district. In Alternatives B – E, these routes would no longer be open to motorized use.

Table 3.2.7 displays unpaved motorized routes as they relate to municipal and transient groundwater drinking sources on the Forest. A transient groundwater source refers to wells that provide drinking water only for portions of the year, such as wells for summer homes and campgrounds. While unpaved motorized routes do not pose a potential for direct sediment effects to groundwater sources as they would for surface waters, the potential exists for leaching by contaminant spills or herbicides used in the treatment of noxious weeds which tend to occur and spread along motorized travel routes. However, the level of risk from Forest Service noxious weed control practices to groundwater sources is low and further reduced by buffers, the type of herbicide chosen, and best management practices used in the herbicide's application.

For the comparison of routes within groundwater source protection zones there is not a marked variation by alternative in order to show any variation the differences are displayed in tenths of miles. Alternative D represents a small decrease in routes (potential for improved water resource conditions) compared to the No Action Alternative. Alternatives B, C, and E represent small increases in routes (virtually unchanged from Alternative A) with no significant differences apparent between them.

Table 3.2.7 Miles of Unpaved Motorized Route in Municipal and Transient Groundwater Source Protection Zones 1-3					
RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	14.9	17.6	17.9	14.6	17.9
Vernal District	14.7	17.6	17.6	14.6	17.2
Vernal District existing undesignated routes in hatched cross-country travel zone	5.7	0	0	0	0
Roosevelt-Duchesne District (North)	30.8	31.2	31.2	28.1	31.2
Duchesne District (South Unit)	0	0	0	0	0
Forest Total	**66.1**	**66.4**	**66.7**	**57.3**	**66.3**

No municipal or transient groundwater drinking sources were present in the South Unit. As such, zero values were obtained.

Miles of unpaved motorized route in 303(d) and 305(b) listed impaired watersheds

Table 3.2.8 shows total miles of unpaved motorized route in watersheds on the Forest that are listed as impaired by the State of Utah Division of Water Quality for not fully supporting beneficial use standards (see previous discussion on water quality.) Except for Alternative D there is an increase in unpaved motorized routes for the proposed alternatives. This number represents all unpaved motorized routes within these watersheds, not specifically those in close proximity to streams or other water resource values. This measure, while useful for comparison, may not be as significant a water resource indicator as others in this analysis.

Table 3.2.8 Miles of Unpaved Motorized Route in 303(d) and 305(b) Listed Watersheds					
RESOURCE AREA	Alt A	Alt B	Alt C	Alt D	Alt E
Flaming Gorge District	0	0	0	0	0
Vernal District	21	22	22	21	21
Roosevelt-Duchesne District (North)	34	34	34	34	34
Duchesne District (South Unit)	137	142	145	135	141
Forest Total	192	198	201	190	196

In resource areas on the Forest which have 305(b) and 303(d) listed watersheds, Alternative D would have the least number of unpaved motorized routes, followed by the No Action Alternative, Alternative E, Alternative B, with Alternative C having the highest number of these routes. This would indicate Alternative D as having the highest potential for improvement in water resource conditions within these impaired watersheds, with Alternatives B, C, and E having the increased potential for degradation. However, the above comparisons only work if the assumption is made that all miles of routes have equal

or potential for degradation. The above numbers are so close as to put into question whether there would be any detectable variation between the alternatives.

Site Specific Comparisons of Alternatives:

A number of travel proposals carried forward in some alternatives involve opening motorized use on currently undesignated/unauthorized routes or on routes that would involve new construction. Some of these routes were identified as having a potential risk to water resources by their proximity to streams and wetlands and existing or potential erosion, rutting, and sediment transport issues identified during field visits. Specific proposals which would require new construction, substantial mitigation, or maintenance needs if implemented are shown in Table 3.2.9.

Table 3.2.9 Specific Mitigation, Maintenance, or Other Needs by Proposal and Alternative

Proposal	Description	Alternatives containing motorized use
1011.2	Portions of route may involve new construction. Route crosses three perennial stream/seeps with wet meadow habitat. Mitigation may include moving route with new construction, cap and graveling of meadow portion of route, culverts or bridges over some streams. Stream alteration permit (CWA sec. 404) may be required.	B, C, E
1017.2	Portions of route involve new construction. Alignment of route would be required at Sheep Ck Lake to avoid wet meadow and stream crossing.	B, C, E
1248.2	Portions of route involve new construction. Depending on alignment, substantial mitigation may be necessary	C,E
2015	Route descends steep slope to perennial stream crossing with rutting erosion and direct sediment delivery to stream. Mitigation would involve rerouting and engineering the descent to the stream and a bridge or hardened ford. Stream alteration permit (CWA sec. 404) would be required.	B, C
2028	Route crosses terrain with frequent seeps and wet pothole ponds. Frequent improved stream crossings and trail surfacing may be required if opened to motorized use.	C
2038	Existing motorized trail with resource damage occurring in meadows and on slopes. Maintenance needs include rerouting around wet meadows and reengineering on steep slopes. Proposal to close all or portions of trail to motorized use.	A, C, E (partial)
2039	Existing motorized trail with resource damage occurring in meadows and at stream crossings. Maintenance needs would include large portions of route being relocated away from stream corridor and wetlands with a reduction to the minimum stream crossings needed of Big Brush Creek.	C
2050	An existing motorized trail which passes through terrain with seeps and wet meadows. Portions of trail pass through wet soils with rutting occurring. Maintenance needs to reduce resource effects would involve relocating routes out of meadows and	A, B, C, E

Table 3.2.9 Specific Mitigation, Maintenance, or Other Needs by Proposal and Alternative

Proposal	Description	Alternatives containing motorized use
	surfacing of trail where relocation is not possible.	
2090	Route ascends up several steep slopes with erosion gullying present. Sections of trail would need engineering to reduce erosion hazard. Possibly (switchbacks, waterbars, gravel surfacing) numerous spur routes off trail would need blocking to prevent continued motorized use.	C
2129, 2130.2	Route may involve new construction to form connection with other motorized routes. As drawn, the route passes through bouldery terrain with dispersed wet seeps. Trail surfacing and stream alteration permit (CWA sec 404) may be required. Barriers would be needed at intersection of trail if proposal to close trail to motorized use is brought forward (Alt's B, D, and E). Route would designate motorized travel to OHVs greater and less than 50" axle width. The route forms connection with motorized trail open to ATV's <50". Barrier at connection would have to be constructed to prevent <50" use beyond this point.	B, C, E
2144	Route would involve new construction. Its creation would bypass and allow closure of currently ATV trail with pronounced soil and water resource damage occurring along it. Would constitute an overall benefit to water resources in the area if proposal were adopted	B,C,D,E
2458	.05 miles of new construction to provide access to dispersed camping to the south of Paradise Park. This route replaces 2457 which went through a wet meadow where resource damage was occurring.	B, C, D, E
2464	Approximately 2.3 miles of route on the east side of Oaks Park Reservoir adopted to move traffic away from wet meadow where resource damage is occurring.	B, C, D, E
3074.6	Portions of route would involve surfacing in wet meadow and improvement of perennial stream crossings (may require stream alteration 404 permit) or rerouting the trail on hillside avoiding the meadow and stream. Construction on hillslopes may involve cutting and fill to develop a trail prism.	B, C, E
3013	Route would involve new construction along contouring hillslopes with 10-40% gradient. Construction would involve cutting and filling of slope for development of trail prism.	B, C, E

Water Resources Conclusion of Alternatives:

Based on overall measurements of the indicators discussed above, the proposed alternatives have been categorized in Table 3.2.10 relative to their potential adverse effects on water resources.

Table 3.2.10 Potential Adverse Effects on Water Resources by Alternative

Alternative A No Action Alternative	Alternative B Preferred Alternative	Alternative C	Alternative D	Alternative E
Highest number of potential adverse effects	Moderate number of potential adverse effects	Higher number of potential adverse effects	Minimal number of potential adverse effects	Moderate number of potential adverse effects

Of the proposed alternatives, Alternative D represents the lowest potential for adversely affecting water resources. Alternatives B and E represent higher potential for adverse effects relative to Alternative D, lower potential for adverse effects when compared to Alternatives C and A. At the scale of analysis used in comparing the alternatives, a marked difference between potential effects associated with Alternatives B and E is not apparent. In the Flaming Gorge District Alternative E represents a reduced potential for water resource effects than Alternative B. In the remaining districts of the Forest Alternative B represents the reduced potential for water resource effects of these two Alternatives.

Compared to the other alternatives, Alternatives C and A represent a higher potential for adverse water resource effects with Alternative A representing the highest relative potential for adverse water resource effects.

Mitigation

For those unauthorized routes that would be designated as motorized routes, the potential for adverse travel-related effects to soil and water resources can be reduced by following standards and guidelines regarding trail and road location, construction, and maintenance as found in Forest Service handbooks 2509.22 (chapter10), 2309.18 (chapters 3, 4, 10 and 20), 7709.57 and 7709.58.

Other site specific mitigation can include: seasonal closure of routes in areas prone to seasonally wet soils, rerouting sections of motorized trail which traverse meadows and wet soils, use of bridges or hardened fords at stream crossings, and in areas with fine grained substrate (prone to erosion) surfacing OHV trails 200 feet either side of perennial stream crossings with gravel. See Soil and Water Resource Report, available from the Project Record, for site specific mitigation.

For routes not currently in the travel system, full implementation of a selected action alternative would not occur until mitigation is met.

3.2.6 Cumulative Effects

In Travel Plan analysis, any route or trail that is not decommissioned can contribute to an overall cumulative effect on soil and water resources. Past and present Forest Service activities creating both permanent and temporary roads and trails include: vegetation management projects (such as timber sales, wildlife habitat enhancements, and prescribed fire,) roads created for mining and oil and gas development, developed and motorized dispersed recreation, as well as routes associated with special use permits allowing motorized access along utility corridors, irrigation canals, water wells, and range improvements. Unauthorized motorized use would continue to be a problem that adversely affects soil productivity and water quality. Problems are expected to occur adjacent to designated roads and motorized trails, especially on the open rangelands and ridge tops.

Reasonably foreseeable future projects that could either temporarily or permanently add to the miles of route include: Oil and gas development and exploration, timber salvage, vegetation management, recreation trail re-routing, and prescribed fire.

3.2.6.1 Soil Resource Cumulative Effects

Cumulative effects boundaries are analyzed within the Forest boundary excluding the High Uintas Wilderness which receives no motorized use. Any route or trail that is not decommissioned can contribute sedimentation to streams and other water bodies impairing water quality. Erosion and compaction from routes and trails diminishes soil productivity.

Cumulative Effects to Alpine

Activities that have taken place in alpine areas include mining, vegetation management, motorized dispersed recreation, utility access and grazing. Motorized routes are associated with all of these uses and even if the activity itself does not occur in the alpine areas, the road can bisect the alpine landscape. Hiking trails also exist in these areas Forest-wide and can be responsible for degraded water quality and soil productivity especially when poorly placed. Motorized routes and trails in all action alternatives except for alternative D would increase miles of route in alpine areas of the Roosevelt-Duchesne District. Since motorized dispersed camping would be excluded from most alpine areas, and in those areas where it would be allowed, the camping area would be reduced from 300 to 150 feet (no alpine is found in the Wyoming portion of the Forest), soil productivity would be improved in those areas that would prohibit motorized dispersed camping.. However, the current condition in alpine areas is a tendency to create unauthorized motorized routes off existing travel routes, additional miles of route would create more opportunities for unauthorized use.

Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C and E would degrade soil productivity in alpine areas. Alternative D would decrease miles of route in alpine areas and not add to cumulative effects.

Cumulative Effects to Limestone Plateau Association

Activities that occur on the Limestone Plateau Association (LPA) of the Roosevelt-Duchesne Districts include mining, vegetation, management, grazing, hiking, and motorized dispersed recreation. Much of this area is open and easy to access from existing routes and unauthorized use exists here as it does in alpine areas. Increased miles of motorized route in Alternatives B, C and E would degrade soil productivity in the LPA by providing more motorized route through areas where unauthorized access is probable. Alternative D decreases the number of miles of route in this area and would improve soil productivity.

Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C, and E would degrade soil productivity in the LPA. Alternative D would decrease miles of route in the Limestone Plateau Association and would decrease the rate/amount of cumulative effects.

Cumulative Effects to Wet Meadows and Riparian Corridors

Wet meadow areas and riparian corridors are widely dispersed throughout the Forest. As a result these areas are more prone to be in areas where management activities take place. Activities such as: vegetation management, oil and gas development, mining, hiking, grazing, utility corridors, dispersed and developed camping, and irrigation canals utilize soil resources for both motorized and foot routes and trails to access the area of use. Wet meadow areas exist in the hatched travel area of the current travel plan on the Vernal Ranger District, with approximately ten miles of motorized route going through wet meadows and riparian corridors. The hatched travel area would not be in any of the action alternatives therefore overall miles of route are less in all of the action alternatives inside the hatched travel area. Approximately three miles of new construction would take place on the Flaming Gorge Ranger District in Alternatives B, C and E with possible passage through wet meadow and riparian corridor areas causing degradation to soil productivity.

Motorized dispersed camping would be decreased from 300 feet to 150 feet in Utah, which should improve soil productivity in those areas.

Cumulative effects from past and present activity and action alternatives would be minimal for wet meadow and riparian corridor areas as overall there would be fewer routes and decreased motorized dispersed camping areas. In the reasonably foreseeable future however, proposed oil and gas development would increase motorized routes and add well pads that could potentially affect wet meadow and riparian corridors as the area where this activity would take place is Sowers Canyon with a perennial stream on the South Unit of the Roosevelt-Duchesne Ranger District.

Overall there would be a reduction of miles of motorized routes traversing through wet meadows and riparian corridors in all action alternatives from the current condition.

3.2.6.2 Water Resource Cumulative Effects

Cumulative effects to water resources were analyzed within the Forest boundary. Cumulative effects were also analyzed outside of the Forest boundary when assessing potential effects to state-listed municipal watersheds as well as 303(d)/305(b) listed watersheds located within and adjacent to the Ashley National Forest.

Non-Travel Plan related cumulative effects

Past, present, and reasonably foreseeable management activities on the Forest (detailed in *Chapter 3 Section 3.12 Cumulative Effects*) pose potential cumulative effects to water resources in varying ways.

Roads and trails associated with the transportation network (forest, state, and federal) recreation, oil and gas development, alternative energy developments, utility corridors, vegetation management projects (including timber harvest, wildlife habitat management and fuels reduction), grazing improvements, drinking water developments, and mining operations on the Forest can affect the hydrologic regime by collecting and altering surface water flow, impeding infiltration, accelerating delivery of storm water sediment and other pollutants to stream channels. These affects can in turn alter stream bank stability and water quality.

Grazing by (livestock, horse and pack stock, and wildlife) can potentially affect water resources through physical alteration of stream banks, vegetation use of streamside meadow and riparian zones and the impairment of water quality.

Prescribed fire and wildfire can affect water resources by increasing water and sediment yield to streams as well as increases in pH, nitrates, phosphorus, and other nutrients associated with sediment delivery. Affects to a watershed can vary depending on the amount and severity of a burn, residual organic material left in the soil, the riparian vegetation remaining after a burn, slope, inherent soil conditions and the potential for vegetative recovery. In the case of wildfire these affects can be far more acute and widespread with impacts lasting up to decades (Robichaud, 2000).

Timber management can alter the water yield and timing of annual peak runoff within snowmelt-dominated watersheds. Depending on the amount of a watershed managed changes in flows can affect stream channel stability.

Recreation activities in close proximity to water can have localized effects to bank stability and increased sediment inputs to streams. Motorized dispersed camping can pose an additional risk to water quality through delivery of fecal-colliform and other contaminants to streams. Fishing and other aquatic activities can additionally contribute to the spread of invasive aquatic species.

Noxious weed management can pose a localized effect to water quality by risk of herbicide inputs to streams and water bodies. Noxious weeds if uncontrolled can result in widespread watershed degradation by decreasing bank stability and increasing sediment inputs from decreasing

Reservoirs, canals and other water diversions can displace wetland habitat, interrupt seasonal cycles of high and low stream flows, dewater channels, while augmenting flows to other channels leading to channel erosion, sedimentation, and bank instability.

Cumulative Effects: by Water Resource Measures

The measures used in this Travel Plan analysis ("Miles of Unpaved Motorized Route in Municipal Watersheds: Surface Water Source Protection Zones 1-2," "Miles of Unpaved Motorized Route Within 300' of Perennial Streams," "Miles of Unpaved Motorized Route Encroaching on Perennial Streams," "Miles of Unpaved Motorized Route Crossing Meadow and Riparian Willow Habitat," and "Unpaved Motorized Route Crossings of Perennial Streams") indicate for all proposed Alternatives B-E an overall (Forestwide) reduction in routes and their effects compared to the current condition (Alternative A.) This is largely attributable to the reductions in undesignated routes currently under use in the Vernal Ranger district.

The measures "Miles of Unpaved Motorized Route Within 300' of Lakes >1 acre" and "Miles of Unpaved Motorized Route in 303(d) and 305(b) Listed Watersheds" indicate an overall increase in route-related cumulative affects over the current condition for proposed Alternatives B, C and E. In the case of the lakes measure, this is attributable to adoption of additional routes around the Flaming Gorge Reservoir.

For the "Miles of Unpaved Motorized Route Within Transient Groundwater Source Protection Zones 1-3" measure there was little discernible difference between the proposed alternatives over the existing condition. For this measure there was no discernible contribution to cumulative effects.

Water Resource Cumulative Effects Conclusions: by Alternative

Alternative B

Five of the eight measures used as indicators in this section of the Travel Analysis, reflect the potential for an overall decrease in route-related cumulative effects to water resources. This reduction is most pronounced in the Vernal District.

In the Flaming Gorge District there would be an increase in routes within 300' of lakes, due to adoption of currently unauthorized routes near the Flaming Gorge Reservoir. On the South Unit of the Duchesne district there would be a 5 mile increase in motorized routes within 303(d) and 305 (b) listed watersheds due to adoption of currently unauthorized routes. Within these same watersheds however the miles of unpaved motorized routes within 300' of perennial streams would remain unchanged.

Forest-wide approximately 1.6 miles of new construction of motorized trail would be associated with this alternative.

Potential effects from these routes could add to cumulative effects in the localized areas mentioned, while Forest-wide a reduction in travel route related cumulative effects to water resources would occur.

Alternative C

By five of the eight measures this alternative reflects an overall decrease in route-related cumulative effects to water resources when viewed Forest-wide. This reduction mainly associated with the reduction of currently undesignated motorized routes within the Vernal District.

On the Flaming Gorge District, adoption of currently unauthorized motorized routes would result in additional localized effects to water resources based on measures for buffers within 300' of lakes, perennial streams, and surface water source protection zones of municipal watersheds.

On the Roosevelt and Duchesne Districts Alternative C would result in additional localized effects based on measures for buffers within 300' of perennial streams, and unpaved motorized route crossings of perennial streams.

Forest-wide approximately 2.7 miles of new construction of motorized trail would be associated with this alternative.

When compared to the current condition, potential effects from Alternative C could add to cumulative effects in the localized areas mentioned, while Forest-wide a reduction in travel route related effects to water resources would occur. This reduction is the least of the proposed alternatives.

Alternative D

By seven of the eight measures this alternative reflects the potential for an overall decrease in route-related cumulative effects to water resources on the Forest. The remaining measure (the 300 foot buffer to lakes greater than an acre) would represent no additional cumulative effect to the current condition.

No new construction of motorized routes would be associated with this alternative. Both Forest-wide and locally this alternative would represent the greatest reduction in travel route effects to water resources.

3.2.7 Forest Plan Consistency

While all the action alternatives would meet Forest Plan Standards and Guidelines for soil resources, Alternative D, which has the fewest miles of designated routes, would meet the Forest Service goal of maintaining or increasing soil productivity (NFMA) because it is the only alternative that consistently has the lowest number of miles therefore the potential to increase soil productivity. Alternative A would maintain soil productivity, and Alternatives B, C and E, which include approximately three miles of new road construction, would decrease soil productivity in areas where this activity takes place.

Alternative D would best meet the Forest Plan goal of improving and conserving basic soil resources protecting the watershed from erosion by decreasing the number of miles of hardened surface that channel flow and sediment into water ways and wet meadows. The overall cost of protecting resources would be less where there are fewer routes to provide access to sensitive areas.

3.3 Wildlife Resources

3.3.1 Introduction

Forest roads and motorized trails have the potential to affect wildlife and their habitat depending on the mode of motorized travel, type (width and surfacing) and location of the road, traffic volume and speed of travel, and the season of use by both animal and vehicle (Forman and Alexander 1998, Trombulak and Frissell 2000, Wisdom et al. 2000). Roads influence wildlife in numerous ways including a direct loss of habitat, changes in the quality and or effectiveness of the adjacent habitats, increasing habitat fragmentation, alteration of wildlife movements, and direct mortality from vehicle collisions (ibid). Travel-management-related impacts on wildlife vary with the volume, timing, and type of travel; the species of wildlife in the area; the habitats involved; time of day or season of year; and a myriad of other factors. However, not all species respond negatively to an increase in roads. Roads may increase prey for aerial predators such as hawks (Forman and Alexander 1998).

Wisdom et al. (2000, pp 112-123) offered a summary of 13 road-associated factors that negatively affect habitats or populations of terrestrial vertebrates. The following Road-associated Factors and Effects are condensed and summarized from his review:

- Habitat Loss and Fragmentation Including Negative Edge Effects – Roads can have the direct impact of converting large areas of habitat into non-habitat, while the indirect impacts of noise and exhaust can further reduce habitat quality and create avoidance of additional habitat in the surrounding area. In addition, species that respond negatively to openings or linear edges, such as habitat-interior species, avoid areas near roads.
- Disturbance, Displacement, Avoidance, Harassment (i.e., chronic negative interactions with humans) – Roads can directly interfere with life functions at specific use sites (e.g., increased disturbance of nest sites, breeding leks, or communal roost sites). This can result in spatial shifts of individuals and populations away from a road in relation to human activities on or near a road.
- Collisions – Death or injury resulting from a motorized vehicle running over or hitting an animal on a road.
- Over-hunting, Over-trapping, Poaching, and Collection – Roads can facilitate greater access into areas used for hunting and trapping and result in legal and illegal over-harvest of wildlife resources.
- Snag and Downed Log Reduction – Roads facilitate firewood collection which can result in a loss of snags and downed logs. Larger snags are typically desired by woodcutters and are also the most beneficial to many wildlife species such as flammulated owls.
- Barriers to Travel or Movement – Preclusion of dispersal, migration, or other movements as posed by a road itself or by human activities on or near a road or road network

3.3.2 Issues and Indicators

3.3.2.1 Wildlife Issue 1 (Disturbance)

Motorized travel on roads and trails may adversely affect threatened, endangered, and Forest Service Sensitive Species (TES) through displacement due to disturbance.

Indicators

- Miles motorized roads and trails in known TE or S species habitat.
- Acres of TE or S habitat affected by designated roads and trails.

3.3.2.2 Wildlife Issue 2 (Habitat Loss, Fragmentation)

Designating new or unauthorized routes for motor vehicle use may result in changes to, or loss, of habitat due to construction or maintenance needs (widening the track, surfacing the route) of these routes.

Indicators

- Miles of designated routes within known TE or S habitat.
- Acres of TE or S habitat affected by roads and motorized trails.

3.3.2.3 Wildlife Issue 3 (Big Game Habitat and Disturbance)

Motorized travel may affect summer and winter big game (elk and deer) habitat and increase vulnerability during hunting season. Roads left open to vehicular traffic may adversely affect use of the area by elk, and to a lesser extent, by deer.

Indicators:

- Density (mile/mile2) of open NFS roads and motorized trails by District within critical habitat (winter range and critical summer range).
- Acres of critical elk and deer winter range affected by motorized travel.

Assumptions:

Assumptions were made concerning the effects of the travel management plan as it relates to species analyzed. Some of those assumptions include:

- There will be changes to the category of uses among motorized, mechanized, and non-motorized/non-mechanized uses that will result in various levels of impacts on individual species across the forest.
- There will be two types of impacts on species: (1) impacts related to the actual footprint of the road or trail affecting habitat and (2) disturbance activities resulting from the use of the routes.
- Decommissioning of identified routes may take years to be fully rehabilitated and resemble surrounding habitats.

- Alternative A is the current system of NF roads and trails on the forest and thus considered to be the baseline for comparison for all action alternatives (Alternatives B, C, D, and E).
- Many of the tables displayed in this document standardize the changes in routes for comparison purposes. To make comparisons of differing types of habitats and differing sizes of habitats for the various species considered, most analyses for terrestrial species use the amount of change in acres of the species habitat in the routes for each alternative or the use density of miles of routes per square mile of habitat.

3.3.3 Forest Plan Direction

The Forest Plan provides some direction to travel management as it relates to wildlife and wildlife habitat. This direction is as follows: (USDA Forest Service 1986)

- Page IV-14 and IV-15, I. – Recreation
- Roads or trails maintained on the Forest transportation system may be restricted seasonally to protect wildlife species and habitat.
- Page IV-16, II. – Recreation
- Obliterate road or trail and exclude it from the Forest's transportation system if: b) the road or trail and its associated use is causing resource damage by: 3) displacing wildlife.
- Page IV-16, III. – Recreation
- Areas may be closed or restricted c) to protect natural resources and prevent damage to the natural values or functions of the ecosystems.
- Page IV-29, 2. – Wildlife and Fish
- Establish and maintain thermal and security needs to meet the Forest's big game and Management Indicator Species habitat objectives.
- Page IV-30, 3. – Wildlife and Fish
- Resource management activities will be allowed if they will not adversely affect any T and E or sensitive species.

Forest Plan direction will be followed under all action alternatives as it relates to travel management and wildlife.

Standard and guidelines from the Goshawk Amendment to the Forest Plan that apply to the Travel Plan are as follows:

- Standard (r) - Prohibit forest manipulation within active nest areas (30 acres) during the active nesting period. For non-vegetative activities adjacent to a new nest site or a new activity adjacent to an established nest, Guideline (s) applies.
- Guideline (s) – In active nest areas (approximately 30 acres) restrict Forest Service management activities and human uses for which Forests issue permits during the active nesting period, unless it is determined that the disturbance is not likely to result in nest abandonment. If the disturbance is likely to result in nest abandonment, a biological evaluation (BE) must be completed. To implement the action the BE must conclude that

the action is consistent with the intent of the Conservation Strategy and Agreement for the Management of the Northern Goshawk.

- Guideline (v) Forest vegetative manipulation within PFA's (ii) – Management activities should be restricted during the active nesting period. The active nesting period will normally occur between March 1st and September 30th.

3.3.4 Area and Method of Analysis

Project Area: The project area comprises the entire Ashley National Forest. However, the Environmental Consequences section was broken up and analyzed according to the district boundaries.

Life History and Habitat Requirements: The white papers "Life Histories and Population Analysis for Management Indicator Species of the Ashley National Forest" (USDA Forest Service 2006) and "Life History and Analysis of Endangered, Threatened, Candidate, and Sensitive Species of the Ashley National Forest." are a comprehensive description of life histories and habitat requirements for species that occur or have habitat within the Forest. "Life Histories and Population Analysis for Management Indicator Species of the Ashley National Forest" document provides estimates on population trends for Management Indicator Species (MIS). Principle habitats described in these papers were used to access the habitat conditions for the Motorized Travel Plan project. Habitat coverage's used in this document were developed by identifying habitat requirements for each species, with Forest GIS vegetation data used to map potentially suitable habitat across the Forest. It is recognized that the number of acres discussed as potentially suitable habitat may be higher than actual or occupied habitat. These possible differences in acres could occur due to the resolution of the Forest vegetation data used for the analysis, which were based at the Forest scale. These data are continually being refined at the project level.

Species Presence and Habitat Availability: Species presence data was compiled from District and Forest-wide survey information, and survey data from the Utah Division of Wildlife Resources (Ashley National Forest Unpub. data). Habitat availability was derived by using a GIS vegetation layer generated from aerial photo and ground interpretation.

General Method of Analysis-Road Impacts on Habitat Availability: The effects of roads have had many analyzed by many researchers. Some of these researchers have attempted to quantify a "road effect zone" based on changes in stream and wetland drainage, the impact of salt reaching water bodies, habitat invasion by exotic species planted on roadsides, and changes in animal habitat and movement patterns for large mammals, forest and grassland birds, and amphibians (Forman and Deblinger 2000, pp36-46). The degree of impacts on these types of resources is influenced by the type of road (size, surfacing) and the associated volume and speed of motorized traffic and noise generated by such traffic (ibid, Tombalak and Frissell 2000, p19).

Currently, the Forest does not have this detailed site specific information. Lacking this information, this analysis focuses on quantifying the direct effects of roads on habitat availability for most species by multiplying the miles of road by average road width based on the engineering classification type (i.e., Operational Maintenance Levels 1-5). To simplify the analysis, several classification types were lumped into the same zone of influence (the highest zone of influence for the classification types were used for the analysis). The following Zone of Influence (ZOI) was used for this analysis: motorized trails under 50 inches wide = 6 feet wide; Operational Maintenance Level 1 and 2 (Unimproved and 4WD) = 14 feet wide; Operational Maintenance level 3, 4, and 5 (Improved and Paved Roads) = 30 feet wide (Mortenson 2008). A length of road bisecting potentially suitable habitat was multiplied by the ZOI to arrive at a direct impact on potentially habitat availability in acres.

Other analysis using road density, habitat effectiveness, and road buffers are described in individual species accounts (i.e., mule deer, and Rocky Mountain elk). This includes general Forest Plan guidelines and general road management guidance for the Northern Goshawk.

Analysis summaries and conclusions will be presented in this document, and species may be grouped by effect. Detailed, species specific information including existing condition, methods of analysis, effected environment, and determination of proposed actions by species can be found in the Wildlife Specialist Report available in the project record.

The techniques and methodologies used in this analysis consider the best available science. The analysis includes a summary of credible scientific evidence which is relevant to evaluating reasonably foreseeable impacts. The analysis also identifies methods used and references the scientific sources relied on. The conclusions are based on a scientific analysis that shows a through review of relevant scientific information.

Wildlife Resource: Wildlife species selected for this analysis are composed of:

- Species that are listed as Threatened, Endangered, Proposed, or Candidate under the Endangered Species Act (USDI 2007 and 2008),
- Sensitive Species listed on the Regional Forester's Sensitive Species List (USDA 2003),
- Management Indicator Species as designated by the Forest Plan (USDA 1986),
- Other Species of Concern. This category includes neotropical migratory birds from the Birds of Conservation Concern list (USDI FWS 2002), priority species from the Utah Partners in Flight List (Parrish et al. 2002).

3.3.4 Affected Environment

Motorized forest roads and trails have the potential to affect wildlife and their habitat depending on the mode of motorized travel, type (width and surfacing) and location of the road, traffic volume and speed of travel, and the season of use by both animal and vehicle (Forman and Sperling 2003, Forman and Alexander 1998, Trombulak and Frissell 2000, Wisdom et al. 2000). Roads influence wildlife in numerous ways, including a direct loss of habitat, changes in the quality and/or effectiveness of the adjacent habitats, increasing habitat fragmentation, alteration of wildlife movements, and direct mortality from vehicle collisions (ibid).

Table 3.3.1 summarizes the current condition, findings, and detailed information available in the Wildlife Report.

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed

Species (Status)	Wildlife Species Existing Condition	Carried Forward for Analysis
Threatened and Endangered Species		
Black-footed Ferret (E)	Sixteen records of black-footed ferrets (specimens and sightings) are known from Sweetwater County. An experimental population was established in Uintah County southeast of Vernal, UT on lands managed by the BLM. Suitable habitat may exist on the Flaming Gorge National Recreation Area (NRA). Although there is potential habitat for Black-	No

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed		
Species (Status)	Wildlife Species Existing Condition	Carried Forward for Analysis
	footed ferrets on the Flaming Gorge Ranger District, there is no critical habitat designated on the Forest, and there are no black-footed ferret populations near the Forest. Therefore there would be "no effect" to the Black-footed ferret from implementation of the Travel Plan and the black-footed ferret will not be discussed in the analysis section of this report.	
Canada Lynx (T)	Approximately 645,741 acres of habitat has been designated within lynx analysis units (LAUs) on the Forest, except the South Unit of the Roosevelt/Duchesne RD. Of these 1,513 acres (0.2%) of habitat is directly impacted by approximately 739 miles of designated routes.	Yes
Mexican Spotted Owl (T)[a]	Mexican spotted owls have been found in Dinosaur National Monument. No nesting Mexican spotted owls have been located anywhere on the Forest and no critical habitat has been designated on Forest Service lands within the project areas. There is approximately 289,035 acres of marginal MSO habitat of which 281 acres (0.1% is directly impacted the 118 miles of designated routes.	Yes
Yellow-billed Cuckcoo (C)[d]	There have been no detections of the Yellow-billed Cuckoo within the Forest. Because habitat within the project area would be considered marginal and not large enough to sustain breading Yellow-billed Cuckcoos it is determined that there will be "no effect" to the yellow-billed cuckoo from implementation of the travel plan and this species will not be discussed in the analysis section of this report	No
Intermountain Regional Forester's Sensitive Species		
Bald eagle (S)	Bald eagles are known to occur on the Forest, primarily near Flaming Gorge Reservoir and the Green River corridor during the winter months. Although there are no known nests on the Forest there is one nest within a mile of the NRA. There are approximately 140,756 acres of habitat on the Forest of which 259 acres (0.2%) is marginal and is directly impacted by 65 miles of NFS routes.	Yes
Northern Goshawk [c e] (S)	62 known territories have been located within the project area, of which less than half are occupied any given year. Of the approximately 35,694 acres of designated post-fledgling area (PFA) habitat in the project area, 179 acres (0.05%) has been directly impacted from 70 miles of NFS routes.	Yes
Peregrine Falcon[b] (S)	There are 2 peregrine flacon nests that have been documented on the Forest. One along the Green River on the Flaming Gorge Ranger District and the other on the Vernal Ranger District. There are no roads within ¼ mile of either nest. Of the approximately 115,331 acres of habitat on the Forest 207 acres (0.2%) is directly impacted by approximately 92 miles of NFS routes.	Yes
Boreal Owl (S)	There have been four detections of boreal owls on the Forest, but no nests have been found. Of the approximately 440,492 acres of habitat of the Forest, 408 (0.1%) is directly impacted by 214 miles of NFS routes.	Yes
Great Gray Owl (S)	Though occurrence of this species in the Uinta Mountains is considered "rare" or "outside its normal range", there have been three great gray owls detected during calling surveys on the Ashley NF. Of the approximately 486,563 acres of habitat on the Forest 1,174 acres (0.3%) is directly impacted by 501 miles of NFS routes.	Yes
Flammulated Owl (S)	This species has been detected at several locations across the Forest. Of the approximately 237,647 acres of habitat on the Forest 816 acres (0.4%) of habitat is directly impacted by 346 miles of NFS routes.	Yes
Three-toed Woodpecker[c] (S)	This species has been found across the Forest in many locations. Of the approximately 737,474 acres of habitat on the Forest, 1,907 acres (0.3%) is directly impacted by 806 miles of NFS routes.	Yes

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed

Species (Status)	Wildlife Species Existing Condition	Carried Forward for Analysis
Greater Sage-grouse[c e] (S)	This species are well distributed throughout its limited range on the forest and surveys indicate populations are viable, stable and in a slight upward trend. Of the approximately 66,910 acres of habitat on the Forest, 304 acres (0.5%) is directly impacted by 139 miles of NFS routes.	Yes
Trumpeter Swan (S) and Common Loon (S)	Although, these species typically do not occur on the Forest these species have been known to occasionally occur on Flaming Gorge Reservoir during migration. Of the approximately 59,744 acres of habitat on the Forest, 14 acres (0.04%) is directly impacted by 6 miles of NFS routes. Since these species only occasionally visit Flaming Gorge Reservoir during migration and because the potential for the proposed changes to the travel plan to effect these species is very low, it is determined that there would be "no impact" to these species.	No
Spotted Bat[c] (S) and Townsend's Big-eared Bat[c] (S)	Bat surveys conducted on the Forest have detected both spotted bats and Townsend's big-eared bats. Of the approximately 443,268 acres of habitat on the Forest 2,100 acres (0.5%) is directly impacted by 894 miles of NFS routes.	Yes
Pygmy Rabbit (S)	Modeled distribution and habitat of the pygmy rabbit does not include the Ashley NF, except for the Wyoming portion of the NRA where this species in known to occur. Of the approximately 57,788 acres of habitat, 341 acres (0.6%) is directly impacted by 155 miles of NFS routes.	Yes
Wolverine (S)	There has been no documented sighting of wolverines in the Uinta Mountains and in Utah. However, wolverine habitat does occur on the Forest. Of the approximately 794,588 acres of habitat on the Forest, 1,311 acres (0.2%) is directly impacted by 508 miles of NFS routes.	Yes
Bighorn Sheep	The Utah Division of Wildlife Resources (UDWR) began transplanting Rocky Mountain bighorn sheep to lands administered by the Ashley NF as early as 1983. There are five bighorn sheep herds that occur, or at least partially occur, on the Ashley NF. All 5 herds, with the exception of the Hoop Lake Herd appear to be doing well (UDWR 2008a, UDWR 2009). Two of the herds (North Slope Bare Top and North Slope Sheep Creek) are doing well enough to sustain annual hunting. The North Slope Hoop Lake herd primarily occurs on the Uinta Wasatch-Cache NF, but a small number of rams do migrate to the Ashley NF during part of the summer (UDWR 2009). Although the Wasatch Mountains, Avintaquin herd was transplanted on State and private land, the sheep have since moved and spend a large part of their time on the Forest (UDWR 2009). Of the approximately 206.431 acres of habitat on the Forest, 392 (0.2%) is directly impacted by approximately 147 mile of NFS routes.	Yes

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed		
Species (Status)	Wildlife Species Existing Condition	Carried Forward for Analysis
	Management indicator Species	
Rocky Mountain elk (MIS)	The Utah Division of Wildlife Resources (UDWR) has set elk population objectives for each of the elk subunits in the state. The elk populations for these subunits have nearly met or exceed the population objectives set by Utah Division of Wildlife Resources within the five wildlife management subunits in which the Forest occurs. Suitable habitat (nearly all vegetation types on the Forest) for elk, including calving areas, occurs within the Forest. Critical elk habitat occurs on all Districts and is characterized by either its importance to elk in the winter or its importance to elk in the summer. Elk populations on the Forest appear to be stable, sustain an annual harvest, and habitat is well distributed across the Forest and is sufficient to sustain a viable elk population. Of the approximately 261,557 acres of habitat, 924 acres (0.4%) of critical habitat id directly impacted by 360 miles of NFS routes.	Yes
Mule deer (MIS)	The Utah Division of Wildlife Resources has set mule deer population objectives for each of the mule deer subunits in the state. The mule deer populations for the five subunits in which the Forest occurs are below the population objectives. Suitable habitat (nearly all vegetation types on the Forest) for deer, including fawning areas, occurs within the Forest. Critical deer habitat occurs on all Districts and is characterized by either its importance to deer in the winter or its importance to deer in the summer. Based on the data described in the MIS Report, mule deer population on the Forest is stable to slightly decreasing, but sustains an annual harvest and remains viable. Based on these same data, it also appears that the Forest provides mule deer habitat that is well distributed across the Forest and is sufficient to sustain a viable mule deer population. Of the 165,147 acres of critical habitat, 571 acres (0.4%) is directly impacted by 215 miles of NFS routes.	Yes
Northern Goshawk (MIS) Greater Sage-Grouse	Habitat acres available and currently impacted are in the Sensitive Species section of this table. Based on statistical analysis, the goshawk population trend across the Forest appears to be stable. It also appears that the Forest supports a viable goshawk population and continues to provide well-distributed habitat across the Forest for this species. Based on the data described in the MIS Report, the sage grouse population on the Forest is viable, stable, and in the last five to ten years there appears to be a slight upward trend. It also appears that sage grouse are well distributed throughout its limited range on the Forest.	Yes Yes

Table 3.3.1 Species Analyzed, Existing Condition and Whether Further Analysis was Completed (continued)		
Species (Status)	**Species (Status)**	**Species (Status)**
	Management indicator Species	
Golden Eagle (MIS)	There are three known golden eagle nest locations on the Ashley NF. Based on the data described in the MIS Report, the golden eagle population trend on the Forest is stable but at low numbers. It is also believed that the Forest provides golden eagle habitat that is well distributed across the Forest and is sufficient to sustain a viable population of golden eagles. Of the approximately 604,983 acres of habitat, 2,024 acres (0.4%) is directly impacted by 873 miles of NFS routes.	Yes
Warbling Vireo and Red-naped Sapsucker (MIS)	Based on the data described in the MIS Report, the red-naped sapsucker and warbling vireo population trends on the Forest are stable. Habitat that is well distributed across the Forest and is sufficient to sustain viable populations of the red-naped sapsucker and warbling vireo. Of the approximately 160,714 acres of habitat, 612 (0.4%) is directly impacted by 257 miles of NFS routes.	Yes
Lincoln's Sparrow and Song Sparrow (MIS)	Based on the data described in the MIS Report, the Lincoln's sparrow and song sparrow population trends on the Forest are stable. The Forest provides habitat that is well distributed across the Forest and is sufficient to sustain viable populations of the Lincoln's sparrow and song sparrow. Of the approximate 17,971 acres of habitat on the Forest, 120 acres (0.7%) is directly impacted by 57 miles of NFS routes.	Yes
White-tailed Ptarmigan (MIS)	Habitat for the white-tailed ptarmigan occurs on all Districts of the Forest, except for the South Unit portion of the Roosevelt/Duchesne RD. Based on the data described in the MIS Report, the white-tailed ptarmigan population on the Forest is viable, stable, and is well distributed throughout its limited range on the Forest. Of the approximate 168,391 acres of habitat on the Forest, 8 acres (0.007%) is directly impacted by 5 miles of NFS routes.	Yes

[a] State of Utah Threatened Species
[b] State of Utah Endangered Species
[c] State of Utah Species with special concern due to substantial decrease in population, distribution, or habitat availability OR limited distribution or specialized habitat use.
[d] Candidate for Federal Listing
[e] Also an Ashley NF Management Indicator Species.
[f] On the Utah Partners in Flight List (UPIF)
[g] On the Birds of Conservation Concern List (BCC)
[h] On both the UPIF and BCC lists

Other Species of Concern

Uinta Mountain Snail

This snail is known to occur in only two locations on the Forest and neither location would be affected by any of the proposed roads. Furthermore, the US Fish and Wildlife Service 90-Day Finding determined that there is insufficient evidence that supports the Uinta Mountain snail as a separate species, and further determined that this snail does not merit federal listing (USDI Fand WS 2005). Therefore, effects from the proposed travel plan to this snail will not be analyzed in this document.

Birds of Conservation Concern (Migratory Birds) and Utah Partners in Flight (PFI) Priority Species

A complete list of birds from both these lists that are known to occur or are suspected to occur on the Ashley National Forest can be found in the project record (available upon request). Several species on the Birds of Conservation Concern and PIF Priority Species lists occur or have habitats within the Forest. These species are the black rosy-finch, black-throated gray warbler, sage sparrow, Brewer's sparrow, greater sage grouse, broad-tailed hummingbird, flammulated owl, golden eagle, peregrine falcon, three-toed woodpecker, Williamson's sapsucker, Lewis's woodpecker, red-naped sapsucker, Virginia's warbler, pinyon jay, pygmy nuthatch, and gray vireo.

Existing Condition: The flammulated owl, bald eagle, peregrine falcon, and three-toed woodpecker are sensitive species and are discussed in detail in the Sensitive Species section of this report. The greater sage grouse is both a sensitive species and an MIS and is discussed in the Sensitive Species section of this report. The red-naped sapsucker and golden eagle are MIS and are discussed in the MIS section of this report. Refer to those sections in this report for analysis on those species.

The black rosy-finch is associated with alpine habitat and the broad-tailed humming bird is associated with riparian habitat. The Williamson's sapsucker is associated with conifer forests and aspen habitat types. The Lewis's woodpecker is associated with the ponderosa pine conifer type. The pygmy nuthatch and the Virginia's warbler are associated with ponderosa pine and pinyon/juniper habitat types. The black-throated gray warbler, pinyon jay, and gray vireo are associated with the pinyon/juniper and desert shrub habitat types. The Brewer's sparrow, sage sparrow, burrowing owl, northern harrier, prairie falcon, and loggerhead shrike are associated with sagebrush, desert shrub, and grasslands (Nature Serve 2003, DeGraaf et.al. 1991). Effects to these species will be analyzed and compared with those species in the sensitive species list and/or MIS list that have similar habitat requirements. All species will be analyzed by Districts.

3.3.5 Environmental Consequences

Introduction

The tables in this section indicate the change in the amount of "designated routes" on the Forest/District. Impacts will be assessed from the corresponding change in acres of the affected habitat for these species. However, nearly all the increase of designated routes in the Action Alternatives currently exist on the ground as existing undesignated or unauthorized routes. Therefore, because these routes already exist on the ground, the actual impacts to wildlife habitat from changing the status of the road ("existing undesignated" to "designated" or "unauthorized" to "designated") would be less than what is shown in the tables. Because motorized travel on undesignated routes would be prohibited with the implementation of an action alternative, current effects to wildlife would be largely reduced in the hatched area.

Effects to wildlife from the action alternatives will be analyzed in four ways;

1) The amount of habitat affected from the new designations of routes (change of designated routes from Alternative A) and the percent of habitat it would affect;

2) Putting this change in context with what actually exists on the ground;

3) The amount of reduction of affected habitat in the hatched travel area of the Vernal RD; and

4) Effects of disturbance to wildlife from noise associated with motorized routes.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of wildlife species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than the actual road prism. The distance to which a species would be affected will vary by species, but for many species these distances are not known. Therefore the analysis will make assumptions as to the distances some species may move from noise disturbance associated with roads/trails. For birds of prey, it will be assumed that disturbance distances will be similar to bald eagles as has been documented in the bald eagle guidelines (USF&WS 2007b). For all other birds (birds with smaller home ranges) it is assumed that the disturbance distances may be shorter, so 100 meters (328 feet) will be assumed. Gaines et. al. 2003 indicated a disturbance buffer of 350 meters (1,148 feet) for bighorn sheep. Gaines also indicated that elk and deer may move 1,000 meters (3,280 feet) and Trombulak et. al. 2000 indicated 200 meters (6562 feet), therefore the average between these two distances will be used for elk and deer. Gaines indicated that grizzly bears may move up to 500 meters (1,540 feet), and it will be assumed in the analysis below that wolverine will do the same. For mammals with smaller home ranges (bats and pygmy rabbit) 100 meters (328 feet) will be assumed.

Alternative A

Potential impacts from Alternative A were discussed above. These impacts are common to wildlife species within the Forest and all Districts. In short, some routes ("designated", "existing undesignated", and "unauthorized") are currently causing resource degradation as they continue to be used. Under this Alternative these routes would likely continue to slowly degrade the resource, which may incrementally degrade and fragment wildlife habitat. This would incrementally displace wildlife over time and space, and may make some habitats on the Forest less attractive to wildlife. In all action alternatives, dispersed camping is reduced from 300 feet off roads to 150 feet off roads. Leaving dispersed camping at 300 feet could incrementally over time displace wildlife further from roads as dispersed camping expands.

These effects would occur at the Districts level as well, but may be greater on the Vernal Ranger District. The hatched area on this District may continue to increase in road density as users establish new routes. Many of the routes in this area were not created by the Forest Service and some were created in areas that receive resource damage. An increase in density of these routes may further displace wildlife over time and space.

Changes discussed below reflect the change in miles and acres from Alternative A.

3.3.5.1 Effects Common To All Action Alternatives

Motorized use of the unauthorized routes not designated in an alternative would continue to be closed to the public. Many of these routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing motorized travel on these routes would reduce disturbance to the wildlife and reduce the amount of wildlife habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

Mixed use (street legal vehicles and ATV's) would be allowed on some roads that are not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas

during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by wildlife. However, if displacement does occur, there is ample habitat for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur.

Generally increased roads would mean increased habitat fragmentation on the Forest. However, since, the majority of these routes already exist as undesignated or unauthorized routes there would be little increase in habitat fragmentation among these alternatives.

Under these alternatives dispersed camping on the Forest within Utah would be reduced from 300 feet off roads to 150 feet off roads. This reduction in distance from roads may reduce potential disturbance to habitat, however because dispersed camping only occurs at isolated locations along roads, this reduction in potential disturbance from dispersed camping may only be minimal. Dispersed camping on the Wyoming side would still be allowed 300 feet off the roads and there would be no change to any effects from the current condition.

Continued use of designated routes would have the same effects to the wildlife species discussed below that currently exist. These species have likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further affects to these species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by peregrine falcons in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

3.3.5.2 Threatened and Endangered Wildlife Species

Canada Lynx

Direct and Indirect Effects

The Northern Rockies Lynx Management Direction (NRLMD) states several guidelines as roads relate to lynx habitat. The main concerns are roads increasing accessibility of competing predators in the winter (by compacting snow) to areas where they would otherwise be excluded, and maintaining habitat connectivity and minimizing impacts to lynx habitat near roads. Neither of the Alternatives, propose an increase of over the snow travel, and therefore those guidelines pertaining to over the snow activities would be met in each Alternative. The LCAS guidelines are comparably the same as the NRLMD, but places more emphasis on restricting over the snow travel.

To determine the direct effects to lynx from the action alternatives, the change in miles of designated roads within lynx habitat and change in acres of lynx habitat were calculated for each of the action alternatives. Tables illustrating the amount of lynx habitat within LAU's on the Forest as well as a map of the LAU's can be found in the project record and in the Biological Assessment.

Alternative B, C, and E

Within LAU's on the Forest there would be a net increase in miles of designated routes and acres of affected lynx habitat under Alternatives B, C, and E. The largest increase would be in

Alternative C with an approximate increase of 51 miles of designated routes and 82 acres of affected lynx habitat. Alternative E would have the next largest change in affected habitat acres and Alternative B would have the least (62 acres affected). The affected acres are far less than 1% of the amount of lynx habitat within any of the LAU's or habitat on the Forest. There is a decrease in the amount improved/paved roads (high traffic roads) under this alternative, but an increase in unimproved roads (low traffic roads). The majority of increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since lynx are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low (Reudigar et. al. 2000).

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. However, studies have found that lynx do not show avoidance of forest back country roads or roads with low traffic volumes (USDA Forest Service 2007, 2007a, and 2007c). Additionally, the increase use and noise is not likely to be enough to impede movement of lynx within or between LAU's. Continued use of designated routes would continue to have the same effects to lynx habitat that currently exists. This species, if individuals travel across the Forest or linger for a period of time, would likely habituate to the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by lynx, if they are in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance. Additionally, the likelihood of individual lynx being exposed to human activities facilitated by roads is very low given that there are probably very few, if any lynx, on the Ashley (other than the occasional wandering transplant from Colorado at this point in time).

Nearly all the proposed increases in designated routes currently exist on the ground, and are not FS system roads (existing undesignated or unauthorized roads). Therefore, actual impacts to lynx habitat from this alternative are likely less than the tables in the Specialist report indicate, because the direct habitat loss already exists.

Although, the NRLMD is the primary guiding direction for lynx management on the Ashley NF, the LCAS is still considered in analysis. A guideline in the LCAS states that wherever road densities are > than 2 miles per square mile, then roads should be considered for seasonal closures and or reclamation. Alternative A in the Table above show road/trail densities in lynx habitat for the Districts and the Forest considerably lower than the 2.0 mile guideline. Road/trail Densities among Alternatives B, C, and E only slightly increase, and would stay around 1.0 or lower. There is little difference in road/trail densities between alternatives. The table above reflects the average road/trail density within lynx habitat on the Forest and on the Districts. Some isolated areas may have a higher road/trail density than 2.0 mile but most of these areas are likely small enough that there would be little affect to habitat connectivity within and between LAU's. However, LAU's 19, 21, 22, and 23 exhibit larger areas that have road/trail densities > 2.0 mile. Refer to the Vernal RD discussion below for further information. While the LCAS does list a road density guideline, it also states that there is no compelling evidence to recommend managing road density to conserve lynx (Reudigar et. al. 2000). The NRLMD (the guiding

direction for lynx conservation on the Ashley NF), which contains the most recent compilation of research on lynx also makes this same conclusion and for that reason does not list any guideline on road density (USDA Forest Service 2007, 2007a, and 2007b). Therefore, those portions of LAU's 19, 21, 22, and 23 that exhibit road/trail densities higher than 2.0 miles/square mile are not likely to inhibit lynx movement through habitat within the LAU's or between LAU's. Furthermore, the vast majority of lynx habitat within LAU's, the Districts, and the Forest are within the LCAS road density guideline.

Guidelines in both the NRLMD and LCAS encourage minimizing brushing along roadsides, locating roads away from forested stringers, and locating roads away from ridge tops. New roads and trails proposed under these alternatives are few, and have been located where possible away from forested stringers and ridge tops. General maintenance of roads and trails on the Forest usually does not include brushing the roadsides, unless it poses a hazard. Therefore, the alternatives would comply with the intent of the standards and guidelines in the LCAS and the NRLMD. In the event that location of these new routes and reconstruction changes, the following mitigations should be followed to help in maintaining habitat connectivity for lynx. These mitigations are guidelines within the both the NRLMD and the LCAS.

Determination

It is determined that the changes to the Travel Plan proposed under these alternatives, would meet the intent of the standards and guidelines outlined in the NRLMD as well as the LCAS. There will be "no effect" to critical lynx habitat from Alternatives B, C, and E, since there has been no critical habitat identified on or near the Forest. It is further determined that the changes to the Travel Plan proposed under these Alternatives "may affect, but is not likely to adversely affect" Canada lynx. This determination is based on the following rationale. There is no proposed increase or change to over the snow travel on the Forest. The amount of lynx habitat directly affected by the proposed changes to the Travel Plan would affect far less than 1% of available habitat within any LAU, within any of the Districts, and within the Forest. Studies have not shown lynx to avoid low traffic roads and it is likely that lynx would behave the same on the Ashley (USDA Forest Service 2007, 2007a, and 2007b). Consequently, continued and possibly more concentrated use of previously designated and newly designated routes established through the action Alternatives is not likely to impede the ability of individual lynx to procure prey. Further, the likelihood of individual lynx being exposed to human activities facilitated by routes is very low given that there are likely very few, if any lynx, on the Ashley NF other than the occasional wandering transplant from Colorado at this point in time. Even if an individual were on the Forest and thus 'exposed' to elements of Alternatives B, C, and E , the effects to an individual lynx via habitat loss or disturbance are expected to be negligible based on the following: 1) the very limited physical habitat loss due to new routes is unlikely to impede movement of lynx within and through LAU's, or the ability of a lynx to procure sufficient food, often a limiting factor; and 2) a lynx disturbed by human activity on the designated roads may temporarily be displaced or may habituate to the activity, neither outcome of which is likely to alter the likelihood this individual will procure prey.

Alternative D

Under this alternative there would be a decrease of approximately 9 miles in the amount of designated routes and a net change of approximately 21 acres of lynx habitat. This is far less than 1% of lynx habitat on the Forest or in any LAU. This alternative would also be less likely to affect lynx from noise related disturbances than Alternatives B, C, and E. Therefore, the effects

to lynx habitat under this alternative would be the least of the Action Alternatives. Road density in lynx habitat under this alternative would slightly decrease and remain under the 2.0 mile guideline.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of lynx habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to lynx habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected lynx habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E. Road density within lynx habitat in this District would stay below the 2.0 mile guideline under this alternative.

Determination

It is determined that the changes to the Travel Plan proposed under this Alternative, would meet the intent of the standards and guidelines outlined in the NRLMD as well as the LCAS. There will be "no effect" to critical lynx habitat from this Alternative, since there has been no critical habitat identified on or near the Forest. It is further determined that the changes to the Travel Plan proposed under this alternative "may affect, but is not likely to adversely affect" Canada lynx. This determination is based on the same rationale discussed under Alternatives B, C, and E.

Mexican Spotted Owl

Direct and Indirect Effects

The change in designated miles/trails and acres of affected MSO habitat within the 2000 model is a relatively small amount. A larger amount of MSO habitat is affected within the 1997 model. The affects to MSO habitat would be similar regardless of which model is being used in the discussion below, except for the amount of acres of MSO habitat affected. Therefore, the discussion below will focus on the 1997 model since the proposed changes to the Travel Plan affect a greater amount of MSO habitat in this model. To determine the effects to MSO habitat the change in miles of designated roads within MSO habitat and change in acres of MSO habitat were calculated for each of the action alternatives. Tables identifying the change in miles of designated routes and acres of affected habitat are available in the Wildlife Resource report found in the project record.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected MSO habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 66 miles of designated routes and 70 acres of affected MSO habitat. Alternative B would have the lowest increase of designated routes (approximately 49) and affected MSO habitat (approximately 54). Alternative E would be nearly the same as Alternative B, but with a slightly higher amount of affected acres of MSO habitat.

Nearly all the proposed increases in designated routes currently exist on the ground, and are not FS system roads (existing undesignated or unauthorized roads). Therefore, actual impacts to MSO habitat from this alternative are likely less than the model indicates, because the direct habitat loss already exists.

Noise created from use of the routes designated in Alternatives B, C, and E extends beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use (street legal vehicles and ATV's) on some roads that is not allowed under Alternative A.

Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by MSO's and may disturb them during nesting. However, since no MSO's have been detected on the Forest and there are no Protected Activity Centers (PAC's), it is unlikely that nesting or foraging MSO's would be disturbed by noise associated with the routes. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to MSO habitat that currently exists. If individuals of this species have been affected by these routes, they have likely since habituated to the disturbance or moved to areas of suitable habitat, where the disturbance does not occur. Therefore, the continued use of these routes is not likely to have any further effects to this species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by MSO's, if they are in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

"Existing undesignated" roads/trails that are not changed to "designated" under these alternatives, will no longer be allowed for travel. Many of these routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing these routes for travel would reduce the amount of MSO habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of MSO habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of MSO habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to MSO habitat.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 200 meters from roads/trails. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat by Alternatives B, C, and E. However, because of the amount of available habitat (288,000+ acres), and the relatively low amount of miles of roads/trails (< 7 miles) being proposed by the action alternatives, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much affect to MSO habitat on the Forest. Also, since there have been no detections of Mexican spotted owls on the Forest, the likelihood of MSO's wandering onto the Forest and being disturbed by noise related to use of the additional roads/trails under Alternatives B, C, and E as well as the continued use of the current road system would be relatively low.

Alternative D

Under this alternative there would be a decrease of nearly 3 miles in the amount of designated routes and a net change of approximately 15 acres of MSO habitat. This is far less than 1% of

MSO habitat on the Forest. Therefore, the effects to MSO habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of MSO habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to MSO habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected MSO habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Since there is no critical Mexican spotted owl habitat on the Forest, there will be "no effect" to critical habitat from any Alternative. Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, "may affect, but is not likely to adversely affect" the Mexican spotted owl or its habitat. This determination is based on the following rationale. There have been no detections of Mexican spotted owls on the Forest, and thus no Protected Activity Centers would be affected by the alternatives, and it is unlikely that any individuals would be affected by any elements of the alternatives. Even if an individual were on the Forest, effects would be minimal due to the low amount of habitat directly affected by the alternatives and the amount of habitat available for displacement.

3.3.5.3 Sensitive Wildlife Species

Bald Eagle

Direct and Indirect Effects

To determine the effects to bald eagle habitat from the action alternatives, the change in miles of designated roads within bald eagle habitat and change in acres of bald eagle habitat were calculated for each of the action alternatives and are shown in the Table 60 of the Wildlife Report (available from the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

The bald eagle guidelines specify vehicle use type activities should not occur within 660 feet from nests (USF&WS 2007b). There is a bald eagle nest located near the NRA, but none are located on the NRA or on the Forest. This bald eagle nest is located more than 660 feet from the NRA and nearly a mile from the nearest road that is on the NRA. Therefore, the distance of any road or trail on the NRA from this nest is far greater than the recommended distance. This guideline would therefore be met under these alternatives and there would be little effect to these nesting bald eagles from these alternatives, because of the distance between the nest and any road/trail on the NRA.

There would be a net increase in miles of designated routes and acres of effected bald eagle habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 36 miles of designated routes and 64 acres of affected bald eagle habitat. Alternative E would have the lowest increase of designated routes (approximately 18 miles) and

affected bald eagle habitat (approximately 34 acres). Alternative B would be nearly the same as Alternative C, but with a slightly lower amount of affected acres of bald eagle habitat.

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Therefore, actual impacts to bald eagle habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use (street legal vehicles and ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by bald eagles. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. The bald eagle guidelines recommend minimizing disruptive activities in bald eagles direct flight path to important foraging (USF&WS 2007b). Bald eagles from the nest located near the NRA likely forage along Flaming Gorge Reservoir, however there would be no changes to the Travel Plan that would affect the flight path of these bald eagles to the Reservoir. There are some currently designated roads on the NRA that may be near the foraging areas for these eagles. However, continued use of these designated roads is unlikely to have any more effects to the bald eagles than currently exist. These eagles have likely habituated to the disturbance and are tolerant of current activities.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by bald eagles in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing these routes for travel would reduce the amount of bald eagle habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of bald eagle habitat affected at the forest and district level under these alternatives is far less than 1% of the amount of bald eagle habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to bald eagle habitat.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be potentially affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 200 meters from roads/trails. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available

habitat (140,000+ acres, from Table in Affected Environment Section), and the low numbers of documented bald eagles on the Forest (only one known nest near the Forest and none on the Forest), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much affect to bald eagles that may occasionally occur on the Forest. Also, since none of the roads/trails would affect the nesting bald eagles near Flaming Gorge, the likelihood of these bald eagles being disturbed by noise related to use of the additional roads/trails under Alternatives B, C, and E as well as the continued use of the current road system would be relatively low.

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives, may impact individual bald eagles, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Alternative D

Under this alternative there would be a decrease of nearly four miles in the amount of designated routes and a net change of approximately 15 acres of bald eagle habitat. This is far less than 1% of bald eagle habitat on the Forest. Therefore, the effects to bald eagle habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the district level, the overall effects to bald eagle habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected bald eagle habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual bald eagles, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Northern Goshawk

Direct and Indirect Effects

To determine the effects to goshawk habitat within PFA's from the action alternatives, the change in miles of designated roads within PFA's and change in acres of affected goshawk habitat were calculated for each of the action alternatives and are shown in the Table 61 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected goshawk habitat within PFA's under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of seven miles of designated routes and 11 acres of affected goshawk habitat (within PFA's). Alternatives B and E are nearly the same affecting approximately 10 acres goshawk habitat and an additional increase of approximately six miles of routes. Overall there is not much change in improved roads (high traffic roads), but there is an increase in

unimproved roads and ATV trails (low traffic roads). The overall increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since goshawks are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low. The subtle decrease in high traffic roads and ATV trails would likely reduce the disturbance within goshawk habitat. In time, these areas would rejuvenate, which would likely provide habitat for goshawks over time. However, the benefit may be offset by the increase of low traffic roads.

Noise created from use of these routes in Alternatives B, C, and E would extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. This may potentially increase disturbance to goshawks of the immediate area around those roads within PFA's. However, it is likely that goshawks using these areas for foraging are habituated to noise around these roads and it is unlikely that a slight increase in use would displace goshawks out of the PFA. Furthermore, the amount of habitat that may be potentially affected would be far less than 1% of the amount of goshawk habitat within any District or on the Forest.

New trail construction and route reconstruction proposed under these alternatives are limited and may cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. Construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. However, to comply with the guidelines in the Goshawk Amendment to the Forest Plan and to minimize effects to goshawks within the PFA, the following mitigation should be applied for any new road/trail construction or reconstruction within the PFA of an occupied goshawk territory.

> Construction of new trails or reconstruction of existing trails within the PFA of an occupied goshawk territory should be restricted between March 1st and September 30th, unless the biologist determines that there would be no adverse affects to goshawks. The biologist will be consulted prior to construction or reconstruction of any road or trail proposed under the action alternatives.

Proposal 1278 would designate an existing unauthorized route as a road to access a traditional dispersed camping area. This route would be adopted in Alternatives B, C, and E, and not in D. This route crosses within the Lake Creek goshawk PFA for Nest A on the Flaming Gorge District. This nest was as well as either nest in this territory was last active in 1993 and the nest tree has since fallen. Therefore, this territory is not likely to be affected by this proposal.

Proposal 2015 would designate an existing undesignated route as an ATV trail. The trail crosses through the 30 acre nest buffer of two goshawk nests (Dyer Park Territory Nest B and Snow Pole Nest C). This proposal is incorporated within Alternatives B, C, and E. The Dyer Park Territory was last active in 2005, but Nest "B" has not been active since 1991 and the nest was documented to have fallen from the tree in 2001. The Snow Pole territory was last active in 2004 and in 2007 the nest had fallen out of the tree. Therefore, there would be no disturbance to nesting goshawks at Dyer Park nest "B", or Snow Pole nest "C" since these nests no longer exist. There would be some disturbance within the PFA's of these territories, however this trail has been used by ATV's for a period of time, and therefore would not represent any additional disturbance in the area (USDA Forest Service 2008c).

Proposal 2028 would designate non-motorized trail 128 as an ATV trail in Alternative C. The trail crosses through the 30 acre nest buffer of two nests (A and B) of the Horse Shoe Park

territory. This territory was last active in 1993 and both these nest trees have been down since 2001. Therefore, there would be no disturbance to goshawks at these nests. If this territory becomes active, there would be an additional disturbance within the PFA that was not there previously. However, since this territory has not been active for 15 years, it is unlikely that this disturbance would affect any nesting goshawks (USDA Forest Service 2008c)

The amount of goshawk habitat within PFA's directly affected at the forest and district level under these alternatives is far less than 1% of the amount of goshawk habitat (within PFA's). This small amount of directly affected habitat would have relatively little effect to goshawk habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 200 meters from roads/trails. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat within PFA's (35,000+ acres) as well as the amount of goshawk habitat that is widely distributed across the Forest, and the relatively low amount of miles of roads/trails (< 5 miles) being proposed by the action alternatives within goshawk PFA's, it is unlikely that the percentage of habitat potentially affected by noise disturbance would be enough to adversely affect the goshawk population on the Forest. Also, as stated previously it is likely that goshawks using the habitat around these roads/trails for foraging are likely habituated to the noise and disturbance that is occurring in those areas, and thus it is unlikely that goshawks would be displaced out of the PFA from changing the designation or continued use of these roads/trails. Also, goshawks using PFA's that contain designated roads/trails have long since habituated to the disturbance and are likely to only be minimally affected by continued disturbance from continued use of currently designated roads/trails.

Alternative D

Under this alternative there would be a decrease of approximately one mile in the amount of designated routes and a net change of one acre of goshawk habitat within PFA's, the effects to goshawk habitat within PFA's under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of goshawk habitat within PFA's affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to goshawk habitat within PFA's would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected goshawk habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under the Action Alternatives, may impact individual goshawks, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Peregrine Falcon

Direct and Indirect Effects

To determine the effects to peregrine falcon habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of peregrine falcon habitat affected were calculated for each of the action alternatives and are shown in the Table 62 in the Wildlife Report (available in the Project Record). The current system of routes does not affect any known peregrine falcon nests and none of the proposed changes would affect peregrine falcon nesting habitat, therefore the discussion of the effects below only pertain to foraging habitat.

Alternatives B, C, and E

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Therefore, actual impacts to peregrine falcon habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use (street legal vehicles and ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by peregrine falcons. However, peregrine falcons are known to habituate to human activity and therefore, may habituate to the increase in noise within foraging habitat (White et. al. 2002). Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to peregrine falcons that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by peregrine falcons in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Not allowing these routes for travel would reduce the amount of peregrine falcon habitat that is currently being affected by resource damage

The amount of peregrine falcon habitat affected at the forest and district level under these alternatives is far less than 1% of the amount of peregrine falcon habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to peregrine falcon habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 200 meters from roads/trails. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (115,000+ acres), and the relatively low amount of miles of roads/trails (< 5 miles) being proposed by the action alternatives in peregrine falcon habitat, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much affect to peregrine falcons or their habitat on the Forest. Also, since there are very few nesting peregrine falcons on the Forest and none of the current system roads/trails or proposed routes under the Alternatives would affect these peregrine falcon nests and since they have been documented to be tolerant of human activities, it is unlikely that continued use of system routes or the routes proposed under these alternatives would affect these peregrine falcons.

Alternative D

Under this alternative there would be a decrease of one mile in the amount of designated routes and a net change of less than two acres of peregrine falcon habitat. This is far less than 1% of peregrine falcon habitat on the Forest. Therefore, the effects to peregrine falcon habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of peregrine falcon habitat affected than discussed under Alternatives B, C, and E. Therefore, the overall effects to peregrine falcon habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected peregrine falcon habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual peregrine falcons, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Boreal Owl

Direct and Indirect Effects

Although several boreal owls have been detected on the Forest, detections have been infrequent and none have been documented to be nesting. Therefore the likelihood of affecting nesting boreal owls from the changes to roads/trails under the action alternative is low.

To determine the effects to boreal owl habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of boreal owl habitat were calculated for each of the action alternatives and are shown in the Table 63 in the Wildlife Report (available from the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected boreal owl habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 16 miles of designated routes and 41 acres of affected boreal owl habitat. Alternative E would have the next largest increase and Alternative B would have the least (10 miles of increase and 23 acres affected).

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Therefore, actual impacts to boreal owl habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use (street legal vehicles and ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. Since fledging usually takes place by early July (USDA Forest Service 2006b) and the highest amount of recreational use of routes on the Forest occur July and later, disturbance to nesting boreal owls would be minimal. Additionally, nesting and foraging boreal owls have been documented to be tolerant of human and mechanical activities and their response to such activities seem indifferent (USDA Forest Service 1994). Therefore, boreal owls are not likely to be displaced as a result of increased noise from routes proposed for designation or construction. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to boreal owls that currently exist. This species has likely habituated to the disturbance to the current disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by boreal owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently unauthorized routes were not carried forward in these alternatives for designation because of identified resource damage on these routes. Prohibiting travel on these routes would reduce the amount of boreal owl habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of boreal owl habitat affected at the forest and district level under these alternatives is far less than 1% of the amount of boreal owl habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to boreal owl habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat

than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 200 meters from roads/trails. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (440,000+ acres), and the relatively low amount of miles of roads/trails (< 14 miles) being proposed by the action alternatives in boreal owl habitat, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much affect to boreal owls or their habitat on the Forest. Also, since there is a low occurrence of boreal owls on the Forest, and since they have been documented to be tolerant of human activity, it is unlikely that continued use of system routes or the routes proposed under these alternatives would have much disturbance to any boreal owls that may occur on the Forest.

Alternative D

This alternative proposes a net decrease of approximately 11 miles of designated roads and trails from Alternative A. The affected acres (approximately 5) are far less than 1% of the amount of boreal owl habitat within either of the districts or on the forest. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of boreal owl habitat affected in each district, than in Alternative A. Therefore, the overall effects to boreal owl habitat would be lower under this alternative. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected boreal owl habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, and the fact that boreal owls are tolerant of human activities, it is determined that the changes to the Travel Plan proposed under these alternatives, may impact individual boreal owls, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Great Gray Owl

Direct and Indirect Effects

Since the Uintas (the Forest) are considered to be the southern most extent of the great gray owls range, and because of the low documented occurrence on the Forest, the likelihood of the proposed changes to the Travel Plan having much affect on this species is low. However, the analysis will help determine any possible effects to a great gray owl that may wander on to the Forest.

To determine the effects to great gray owl habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of great gray owl habitat affected were calculated for each of the action alternatives and are shown in the Table 64 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. There is no great gray owl habitat on the South Unit of the Roosevelt/Duchesne Ranger District; therefore the analysis below will not include that portion of the District.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected great gray owl habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 37 miles of designated routes and 52 acres of affected great gray owl habitat. Alternatives B and E are nearly the same affecting approximately 37 acres great gray owl habitat and an additional increase of approximately 30 and 26 miles of routes respectively.

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Therefore, actual impacts to great grey owl habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trails and reconstruction of designated routes proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the routes by great gray owls. Since fledging usually takes place by early July (USDA Forest Service 1994) and the highest amount of recreational use of routes on the Forest occurs July and later, disturbance to nesting great gray owls would be minimal. Additionally, since the Uintas are considered the southern most extent of their range and great gray owls are considered to be rare or migrants to the State, it is likely that there would be few individuals, if any, affected by the proposed changes to the Travel Plan under these alternatives. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would have the same effects to great gray owls that currently exist. If any individuals occur on the Forest, they have likely habituated to the disturbance or have moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

With implementation of this project, motorized travel would be prohibited on routes that are not designated. Several undesignated routes were not carried forward in any alternative because they crossed riparian and meadow areas. Reduction in routes in these areas would improve habitat for great gray owl prey species, and thus improve great gray owl foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by great gray owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

The amount of great gray owl habitat affected at the forest and district level under these alternatives is far less than 1% of the amount of great gray owl habitat that occurs within either the districts or on the forest. This small amount of directly affected habitat would have relatively little effect to great gray owl habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat

than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 200 meters from roads/trails. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (485,000+ acres), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much affect to great gray owls or their habitat on the Forest. Also, since there is a low occurrence of great gray owls on the Forest, and since the majority of the nesting season would be over by the time use of these roads/trails occurs, it is unlikely that continued use of system routes or the routes proposed under these alternatives would have much disturbance to any great gray owls that may wander on the Forest.

Alternative D

Under this alternative there would be a decrease of nearly 15 miles in the amount of designated routes and a net change of less than 12 acres of great gray owl habitat. This is far less than 1% of great gray owl habitat on the Forest. Therefore, the effects to great gray owl habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of great gray owl habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to great gray owl habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected great gray owl habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual great gray owls, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Flammulated Owl

Direct and Indirect Effects

To determine the effects to flammulated owl habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of flammulated owl habitat affected were calculated for each of the action alternatives and are shown in the Table 65 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected flammulated owl habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 34 miles of designated routes and 36 acres of affected flammulated owl habitat. Alternatives B and E are nearly the same, but affecting slightly less habitat than Alternative C.

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Therefore, actual impacts to flammulated owl habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extends beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. While trail construction and route reconstruction proposed under these alternatives is limited it may cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. However nesting flammulated owls have been documented to be tolerant of human and some mechanical activities and their response to such activities seem indifferent (USDA Forest Service 1994). Therefore, flammulated owls are not likely to abandon nests or be displaced as a result of increased noise from routes proposed for designation or construction. Construction and reconstruction activities would only be for a short duration, thus if displacement did occur it would only be temporary. Continued use of designated routes would continue to have the same effects flammulated owls that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by flammulated owls in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting travel on these routes would reduce the amount of flammulated owl habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of flammulated owl habitat affected at the forest and district levels under these alternatives is far less than 1% of the flammulated owl habitat that occurs within the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to flammulated owl habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 200 meters from roads/trails. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (236,000+ acres, from Table in Affected Environment Section), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much affect to flammulated owls or their habitat on the Forest. Also, since nesting flammulated owls have been documented to be tolerant of human and some mechanical activities,

it is likely that continued use of system routes and the routes proposed under these alternatives would not induce intolerable disturbances to flammulated owls on the Forest.

Alternative D

Under this alternative there would be an increase of nearly five miles in the amount of designated routes and a net change of approximately 10 acres of flammulated owl habitat. This is far less than 1% of flammulated owl habitat on the Forest. Therefore, the effects to three-toed woodpecker habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of flammulated owl habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to flammulated owl habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected flammulated owl habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternatives, may impact individual flammulated owls, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Three-toed Woodpecker

Direct and Indirect Effects

To determine the effects to three-toed woodpecker habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of three-toed woodpecker habitat were calculated for each of the action alternatives and are shown in Table 66 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected three-toed woodpecker habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 62 miles of designated routes and 91 acres of affected three-toed woodpecker habitat. Alternative E would have the next largest increase and Alternative B would have the least (45 miles of increase and 63 acres affected).

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Therefore, actual impacts to tree-toed woodpecker habitat from these alternatives are likely less than mentioned above, because the direct habitat loss already exists.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use (street legal vehicles and ATV's) on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New

trails and reconstruction of roads and trails proposed for designation under these alternatives are limited and may cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. However three-toed woodpeckers have been documented to be very tolerant of human activities and human disturbance is not considered a threat to their populations (Leonard 2001). Therefore, nesting and foraging three-toed woodpeckers are not likely to be disturbed or displaced as a result of increased noise from routes proposed for designation or construction. Construction and reconstruction activities would only be for a short duration, so if in the unlikely event that displacement occurred it would only be temporary. Continued use of designated routes would continue to have the same effects to three-toed woodpeckers that currently exist. This species has likely habituated to the disturbance, remained tolerant, or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by three-toed woodpeckers in these areas, but individuals would likely move to adjacent suitable habitat or habituate to a slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Prohibiting motorized travel on these routes would reduce the amount of three-toed woodpecker habitat that is currently being affected by the routes and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of three-toed woodpecker habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of three-toed woodpecker habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to three-toed woodpecker habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 100 meters from roads/trails. Adding 100 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (735,000+ acres), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much affect to three-toed woodpeckers or their habitat on the Forest. Also, since nesting three-toed woodpeckers have been documented to be very tolerant of human activities, it is likely that continued use of system routes and the routes proposed under these alternatives would not induce intolerable disturbances to three-toed woodpeckers on the Forest. Furthermore, a large portion of this three-toed woodpecker habitat occurs in the wilderness area, which would not be affected by the changes to the Travel Plan.

Alternative D

Under this alternative there would be a decrease of nearly 21 miles in the amount of designated routes and a net change of less than 13 acres of three-toed woodpecker habitat. This is far less

than 1% of three-toed woodpecker habitat on the Forest. Therefore, the effects to three-toed woodpecker habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of three-toed woodpecker habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to three-toed woodpecker habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected three-toed woodpecker habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual three-toed woodpeckers, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Greater Sage-grouse

Direct and Indirect Effects

To determine the effects to sage grouse habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of sage grouse habitat were calculated for each of the action alternatives and are shown in Table 67 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Although, the North Unit portion of the Roosevelt/Duchesne RD does contain some habitat for sage grouse (some summer use), there is no winter habitat and no leks within two miles of this unit. Therefore, there would be no critical sage grouse habitat (breeding, nesting, brood rearing, and winter habitat) affected by the action alternatives within this unit.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected sage grouse habitat associated with those routes under Alternatives B, C, and E. Alternative C would have the largest increase with approximate 12 miles of designated routes and 17 acres of affected sage grouse nesting/brood rearing habitat. Alternative E would have the next largest increase and Alternative B would have the least (eight miles of increase and 13 acres affected).

There are no new routes proposed within two miles of a lek under these alternatives, but there are a few routes that may need maintenance or reconstruction. Reconstruction of roads and trails proposed under these alternatives is limited, but may cause noise disturbance to sage grouse in the immediate vicinity of these areas. Reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. However, nesting birds could abandon nests and breeding may be disrupted if reconstruction occurs within breeding/nesting habitat during that critical time period. Therefore to avoid nest abandonment and disruption to breeding the following mitigation should be applied reconstruction activities of routes within sage grouse habitat that is within two miles of an active lek.

- Reconstruction activities of routes within sage grouse habitat that is within two miles of an active lek should not occur between March 1 and June 15, unless the biologist determines that there would be no adverse effects to sage grouse. The biologist will be consulted prior to reconstruction of any road or trail proposed under the action alternatives.

Increased miles of motorized routes would be expected to increase habitat fragmentation on the Forest. However all the increases in designated roads and trails in sage grouse habitat are routes that currently exist on the ground as unauthorized or undesignated. Since these routes already exist there would be no increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. This may potentially increase disturbance to sage grouse in the immediate area around those routes. However, it is likely that sage grouse using these areas are habituated to noise around these routes and it is unlikely that a slight increase in use would displace sage grouse. Continued use of designated routes would continue to have the same effects to sage grouse that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by sage grouse in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting motorized travel on these routes would reduce the amount of sage grouse habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of sage grouse habitat affected at the forest and district level under these alternatives is far less than 1% of the amount of sage grouse habitat that occurs within either of the districts or on the forest. This small amount of directly affected habitat would have relatively little effect to sage grouse habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 100 meters from roads/trails. Adding 100 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (66,000+ acres) within a 2 mile buffer of leks, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to sage grouse or their habitat on the Forest. Also, since breeding would

likely be over by the time recreational use occurs, it is likely that continued use of system routes and the routes proposed under these alternatives would not adversely affect the sage grouse populations on the Forest.

Alternative D

Under this alternative there would be little change in the amount of designated routes and in the amount of acres of affected sage grouse habitat. Therefore, the effects to sage grouse habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of sage grouse habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to sage grouse habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected sage grouse habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E. For the South Unit portion of the Roosevelt/Duchesne RD, there would be no change under this alternative in the miles of designated roads and affected sage grouse habitat.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual sage grouse, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Spotted Bat and Townsend's Big-eared Bat

Direct and Indirect Effects

None of the action alternatives propose any route designations that would increase access to caves on the Forest that are used as hibernacula for these species. Therefore, the action alternatives would have no impact these bat species hibernacula.

To determine the effects to spotted bat and Townsend's big-eared bat habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of spotted bat and Townsend's big-eared bat habitat were calculated for each of the action alternatives and are shown in Tables 68 and 69 in the Wildlife Report (available in the Project Record). The first table was derived from the Ashley NF Vegetation GIS layer (this model may over estimate the amount of habitat on the Forest) and the second table is derived from a bat predictability model that predicts the likelihood of the occurrence of bats within certain habitat criteria. Both methods will be used in comparing the changes of affected bat habitat by alternative. The changes reflect the change in miles and acres from Alternative A. As none of the increase or change of designated routes would affect caves or cliffs, there would be no effect to bat hibernacula or roosting in those areas. However, roosting habitat within forests may be affected and is evaluated below.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected spotted bat and Townsend's big-eared bat habitat under Alternatives B, C, and E using both the vegetation model

and the predictability model. The vegetation model shows a greater increase in designated routes affecting these species habitat and a greater difference between alternatives than the bat the predictability model. Since the vegetation model shows greater effects to these species habitat, the discussion below will be focused on this model.

The largest increase in the vegetation model would be in Alternative C with an approximate increase of 83 miles of designated routes and 127 acres of affected spotted bat and Townsend's big-eared bat habitat. Alternative B would have the next largest increase and Alternative E would have the least (46 miles of increase and 74 acres affected).

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trail construction and routes reconstruction proposed under these alternatives are limited and may cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the routes by Townsend's big-eared bats and spotted bats. Disturbance to foraging bats during the evening hours would not be expected given most recreational use along routes is during the day. However, daytime use of these routes may disturb daytime roosting for bats. Construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to spotted bats and Townsend's big-eared bats that currently exist. These species have likely habituated to the disturbance or have moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by the bats in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Much of the resource damage was occurring in riparian areas and meadow areas. Since these bats forage near riparian areas, reduction in these routes would result in a reduction in resource damage in these areas, improve habitat for bat prey species, and thus improve bat foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

The amount of net increase in miles of designated routes habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of spotted bat and Townsend's big-eared bat habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to spotted bat and Townsend's big-eared bat habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of these species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 100 meters from roads/trails. Adding 100 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (441,000+ acres) and the relatively low amount of miles of roads/trails (<15 miles) proposed for designation under the alternatives, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to these bats or their habitat on the Forest. Also, the current roads/trails system and the routes proposed for designation under the action alternatives do not affect any hibernacula for these bat species.

Alternative D

Under this alternative there would be a net increase of approximately five miles in the amount of designated routes and a net change of approximately 16 acres of net spotted bat and Townsend's big-eared bat habitat. This is far less than 1% of spotted bat and Townsend's big-eared bat habitat on the Forest. Therefore, the effects to spotted bat and Townsend's big-eared bat habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of spotted bat and Townsend's big-eared bat habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to spotted bat and Townsend's big-eared bat habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected spotted bat and Townsend's big-eared bat habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual spotted bats and Townsend's big-eared bats, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Pygmy Rabbit

Direct and Indirect Effects

To determine the effects to pygmy rabbit habitat from the action alternatives, the change in miles of designated routes within habitat and change in acres of pygmy rabbit habitat were calculated for each of the action alternatives and are shown in Table 70 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Pygmy rabbit habitat only occurs within the Wyoming portion of the Flaming Gorge RD, therefore the summary below will only discuss the effects to pygmy rabbit habitat on this District.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected pygmy rabbit habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 39 miles of designated routes and 69 acres of affected pygmy rabbit habitat. Alternative B would have the next largest increase and Alternative E would have the least (18 miles of increase and 31 acres affected).

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. This may potentially cause additional avoidance of the immediate area around the roads by pygmy rabbits. However, routes proposed for designation in pygmy rabbit habitat currently exist and are not likely to increase noise disturbance in pygmy rabbit habitat. If displacement does occur, there is ample habitat for any displaced individuals.

There are no new routes proposed for construction in pygmy rabbit habitat and therefore would not affect pygmy rabbits. Continued use of designated routes would have the same effects to pygmy rabbits that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species. Areas of the Forest that contain unauthorized routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by pygmy rabbits in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

The amount of pygmy rabbit habitat affected on the Forest/Flaming Gorge RD under these alternatives is far less than 1% of the amount of pygmy rabbit habitat on the Forest. This small amount of directly affected habitat would have relatively little effect to pygmy rabbit habitat on the Forest/Flaming Gorge RD.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 100 meters from roads/trails. Adding 100 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (57,000+ acres, from Table in Affected Environment Section), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails and continued used of current system routes would have much further affect to pygmy rabbits or their habitat on the Forest.

Alternative D

Under this alternative there would be a net increase of approximately 4 miles in the amount of designated routes and a net change seven acres of pygmy rabbit habitat. This is far less than 1% of pygmy rabbit habitat on the Forest/Flaming Gorge RD. Therefore, the effects to pygmy rabbit habitat under this alternative would be negligible. Effects to pygmy rabbit habitat under this alternative would be less than Alternatives B, C, and E. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives, may impact individual pygmy rabbits, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Wolverine

Direct and Indirect Effects

Since wolverine are thought to be rare visitors, if they occur at all, to the Forest, the proposed routes for designation under the action alternatives are unlikely to have much affect on this species. However, in the event that a wolverine does happen to wander on the Forest, the analysis below describes possible effects to this species.

To determine the effects to wolverine habitat from the action alternatives, the change in miles of designated routes within habitat and change in acres of wolverine habitat were calculated for each of the action alternatives and are shown in Table 71 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected wolverine habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 41 miles of designated routes and 72 acres of affected wolverine habitat. Alternative E would have the next largest increase and Alternative B would have the least (27 miles of increase and 47 acres affected).

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads.

New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by wolverines. However, since wolverine generally occur in more remote locations and are likely to avoid areas around motorized routes, and since routes proposed for designation under these alternatives occur in areas that are currently impacted by roads,

wolverine are not likely to be affected by noise associated with these routes. Construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would have the same effects to wolverine that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species. Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by wolverine in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation. Prohibiting travel on undesignated routes would reduce the amount of wolverine habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

The amount of wolverine habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of wolverine habitat that occurs within either the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to wolverine habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that noise disturbance to habitat would occur 500 meters from roads/trails. Adding 500 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (793,000+ acres, from Table in Affected Environment Section), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to wolverine or their habitat on the Forest. Also, since this species is a rare visitor, if it occurs at all, to the Forest, it is unlikely that continued use of system routes or the routes proposed under these alternatives would have much potential for noise disturbance to this species. Furthermore, a large amount of this wolverine habitat occurs in the wilderness area, which would not be affected by the changes to the Travel Plan.

Alternative D

Under this alternative there would be a decrease of 23 miles in the amount of designated routes and a net change of less than 12 acres of wolverine habitat. This is far less than 1% of wolverine habitat on the Forest. Therefore, the effects to wolverine habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be a lower amount of miles of roads and trails and a lower amount of wolverine habitat affected in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects wolverine habitat would be lower under this alternative

than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected wolverine habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative, may impact individual wolverine, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

Bighorn Sheep

To determine the effects to bighorn sheep habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of bighorn sheep habitat were calculated for each of the action alternatives and are shown in Table 72 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a slight change in miles of designated roads/trails and acres of effected bighorn sheep habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of less than one mile of designated roads/trails and approximately 2 acres of affected bighorn sheep habitat. Alternative E would have the next largest change and Alternative B would have the least. The change of affected acres in either of Alternatives B, C, and E are far less than 1% of the amount of bighorn sheep habitat on the Forest and are relatively negligible.

There are mixed results on the response of bighorn sheep to roads and motorized trails. Gaines et. al. 2003 found that bighorn sheep displaced at 350 meters from use of low traffic roads or motorized trails and at 500 meters from higher traffic roads. Papouchis et. al. 2001 found that desert bighorn sheep fled larger distances from hikers than vehicles but that some groups of sheep had become habituated to high recreation use (including higher traffic volumes). MacArthur et.al. 1982 found that heart rates of bighorn sheep increased in only 19 out of 215 sheep (8.8% of those sheep monitored) and that only two of those 19 fled from vehicles. MacArthur also found that 73% of the heart rate changes occurred within those sheep that had vehicles pass within 25 meters. It is evident that bighorn sheep are disturbed at least to some degree from use of roads and motorized trails, but they can become habituated to the levels of use that occurs on these roads/ trails and the recreational activities that may occur in the area around them. Noise created from use of these roads/trails in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed in the table above. Bighorn sheep may be displaced several hundred meters from vehicles that use these roads/trails. However, since the change in roads/trails in bighorn sheep habitat from Alternatives B, C, and E is minimal, the effects to bighorn sheep would also be minimal. Also, it is common at varying times of the year to see sheep from the Sheep Creek/Carter Creek/South Red Canyon herd in close proximity to roads that intersect their habitat. These sheep appear to be undisturbed by vehicles and people in the area, and have likely habituated to the level of vehicle and human activity in the area. Though, sheep in the other herds may not exhibit this behavior as often, the current level of use and recreation in those areas do not appear to be adversely affecting the herds. Therefore, it is unlikely that the current level of use of these roads/trails as well as the minimal proposed changes to roads/trails in their habitat within Alternatives B, C, and E have or would have much affect on bighorn sheep.

Increased roads may increase habitat fragmentation on the Forest. The table shows the amount of change in designated roads/trails from Alternative A. Nearly all the increase in designated roads in the table are roads that currently exist on the ground, but are undesignated as system roads (existing undesignated roads or unauthorized), or a change in type of use. Therefore, actual impacts to bighorn sheep habitat from these alternatives are likely less than what is shown in the table, because the direct habitat loss and fragmentation already exists. Since, the majority of these roads/trails already exist there would be little increase in habitat fragmentation among these alternatives. Also, the current amount of habitat fragmentation that has been created by existing designated roads/trails does not appear to be adversely affecting bighorn sheep.

Areas of the Forest that contain unauthorized or existing undesignated roads/trails that are not proposed for designation under these alternatives may displace recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by bighorn sheep in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

The amount of bighorn sheep habitat affected at the Forest and District level under these alternatives is far less than 1% of the amount of bighorn sheep habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to bighorn sheep habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. Gaines et. al. 2003 indicated that bighorn sheep may be displaced 350 meters from roads. Adding 350 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (206,000+ acres) and the change in miles of roads/trails (< 3 miles) under the alternatives, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to bighorn sheep or their habitat on the Forest. Also, since this species has been known to habituate to the recreational use of roads, including roads on the Forest, it is likely that some sheep would stay habituated or become habituated to the disturbance from continued use of system routes and the routes proposed under these alternatives. Furthermore, a portion of this bighorn sheep habitat occurs in the wilderness area, which would not be affected by the changes to the Travel Plan.

Alternative D

Under this alternative there will be a little change in the amount of designated roads/trails and acres of bighorn sheep habitat affected (a decrease of approximately 3 miles of roads/trails and 3 acres of habitat affected). This is would affect far less than 1% of bighorn sheep habitat on the Forest. Therefore, the effects to bighorn sheep habitat under this alternative would be negligible. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, although there would generally be a lower amount of miles of roads and trails and a lower amount of bighorn sheep habitat affected in each District, than discussed under

Alternatives B, C, and E, the amount of habitat affected is negligible. Therefore, the overall effects (direct and indirect) to bighorn sheep habitat would be negligible under this alternative.

Determination

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these alternatives, may impact individual bighorn sheep, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.

3.3.5.4 Management Indicator Species

Rocky Mountain Elk

Direct and Indirect Effects

To determine the effects to elk critical habitat from the action alternatives, the change in miles of designated roads within critical habitat and change in acres of elk critical habitat were calculated for each of the action alternatives and are shown in Table 73 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Table 3.3.2 illustrates the road/trail density within critical elk habitat among Districts and alternatives.

Alternatives B, C, and E

There is approximately 261,557 acres of critical elk habitat currently on the Forest. There would be a net increase in miles of designated routes and acres of effected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 24 miles of designated routes and 23 acres of affected critical elk habitat. Alternative E would have the next largest increase (17 miles of increase and 19 acres) and Alternative B would have the least (11 miles of increase and 10 acres affected).

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads. New trail construction and routes reconstruction proposed under these alternatives are limited, and may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the route by elk. However, if displacement does occur, there is ample habitat on the Districts and on the Forest in any given drainage for any displaced individuals. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would continue to have the same effects to elk that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Areas of the Forest that contain unauthorized or existing undesignated routes that are not proposed for designation under these alternatives may displace motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by elk in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these routes were not carried forward in these alternatives for designation because of resource damage. Much of the resource damage was occurring in riparian areas and meadow areas. Since elk forage in riparian and meadow areas, reduction in these routes would result in a reduction in resource damage and improve elk foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

There would be some seasonal closures of routes (e.g. Proposals 3082 and 3001) under these alternatives among the Districts. This would restrict travel along these roads during the hunting season and in some cases during the calving season. This would reduce the disturbance hunters would have on elk as well as reduce harvest, and increase elk security areas. Roads that remain closed during the calving season would also limit human disturbance in those areas, providing a security area for calving elk.

Specifically proposals 2145, 2146, 2153, 2180, 2048, 2058, 2061, 2085, and 2047 are roads that have been administratively closed in the past for wildlife protection, particularly elk and deer. Although this area is not identified as critical winter or summer elk habitat, past closure of this area to public travel has reduced disturbance to elk during the calving season and provided a security area for them during the hunting season. These roads remain administratively closed under Alternative A, but are proposed to be opened to public travel under Alternatives B, C, and E, with a seasonal closure from October 1 to June 1. The critical time for elk is during the calving season in late spring and early summer and during the hunting season in the fall. Maintaining the closure of these roads between October 1 and June 1 would continue to protect elk during the hunting season and the first part of the calving season.

According to the best available science, motorized route densities should be less than 1.0 miles^2 in critical elk habitat (Christensen et al. 1993, pages 2-3). Areas of higher route densities tend to displace elk and can lower the quality of habitat in the area. Average route density Forest wide is less than 0.87 miles^2. Among Alternatives B, C, and E route density Forest wide slightly increases, but stays below the 1.0 miles^2 (Table 3.3.2). Alternative C has the highest route density at 0.93 miles^2, Alternative B has the lowest at 0.89 miles^2, and Alternative E is in between at 0.91 miles^2. Therefore, among these alternatives, average route density on the Forest should stay at a level that would maintain elk habitat effectiveness. Some isolated areas may have a higher route density than 1.0 miles^2 and may reduce the quality of elk habitat effectiveness immediately around those areas, but most of these areas are small, and would not adversely affect overall elk habitat on the Forest or the Districts. However, there are larger areas on the Vernal RD that exhibit route densities greater than 1.0 miles^2.

Table 3.3.2 Average Road/Trail Density in Critical Elk Habitat By Alternative					
District	ALT A Road Density (Mi Routes/Mi^2 Habitat)	ALT B Road Density (Mi Routes/Mi^2 Habitat)	ALT C Road Density (Mi Routes/Mi^2 Habitat)	ALT D Road Density (Mi Routes/Mi^2 Habitat)	ALT E Road Density (Mi Routes/Mi^2 Habitat)
Flaming Gorge RD	1.00	1.00	1.13	1.00	1.10
Vernal RD	0.91	0.96	0.97	0.91	0.94
Roosevelt/Duchesne RD (North Unit)	1.17	1.24	1.25	1.17	1.23
Roosevelt/Duchesne RD (South Unit)	0.76	0.77	0.78	0.76	0.77
Forest Wide Total	0.87	0.89	0.93	0.87	0.91

At the District levels, all the potential effects to elk critical habitat discussed above will generally be the same, except on a smaller scale. Therefore, the discussion at the District level will focus on changes per alternative.

For the *Flaming Gorge Ranger District*, there would be a net increase in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 11 miles of designated routes and seven acres of affected critical elk habitat. There is decrease on this District for high traffic roads and an increase in low traffic roads and trails. This District has a route density of 1.0 miles^2, which is at the recommended cutoff for habitat effectiveness. Among alternatives route density slightly increases to 1.13 miles^2 under Alternative C, 1.10 miles^2 in Alternative E, and remains at 1.0 miles^2 in Alternative B. The increase in Alternatives C and E is very little and is not likely to change habitat effectiveness for elk on the District.

For the *Vernal Ranger District*, there would little change in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest change in affected elk critical habitat would be in Alternative E with an increase of approximately two acres of affected elk critical habitat. There would be an overall decrease in the amount of high traffic roads, and an increase in the amount of low traffic roads and trails. This District currently has an area in which travel of existing undesignated routes is allowed. There is approximately 13 miles of these existing undesignated roads (low traffic roads) within elk critical habitat in the hatched travel area, affecting approximately 22 acres of elk critical habitat. Any undesignated routes in this area that would not be designated would no longer be available for motorized travel. Since the largest net increase of designated routes among Alternatives B, C, and E is approximately three miles, then there would be approximately 10 miles of these existing undesignated routes that would no longer be available for motorized travel. This would reduce the amount of affected elk critical habitat within the hatched travel area by approximately 17 acres. Therefore, implication of any of these alternatives would reduce the current effects to elk critical habitat within this District. Given time these areas would rejuvenate and provide habitat for elk.

Route density for the Vernal Ranger District is 0.91 miles^2 (counting only Forest system roads), which is below the recommended cutoff of 1.0 miles^2. Route density goes up to 1.23 miles^2, when the existing undesignated roads in the hatched area are included. However, Alternatives B, C, and E would reduce the miles of routes in the hatched travel area. Average route densities of designated roads and trails among these alternatives would stay below the 1.0 miles^2 cutoff for the District, and actually improve elk habitat effectiveness in the hatched area. Portions of higher route densities (greater than 1.0 miles^2) are exhibited in the hatched area. Since the alternatives would reduce the miles of routes open to travel in these areas, road density within elk critical habitat would be reduced, thus improving elk habitat in these areas.

For the *Roosevelt/Duchesne Ranger District (North Unit)*, there would be a net increase in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of seven miles of designated routes and 11 acres of affected elk critical habitat. There was an increase of low traffic roads and some decrease on this part of the District for high traffic roads. Route density within this District is at 1.17 miles^2, which is slightly above the recommended cutoff of 1.0 miles^2. Route densities increase only slightly from Alternative A, with Alternative C having the highest density of 1.25 miles^2. The increase among these alternatives is very little and is not likely to change habitat effectiveness for elk on the District.

For the *Roosevelt/Duchesne Ranger District (South Unit)*, there would be a net increase in miles of designated routes and acres of affected elk critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of six miles of designated routes and 11 acres of affected elk critical habitat. Road density within this District is at 0.87 miles^2, which is below the recommended cutoff of 1.0 miles^2. Route densities among Alternatives B, C, and E would slightly increase, but would stay below 1.0 miles^2. Therefore, among these alternatives, route density should stay at a level that would maintain habitat effectiveness.

The amount of elk critical habitat affected at the Forest and District Level under these alternatives is far less than 1% of the amount of elk critical habitat that occurs within either of the districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to elk critical habitat on the Forest. Also, route densities among alternatives and among Districts will stay below the 1.0 miles^2 cutoff or will remain only slightly above.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that elk may be displaced 600 meters from roads (Gaines et al. 2003, Trombulak 2000). Adding 600 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (260,000+ acres), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to elk or their habitat on the Forest. Also, since elk have been known to habituate to the recreational use of roads, including roads on the Forest, it is likely that some elk would stay habituated or become habituated to the disturbance from continued use of system routes and the routes proposed under these alternatives.

Alternative D

Under this alternative there would be little change in the miles of designated routes and little change in the acres of affected elk critical habitat (1 mile and < 3 acres). This is far less than 1% of elk critical habitat on the Forest. Therefore, the effects to elk critical habitat under this alternative would be negligible. Route density under this alternative would remain below the recommended 1.0 miles^2 cutoff and deer habitat effectiveness would be maintained. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be little change in the miles of routes and trails and acres of affected elk critical habitat in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to elk critical habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the miles of routes allowed for travel and the acres of affected elk critical habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E. Route density among Districts under this alternative would remain below the recommended 1.0 miles^2 cutoff. Therefore, under this alternative, route density should stay at a level that would maintain habitat effectiveness.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these alternatives would not affect the trend of the elk population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Mule Deer

Direct and Indirect Effects

To determine the effects to deer critical habitat from the action alternatives, the miles of designated routes within critical habitat and acres of deer critical habitat were calculated for each of the action alternatives and are shown in Table 75 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. Table 3.3.3 illustrates the route density within critical deer habitat among Districts and alternatives.

Alternatives B, C, and E

There is approximately 165,147 acres of critical mule deer habitat currently on the Forest. There would be a net increase in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of 17 miles of designated routes and 21 acres of affected critical deer habitat. Alternative B would have the next largest increase 11 miles and 13 acres) and Alternative E would have the least (10 miles of increase and 12 acres affected).

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Therefore, actual impacts to deer habitat from these alternatives are likely less than mentioned above, because the direct habitat loss and fragmentation already exists. Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

There are approximately 13 miles of these existing undesignated roads (low traffic roads) within deer critical habitat in the hatched travel area, affecting approximately 22 acres of deer critical

habitat. Any routes in this area not designated under the alternatives would no longer be available for motorized travel. Since the largest net increase of designated routes among Alternatives B, C, and E is approximately two miles, there would be approximately 11 miles of existing undesignated routes that would no longer be available for motorized travel. This would reduce the amount of affected deer critical habitat within the hatched travel area by approximately 19 acres. Therefore, this alternative would reduce the current effects to deer critical habitat within this District. Given time these areas would rejuvenate and provide habitat for deer.

There would be some seasonal closures of routes (e.g. Proposals 3082 and 3001) under these alternatives. This would restrict travel along these roads during the hunting season and in some cases during the fawning season. This would reduce the disturbance hunters would have on deer as well as reduce harvest, and increase deer security areas. Roads that remain closed during the fawning season would also limit human disturbance in those areas, providing a security area for fawning deer.

Specifically proposals 2145, 2146, 2153, 2180, 2048, 2058, 2061, 2085, and 2047 are roads that have been administratively closed in the past for wildlife protection, particularly elk and deer. Although this area is not identified as critical winter or summer deer habitat, past closure of this area to public travel has reduced disturbance to deer during the fawning season and provided a security area for them during the hunting season. These roads remain administratively closed under Alternative A, but are proposed to be opened to public travel under Alternatives B, C, and E, with a seasonal closure from October 1 to June 1. The critical time for deer is during the fawning season in late spring and early summer and during the hunting season in the fall. Maintaining the closure of these roads between October 1 and June 1 would continue to protect deer during the hunting season and the first part of the fawning season.

According to the best available science, road/trail density should be less than 1.0 miles^2 in critical elk habitat. Deer may tolerate higher route densities than elk before displacement occurs, but the 1.0 miles^2 cutoff used for elk will also be used as the threshold for deer under these alternatives to help in determining the effects the alternatives may have on deer. Route density Forest wide in critical deer habitat is 0.82 miles^2. Among Alternatives B, C, and E, route density Forest wide slightly increases. Alternative C has the highest route density at 0.89 miles^2, and the route density for Alternatives B and E are a little lower at 0.86 miles^2. Average route density under these alternatives would remain below the 1.0 miles^2 threshold and therefore would maintain habitat effectiveness for deer (Table 3.3.3). Some isolated areas may have a higher route density than 1.0 miles^2 and may reduce the quality of deer habitat effectiveness immediately around those areas, but most of these areas are small, and would not adversely affect overall deer habitat on the Forest or the Districts. However, there are larger areas on the Vernal RD that exhibit route densities greater than 1.0 miles^2. Refer to the Vernal RD discussion below for further information (Christensen et al. 1993, pages 2-3)

Table 3.3.3 Average Road/Trail Density in Critical Mule Deer Habitat by Alternative					
District	ALT A Route Density (Mi Routes/Mi^2 Habitat)	ALT B Route Density (Mi Routes/Mi^2 Habitat)	ALT C Route Density (Mi Routes/Mi^2 Habitat)	ALT D Route Density (Mi Routes/Mi^2 Habitat)	ALT E Route Density (Mi Routes/Mi^2 Habitat)
Flaming Gorge RD	0.93	0.96	0.98	0.93	0.98
Vernal RD	0.74	0.79	0.79	0.75	0.75
Roosevelt/Duchesne RD (North Unit)	0.83	0.86	0.86	0.83	0.85
Roosevelt/Duchesne RD (South Unit)	0.75	0.80	0.83	0.75	0.79
Forest Wide Total	0.82	0.86	0.89	0.82	0.86

Flaming Gorge Ranger District, there would be a net increase in miles of designated routes and acres of deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of six miles of designated routes and six acres of affected critical deer habitat. This District has a route density of 0.93 miles^2, which is below the recommended cutoff for deer habitat effectiveness. Among these alternatives route density for this District would stay below the 1.0 miles^2 threshold and therefore would maintain habitat effectiveness for deer.

Vernal Ranger District there would little change in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest change in affected deer critical habitat would be in Alternative B with an increase of approximately one acre of affected deer critical habitat.

Route density for this District is 0.74 miles^2 (counting only designated routes), which is below the recommended cutoff of 1.0 miles^2. Route density increases to 1.06 miles^2, when the existing unauthorized routes in the hatched travel area are designated. However, Alternatives B, C, and E would reduce the miles of routes in this area that would be available for motorized travel. Route densities of designated routes among these alternatives would stay below the 1.0 miles^2 cutoff for the District.

Portions of higher route densities (greater than 1.0 miles^2) are exhibited in the hatched travel area. However as discussed above all alternatives would reduce the route density in deer critical habitat, in these areas thus improving deer habitat.

Proposals 2145, 2180, 2058, and 2047 are roads that have been administratively closed in the past for wildlife protection, particularly elk and deer. Although this area is not identified as critical winter or summer deer habitat, past closure of this area to public travel has reduced disturbance to deer during the fawning season and provided a security area for them during the hunting season. These roads remain administratively closed under Alternative A, but are proposed to be opened to public travel under Alternatives B, C, and E, with a seasonal closure from October 1 to June 30. The critical time for deer is during the fawning season in late spring and early summer and during the hunting season in the fall. Maintaining the closure of these roads between October 1 and June 30 would continue to protect deer during the critical periods.

Roosevelt/Duchesne Ranger District (North Unit), there would little change in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternatives B and C with an approximate increase of less than one mile of designated routes and approximately one acre of affected deer critical habitat. There was a small increase of low traffic roads and no change on this part of the District for high traffic roads.

Route density within this District is 0.83 miles^2. Among these alternatives route density for this District would stay below the 1.0 miles^2 mile threshold and therefore would maintain habitat effectiveness for deer.

Roosevelt/Duchesne Ranger District (South Unit), there would be a net increase in miles of designated routes and acres of effected deer critical habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of eight miles of designated routes and 13 acres of affected deer critical habitat.

Route density within this District is 0.75 miles^2. Among these alternatives route density for this District would stay below the 1.0 miles^2 threshold and therefore would maintain habitat effectiveness for deer.

The amount of deer critical habitat affected at the Forest Level and at the District Level under these alternatives is far less than 1% of the amount of deer critical habitat that occurs within either of the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect to deer critical habitat on the Forest. Also, route densities among alternatives and among Districts would stay below the 1.0 miles^2 cutoff and still provide habitat effectiveness for deer.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that elk may be displaced 600 meters from roads (Gaines et al. 2003, Trombulak 2000). Adding 600 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (164,000+ acres), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to deer or their habitat on the Forest. Also, since deer have been known to habituate to the recreational use of roads, including roads on the Forest, it is likely that some deer would stay habituated or become habituated to the disturbance from continued use of system routes and the routes proposed under these alternatives. Furthermore, the disturbance from these roads/trails would occur as they are used by motorized vehicles, which would not happen all at once across the Forest

Alternative D

Under this alternative there would be little change in the amount of designated routes and little change in the amount of acres of deer critical habitat (< 1 mile of road and 1 acre of habitat). This is far less than 1% of deer critical habitat on the Forest. Therefore, the effects to deer critical habitat under this alternative would be negligible. Route density under this alternative would remain below the recommended 1.0 miles^2 cutoff and deer habitat effectiveness would be maintained. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail

prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

At the District level, there would generally be little change in the amount of miles of roads and trails and acres of affected deer critical habitat in each District, than discussed under Alternatives B, C, and E. Therefore, the overall effects to deer critical habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of routes allowed for travel and the amount of affected deer critical habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E. Route density among Districts under this alternative would remain below the recommended 1.0 miles^2 cutoff. Therefore, under this alternative, route density should stay at a level that would maintain habitat effectiveness.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the deer population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Golden Eagle

Direct and Indirect Effects

To determine the effects to golden eagle habitat from the action alternatives, the change in miles of designated routes within habitat and change in acres of golden eagle habitat were calculated for each of the action alternatives and are shown in Table 78 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected golden eagle habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of approximately 85 miles of designated routes and 132 acres of affected golden eagle habitat. Alternative B would have the next largest increase and Alternative E would have the least (48 miles of increase and 79 acres affected). The majority of increase in routes among these alternatives comes from the increased miles of the low traffic roads. Since golden eagles are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads.

New trail construction and routes reconstruction proposed under these alternatives are limited, and may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by golden eagles. However, foraging golden eagles frequent roadsides to feed on carrion, and appear not to be too disturbed by human activities associated with roads. Studies have mixed results, with some studies showing golden eagles disturbed by disturbance and other studies showing golden eagles are not disturbed (Kochert 2002). Also, construction and reconstruction activities would only be for a short duration, thus displacement

would only be temporary if it does occur. Continued use of designated routes would have the same effects to golden eagles that currently exist. This species has likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by golden eagle in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project, motorized travel would be prohibited on routes that are not designated. Many of these routes were not carried forward in these alternatives for designation. Much of the resource damage was occurring in riparian areas and meadow areas. Since golden eagles forage in riparian and meadow areas, reduction of routes in these areas would result in a reduction in resource damage, improve habitat for golden eagle prey species, and thus improve golden eagle foraging habitat. This habitat improvement would incrementally happen over time as these areas rejuvenate.

Roads may provide an additional food base for golden eagles, if there is an increase in wildlife vehicle collisions. Golden eagles may forage on road kill that may periodically occur along the side of these roads.

The amount of golden eagle habitat affected at the Forest and District levels under these alternatives is far less than 1% of the amount of golden eagle habitat that occurs within either the Districts or on the Forest. This small amount of directly affected habitat would have relatively little effect golden eagle habitat on the Forest.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that golden eagles may be displaced 200 meters from roads. Adding 200 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (602,000+ acres, from Table in Affected Environment Section), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to golden eagles or their habitat on the Forest. Continued use of roads/trails on the current system would continue to create disturbance in golden eagle habitat. However, since golden eagles have likely habituated or moved to more suitable habitat, continued use of these roads/trails is not likely to further affect this species. Also, the disturbance from these roads/trails would occur as they are used by motorized vehicles, which would not happen all at once, across the Forest. Therefore not all potentially disturbed golden eagle habitat would be disturbed all at once across the Forest.

Alternative D

Under this alternative there would be an increase of four miles in the amount of designated routes and a net change of 15 acres of golden eagle habitat. The change in acres under this alternative represents far less than 1% of golden eagle habitat on the Forest. Therefore, the effects to golden eagle habitat under this alternative would be negligible. Again, noise disturbance from use of

roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

There would also be a reduction in the miles of designated routes and acres of affected golden eagle habitat within the hatched travel area of the Vernal Ranger District than Alternatives B, C, and E.

Conclusions

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the golden eagle population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

Warbling Vireo and Red-naped Sapsucker

Direct and Indirect Effects

To determine the effects to warbling vireo and red-naped sapsucker habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of warbling vireo and red-naped sapsucker habitat were calculated for each of the action alternatives and are shown in Table 79 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected warbling vireo and red-naped sapsucker habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of approximately 25 miles of designated routes and 26 acres of affected warbling vireo and red-naped sapsucker habitat. Alternative B would have the next largest increase and Alternative E would have the least (21 miles of increase and 21 acres affected). The majority of increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since warbling vireos and red-naped sapsuckers are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low.

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads.

New trail construction and route reconstruction proposed under these alternatives are limited, and may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by warbling vireos and red-naped sapsuckers. However, nesting and foraging red-naped sapsuckers do not appear to be disturbed by vehicular traffic along roads (Walters et. al. 2002). Therefore, these birds are not likely to be disturbed by noise disturbances associated with routes under these alternatives. However, if displacement (of red-naped sapsuckers or warbling vireos) does occur, there is ample habitat for any displaced individuals in

any given drainage on the Forest that contains these species habitat. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would have the same effects to warbling vireos and red-naped sapsuckers that currently exist. These species have likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to these species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by warbling vireos and red-naped sapsuckers in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these routes were not carried forward in these alternatives for designation, because of identified resource damage. Prohibiting travel on these routes would reduce the amount of warbling vireo and red-naped sapsucker habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that red-naped sapsuckers and warbling vireos may be displaced 100 meters from roads. Adding 100 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (160,000+ acres, from Table in Affected Environment Section), it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to red-naped sapsuckers and warbling vireos or their habitat on the Forest. Continued use of roads/trails on the current system would continue to create disturbance in these species habitat. However, since red-naped sapsuckers are tolerant of human activities and since individuals of both these species have likely habituated or moved to more suitable habitat, continued use of these roads/trails is not likely to further affect these species. Also, the disturbance from these roads/trails would occur as they are used by motorized vehicles, which would not happen all at once, across the Forest. Therefore not all potentially disturbed red-naped sapsucker and warbling vireo habitat would be disturbed all at once across the Forest.

Alternative D

Under this alternative there would be an increase of five miles in the amount of designated routes and a net change of 13 acres of warbling vireo and red-naped sapsucker habitat. The overall effects to warbling vireo and red-naped sapsucker habitat would be lower under this alternative than the other action alternatives. There would also be a greater reduction in the miles of routes open for motorized travel and the acres of affected warbling vireo and red-naped sapsucker habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

The change in acres under this alternative represents far less than 1% of warbling vireo and red-naped sapsucker habitat on the Forest. Therefore, the effects to warbling vireo and red-naped sapsucker habitat under this alternative would be negligible.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the warbling vireo and red-naped sapsucker populations on the Forest or impair the ability of the Forest to provide well-distributed habitat for these species.

Lincoln's Sparrow and Song Sparrow

Direct and Indirect Effects

To determine the effects to Lincoln's sparrow and song sparrow habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of Lincoln's sparrow and song sparrow habitat were calculated for each of the action alternatives and are shown in Table 80 of the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A. None of the changes proposed under the action alternatives would affect Lincoln's sparrow or song sparrow habitat on the South Unit portion of the Roosevelt/Duchesne RD. Therefore, this portion of the District was not included in the summary below.

Alternatives B, C, and E

There would be a net increase in miles of designated routes and acres of effected Lincoln's sparrow and song sparrow habitat under Alternatives B, C, and E. The largest increase would be in Alternative C with an approximate increase of approximately four miles of designated routes and seven acres of affected Lincoln's sparrow and song sparrow habitat. Alternative B would have the next largest increase and Alternative E would have the least (three miles of increase and six acres affected). The majority of increase in roads among these alternatives comes from the increased miles of the low traffic roads. Since Lincoln's sparrows and song sparrows are less likely to be disturbed, by low traffic roads than high traffic roads, the overall change in disturbance effects would be low.

Nearly all the proposed increases in designated routes currently exist on the ground, and are existing undesignated or unauthorized roads. Since, the majority of these routes already exist there would be little increase in habitat fragmentation among these alternatives.

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. Alternatives B, C, and E allow mixed use on some roads that is not allowed under Alternative A. Adding ATV use to these roads would likely increase noise in the immediate area around these roads.

New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. This may potentially cause additional avoidance of the immediate area around the roads by Lincoln's sparrows and song sparrows. Song sparrows do not appear to be affected by noise associated with roads, but Lincoln's sparrows have been known to abandon nests (Arcese et. al. 2002 and Ammon 1995). Therefore, Lincoln's sparrows may be more sensitive to noise disturbance than song sparrows. Furthermore, nearly all the routes proposed for designation under these alternatives already exist and would contribute little additional noise

disturbance. Also, construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. Continued use of designated routes would have the same effects to Lincoln's sparrows and song sparrows that currently exist. These species have likely habituated to the disturbance or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to these species.

Prohibiting motorized use of routes that are not designated may concentrate motorized recreational use to areas that contain designated routes. This may slightly increase recreational use in these areas of the Forest. There may be an initial response by Lincoln's sparrows and song sparrows in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance

With implementation of this project motorized travel would be prohibited on routes that are not designated. Many of these currently undesignated routes were not carried forward in these alternatives for designation, because of identified resource damage on these routes. Prohibiting motorized use of these routes for travel would reduce the amount of Lincoln's sparrow and song sparrow habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that Lincoln's sparrows and song sparrows may be displaced 100 meters from roads. Adding 100 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat under Alternatives B, C, and E. However, because of the amount of available habitat (17,800+ acres, from Table in Affected Environment Section) and the relatively low amount of miles of roads/trails (<4 miles) proposed within these species habitat in the action alternatives, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to these sparrows or their habitat on the Forest. Continued use of roads/trails on the current system would continue to create disturbance in these species habitat. However, since song sparrows are tolerant of human activities and since individuals of both these species have likely habituated or moved to more suitable habitat, continued use of these roads/trails is not likely to further affect these species. Also, the disturbance from these roads/trails would occur as they are used by motorized vehicles, which would not happen all at once, across the Forest. Therefore not all potentially disturbed Lincoln's sparrow and song sparrow habitat would be disturbed all at once across the Forest.

Alternative D

Under this alternative there would be little change in the amount of designated routes and little change in the amount of Lincoln's sparrow and song sparrow habitat. The overall effects to Lincoln's sparrow and song sparrow habitat would be lower under this alternative than the other action alternatives. There would also be a further reduction in the amount of roads allowed for travel and the amount of affected Lincoln's sparrow and song sparrow habitat within the hatched area of the Vernal Ranger District than Alternatives B, C, and E. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E.

The change in acres under this alternative represents far less than 1% of Lincoln's sparrow and song sparrow habitat on the Forest. Therefore, the effects to Lincoln's sparrow and song sparrow habitat under this alternative would be negligible.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the Lincoln's sparrow and song sparrow populations on the Forest or impair the ability of the Forest to provide well-distributed habitat for these species.

White-tailed Ptarmigan

Direct and Indirect Effects

To determine the effects to white-tailed ptarmigan habitat from the action alternatives, the change in miles of designated roads within habitat and change in acres of white-tailed ptarmigan habitat were calculated for each of the action alternatives and are shown in Table 82 in the Wildlife Report (available in the Project Record). The changes reflect the change in miles and acres from Alternative A.

There is no white-tailed ptarmigan habitat on the South Unit portion of the Roosevelt/Duchesne RD. None of the changes proposed under the action alternatives would affect white-tailed ptarmigan habitat on the Vernal RD or the Flaming Gorge RD. Therefore, the effects to white-tailed ptarmigan habitat would only be summarized for the North Unit portion of the Roosevelt/Duchesne RD.

Alternatives B, C, and E

Noise created from use of these routes in Alternatives B, C, and E extend beyond the footprint of the directly impacted acres discussed above. This species has likely habituated to the noise disturbance associated with roads or has moved to suitable habitat that does not exhibit the disturbance. Therefore, the continued use of these routes is not likely to have any further effects to this species.

The reduction of motorized use on undesignated routes and the reduction of dispersed camping from 300 feet to 150 feet in Utah may slightly increase recreational use in areas of the Forest that contain designated routes. There may be an initial response by white-tailed ptarmigans in these areas, but individuals would likely move to adjacent suitable habitat or habituate to the slight increase in disturbance.

With implementation of this project motorized travel would be prohibited on undesignated routes. Many routes were not carried forward in any alternative for designation primarily because of resource concerns. Prohibiting motorized use of these routes for travel would reduce the amount white-tailed ptarmigan habitat that is currently being affected by resource damage and may incrementally improve this habitat over time as these areas rejuvenate.

It is acknowledged that disturbance occurs beyond the actual road/trail prism and that some individuals of this species may be affected by noise related to use of these roads/trails. Thus the effects may extend beyond the prism of the roads/trails and affect a greater amount of habitat than is depicted in the table above, thus somewhat increasing the percentage of affected habitat. It is assumed that white-tailed ptarmigan may be displaced 100 meters from roads. Adding 100 meters of affected habitat alongside roads/trails would increase the percentage of affected habitat

under Alternatives B, C, and E. However, because of the amount of available habitat (168,000+ acres) and the relatively low amount of miles of roads/trails (<3 miles) proposed within this species habitat in the action alternatives, it is unlikely that the percentage of habitat potentially affected by noise disturbance from these additional miles of roads/trails would have much further affect to white-tailed ptarmigan or their habitat on the Forest. Furthermore this species habitat occurs in the alpine at high elevations and in the wilderness area. Therefore, very few roads/trails on the current system and under the action alternatives intersect this species habitat.

Alternative D

Under this alternative there would be little change in the amount of designated routes and little change in the amount of white-tailed ptarmigan habitat affected. The change in acres under this alternative represents far less than 1% of white-tailed ptarmigan habitat on the Forest. Again, noise disturbance from use of roads/trails occurs beyond the actual road/trail prism, and would somewhat increase the percentage of habitat affected by this alternative. However, this amount of habitat potentially affected under this Alternative would be less than Alternatives B, C, and E. Therefore, the effects to white-tailed ptarmigan habitat under this alternative would be negligible.

Conclusion

Based on the discussion above, it is determined that the changes to the Travel Plan proposed under this Alternative would not affect the trend of the white-tailed Ptarmigan population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.

3.3.5.5 Other Species of Concern

Birds of Conservation Concern (Migratory Birds) and Utah Partners in Flight Priority Species

Direct and Indirect Effects

There will be no adverse affects to migratory/priority species key wintering areas, migration routes, or stop-overs. Because the Action Alternatives apply to travel management in the long term, the evaluation of these species will be in the long term perspective.

Changes to the Travel Plan may increase motorized use on some routes. Noise related effects from this increase in use may cause some displacement to some of these species. Some birds, like the pygmy nuthatch (Kingery et. al. 2001) and Williamson's sapsucker (Dobbs et. al. 1997) are not disturbed by human activities during nesting and are not likely to be disturbed noise associated with any increase use of routes. Other species like the gray vireo may be more susceptible to human disturbance and may move to areas of less human disturbance (Barlow et. al. 1999). It is likely that foraging individuals of bird species would likely habituate to the noise or move to adjacent habitat for foraging. Nesting individuals of bird species, if disturbed during the initial increase of noise associated with the change in use of the routes, would also habituate to the disturbance or move into adjacent habitat to renest that same season or move into adjacent habitat the next nesting season. Also, there are some routes that will have a decrease in use or that will be closed. This will decrease human disturbance in these areas and provide additional areas of low human disturbance for these species to move into if displaced. Overall, the change in disturbance to these species and their habitat would be small among the action alternatives and is not likely to have any substantial effects to migratory/priority species.

Several of the sensitive and MIS species use habitats that are similar to the migratory birds and PIF priority species primary habitats discussed in the Affected Environment section. For those migratory/priority species that are not sensitive or MIS, they do inhabit similar habitats. Consequently the effects analysis on habitat for these 'similar' species will be used to address effects to those bird species not yet addressed. Below is a summary and discussion of how the effects analysis of sensitive and MIS species relates to migratory birds and the PIF priority species. Habitat for these species directly affected by changes to the Travel Plan under the action alternatives would be relatively small compared to the amount of habitat on the Forest for these species. Refer to the summary below for the appropriate sensitive and MIS analysis for these migratory/priority species.

Alternatives B, C, D, and E

The effects to black rosy-finch habitat will be similar to those discussed for white-tailed ptarmigan. The black rosy-finch inhabits grassy and rocky areas usually above timberline, which overlaps white-tailed ptarmigan habitat (NatureServe 2008). Because habitat for both this finch and the ptarmigan are above timberline and overlap in the alpine, the effects (direct and indirect) from the action alternatives would be similar to both species. As was discussed for white-tailed ptarmigan, effects to the black rosy-finch from the action alternatives would only occur on the North Unit portion of the Roosevelt/Duchesne RD. These effects would be minimal as is discussed under white-tailed ptarmigan in the MIS section of this report, and would not adversely affect the population.

Habitat for the Williamson's sapsucker is characterized by conifer forests such as fir and lodgepole pine and some aspen (NatureServe 2003). Therefore, the effects (direct and indirect) from the action alternatives to Williamson's sapsucker will be similar to those discussed for the three-toed woodpecker and northern goshawk. Although, some direct and indirect effects may occur to Williamson's sapsucker habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under three-toed woodpecker and northern goshawk) and would not adversely affect the population.

Habitat for the broad-tailed hummingbird is characterized by pinon/juniper and conifer often associated with riparian as well as shrublands (NatureServe 2003). Therefore, the effects (direct and indirect) to broad-tailed hummingbird habitat will be similar to those discussed for the peregrine falcon (riparian habitat proximity to conifer), and golden eagle (shrublands and open forest habitats, including pinon/juniper). Although, some direct and indirect effects may occur to broad-tailed hummingbird habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under peregrine falcon and golden eagle) and would not adversely affect the population.

Habitat for the Lewis's woodpecker is characterized by open forest and often associated with burns or logged areas (NatureServe 2003). The effects (direct and indirect to the Lewis's woodpecker will be similar to those discussed for the three-toed woodpecker. Although, some direct and indirect effects may occur to Lewis's woodpecker habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under three-toed woodpecker) and would not adversely affect the population.

Habitat for the pygmy nuthatch is characterized by ponderosa pine forests and less commonly in pinon/juniper (NatureServe 2003). Habitat for the Virginia's warbler is characterized by pinon/juniper and mountain shrub (NatureServe 2003). The effects (direct and indirect) to the pygmy nuthatch and Virginia's warbler will be similar to those discussed for the three-toed

woodpecker, (ponderosa pine habitat type) and golden eagle (pinyon/juniper and mountain brush habitat type). Although, some direct and indirect effects may occur to pygmy nuthatch and Virginia's warbler habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under three-toed woodpecker and golden eagle) and would not adversely affect their populations.

Habitat for the black-throated gray warbler and the pinyon jay is characterized by pinon/juniper (NatureServe 2008), and gray vireo habitat is more characterized by pinon/juniper with a shrub component (NatureServe 2003). The effects to black-throated gray warbler, pinyon jay, and gray vireo habitat will be similar to those discussed for the golden eagle (pinyon/juniper and shrubland habitat type). Although, some direct and indirect effects may occur to black-throated gray warbler, pinyon jay, and gray vireo habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under golden eagle) and would not adversely affect their populations.

Sage sparrows and Brewer's sparrows are tied to sagebrush habitats (NatureServe 2008). As sage grouse are also tied to sagebrush habitat (Connelly et.a l. 2000), the effects to Brewer's sparrows and sage sparrows and their habitat will be similar to those discussed for sage grouse. Although, some direct and indirect effects may occur to these species habitat among alternatives, the effects to habitat would be minimal (refer to the effects discussions under sage grouse) and would not adversely affect their populations.

Conclusion
Based on the discussion above, it is determined that the changes to the Travel Plan proposed under these Alternatives would have minimal effects to the migratory birds and PIF priority species discussed above and would not adversely affect their populations.

3.3.6 Cumulative Effects

Cumulative effects are analyzed within the Forest boundary. This area was selected as the cumulative effects area, because the area is the total land mass of the Forest that could cumulatively be affected by the action alternatives, and it is large enough to capture effects that may cumulatively affect wildlife. The term "wildlife" below refers to T and E species, sensitive species, MIS, and FWS BCC/PIF priority species discussed above.

Because of the small amount of wildlife habitat actually affected among action alternatives, cumulative effects from other activities combined with proposed changes to the Travel Plan under the alternatives would not adversely affect wildlife. For a detailed discussion of cumulative effects see the Wildlife Report available in the Project Record.

SUMMARY OF CONCLUSIONS AND MITIGATIONS

Table 3.3.4 below summarizes the conclusions made for each species considered or discussed in the analysis of this report.

Table 3.3.4 Summary of impact analysis determinations

Species	*Status*	*Determination*
Federally Endangered, Threatened, or Candidate Species		
Black-footed Ferret	ESA Endangered	No Effect
Canada Lynx	ESA Threatened	May affect, not likely to adversely affect
Mexican Spotted Owl		
Yellow-billed Cuckoo	ESA Candidate	No Effect
Forest Service Region 4 Sensitive Species		
Bald Eagle	USFS R4 Sensitive	May impact individuals, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species.
Northern Goshawk		
Peregrine Falcon		
Boreal Owl		
Great Gray Owl		
Flammulated Owl		
Northern Three-toed Woodpecker		
Greater Sage-grouse		
Spotted Bat		
Townsend's Big-eared Bat		
Pygmy Rabbit		
Wolverine		
Trumpeter Swan	USFS R4 Sensitive	No Impact.
Common Loon		
Ashley NF Management Indicator Species		
Mule Deer	MIS	Would not affect the trend or viability of this species population on the Forest or impair the ability of the Forest to provide well-distributed habitat for this species.
Rocky Mountain Elk		
Northern Goshawk		
Golden Eagle		
Warbling Vireo		
Red-naped Sapsucker		
Lincoln's Sparrow		
Song Sparrow		
Greater Sage Grouse		
White-tailed Ptarmigan		
FWS Birds of Conservation Concern (BCC) and PIF Priority Species		
Black-rosy Finch	PIF Priority Species	Minimal effects to habitat and would not adversely affect the population.
Greater Sage Grouse		
Brewer's Sparrow		
Broad-tailed Hummingbird		

Table 3.3.4 Summary of impact analysis determinations		
Species	***Status***	***Determination***
Golden Eagle	FWS BCC	Minimal effects to habitat and would not adversely affect the population.
Pygmy Nuthatch		
Pinyon Jay		
Sage Sparrow		
Flammulated Owl		
Peregrine Falcon		
Williamson's Sapsucker		
Red-naped Sapsucker		
Black-throated Gray Warbler	PIF Priority Species and FWS BCC	Minimal effects to habitat and would not adversely affect the population.
Gray Vireo		
Virginia's Warbler		
Lewis's Woodpecker		

3.3.7 Mitigation Summary

Canada Lynx - In the event that the location of new routes and reconstruction changes from what is proposed under the action alternatives, the following mitigations should be followed to maintain habitat connectivity for lynx within and between LAU's.

- Locate trails/roads away from forested stringers.
- Minimize building of roads directly on ridgetops or areas identified as important for lynx habitat connectivity.

Northern Goshawk - To minimize effects to goshawks within PFA's, the following mitigation should be applied for any new road/trail construction or reconstruction within the PFA of an occupied goshawk territory.

- Construction of new routes or reconstruction of existing routes within the PFA of an occupied goshawk territory should be restricted between March 1 and September 30, unless the biologist determines that there would be no adverse affects to goshawks. The biologist will be consulted prior to construction or reconstruction of any road or trail proposed under the action alternatives.

Greater Sage Grouse - To avoid nest abandonment and disruption to breeding sage grouse the following mitigation should be applied to reconstruction activities of routes within sage grouse habitat that is within two miles of an active lek.

- Reconstruction activities of routes within sage grouse habitat that is within two miles of an active lek should not occur between March 1 and June 15, unless the biologist determines that there would be no adverse effects to sage grouse. The biologist will be consulted prior to reconstruction of any road or trail proposed under the action alternatives.

3.4 Wilderness Potential

3.4.1 Introduction

RARE I and RARE II - The process used to identify and evaluate National Forest System lands for wilderness suitability began as directed in the Wilderness Act of 1964. Roadless Area Review and Evaluation, or RARE, was initiated in 1971and the final EIS was published in 1973.

In 1977 RARE II was initiated in response to concerns about areas overlooked in RARE I. The RARE II process was conducted using new definitions of roadless attributes. However, the RARE II final EIS was challenged in court and found to be inadequate. The Forest Service responded with regulations requiring roadless evaluation during Forest Planning.

Roadless Evaluations and Forest Plans: In September 1983 revised regulations for the National Forest Management Act of 1976 (CFR 36, Part 219.17) went into effect. A roadless area inventory and an evaluation for wilderness suitability were among the new forest planning requirements. Areas found suitable could be managed as prescribed by forest plans, and would be recommended to Congress for wilderness designation.

Inventoried Roadless Areas - A Forest Plan for the Ashley National Forest was initiated in 1982. The required roadless inventory and wilderness suitability study began in 1983, and 715,405 acres in 13 roadless areas were identified. The 1984 Utah Wilderness Act reduced the acreage of roadless by 273,426 acres through designation of the High Uintas Wilderness Area. The act prohibited further state-wide roadless reviews, however it did not remove inventory and evaluation requirements for subsequent forest plan revisions. No further consideration for roadless or wilderness proposals was made in the final 1986 Forest Plan for the Ashley National Forest. The plan was produced without including roadless area information, due to language in the Utah Wilderness Act. In 2000 the Forest, using current inventory criteria, produced a draft roadless area inventory (map) in anticipation of Forest Plan Revision.

IRAs and the Roadless Rule - In 2001, the Forest Service promulgated a Roadless Rule (36 CFR Part 294) that provided certain protections for Inventoried Roadless Areas (IRAs). That rule has since been the subject of a number of conflicting rulings from the Federal courts.

In May 2001, U.S. District Court Judge Edward Lodge in Idaho issued a preliminary injunction blocking implementation of the Roadless Rule on the grounds that the Forest Service had violated the National Environmental Policy Act (NEPA) by failing to provide adequate information to the public.

In December 2002, the Ninth Circuit Court of Appeals reversed Judge Lodge, rejecting the District Court's assertions that the Rule was illegally adopted. In April 2003, the full court of appeals denied a request by the State of Idaho to reconsider its decision.

However, in July 2003, U.S. District Court Judge Clarence Brimmer in Wyoming (part of the Tenth Circuit) issued an opinion invalidating the Rule and enjoining its implementation.

On May 13, 2005, the USDA issued the “State Petitions Rule”. In July 2005, Tenth Circuit Court of Appeals dismissed environmentalists’ appeal of the Wyoming district court decision and vacated the decision, solely on the grounds that the case was made moot by the Administration’s May 2005 repeal of the Roadless Rule.

On September 20, 2006, the Northern District of California declared the State Petitions Rule invalid. The California court ordered that the State Petitions Rule is "set aside," the 2001 Roadless Rule be reinstated and specified that "federal defendants are enjoined from taking any further action contrary to the Roadless Rule...."

On August 12, 2008 The Federal District Court for Wyoming again held that the 2001 Roadless Area Conservation Rule was unlawfully promulgated in violation of the National Environmental Policy Act and the Wilderness Act.

The September 20, 2006 and August 12, 2008 rulings place the United States Forest Service in the untenable position of having to comply with one district court's injunction to follow the 2001 Roadless Rule and another district court's injunction not to follow the 2001 Roadless Rule, and raised the specter of contempt allegations in one Court or the other.

On August 20, 2008 the federal government filed motions with both the Wyoming and California district courts requesting that they at least temporarily suspend their injunctions in order to relieve the Forest Service of the potential to be held in contempt of court for complying or not complying with the Roadless Rule.

On December 2, 2008, in response to the federal government's motion and for the sake of judicial comity, Judge Laporte issued a partial stay of her injunction reducing the geographic scope of its injunction to the Ninth Circuit and New Mexico.

Current Forest Service direction regarding the treatment of Inventoried Roadless Areas affected by the 2001 Roadless Rule holds that National Forest units take no action that would conflict with the court rulings (USDA 2008).

Effects to inventoried roadless areas for this analysis are based on NEPA requirements (CFR 36, part 220) to consider effects to the undeveloped character of these areas, and on scoping comments regarding effects to inventoried roadless and potential wilderness.

Potential Wilderness Inventory and Evaluation - In 2004 Forest Service Region 4 (R4) adopted a new protocol for mapping areas to study for wilderness suitability during forest planning. The criteria were more detailed than those found the Forest Service Handbook, and were well suited to using GIS tools to produce and adjust the maps. The naming convention for the inventoried areas included a unique number and a place-named ***undeveloped area***. FSH 1909.12_70 was amended in January 31, 2007, with updated handbook direction consistent with the R4 mapping protocol for undeveloped areas. The handbook directs National Forests to use the term ***potential wilderness*** in place of *undeveloped* in inventories, evaluations, and reports.

The 2004 Region 4 mapping protocol was used to complete the Ashley National Forest draft potential wilderness (undeveloped) area inventory in 2005.Earlier roadless inventories were not used to identify potential wilderness areas. A draft evaluation report was last revised in 2008. NEPA direction includes analysis and disclosure of effects to undeveloped character for these potential wilderness areas as well, but this step has not been completed.

NEPA and the inventories: NEPA requires that analysis be completed when an action may substantially alter the undeveloped character of an inventoried roadless area or a potential wilderness area (36 CFR 220.5).

During the travel management NEPA process several options were considered for this analysis. Our initial approach was to analyze effects to roadless characteristics, as defined by the Roadless Rule, for the IRAs; wilderness attributes would be analyzed for lands in the 2005 Potential

Wilderness Inventory. The series of court rulings described earlier enjoined the Forest Service from applying the 2001 Roadless Rule on the Ashley. However, we still have an obligation to consider the effects of the alternatives on the undeveloped character of IRAs as well as potential wilderness areas.

The 2005 Potential Wilderness Inventory best represents lands on the Forest with potential for wilderness designation, because it is based on current data and takes into account the effects of all existing system roads. A comparison of the 2001 and 2005 inventories showed that IRAs included areas with low-standard system roads present, and/or adjacent to motorized waterways whereas these areas were excluded from the 2005 Potential Wilderness Inventory. For example, the IRAs in Wyoming are narrow and flanked by the Flaming Gorge Reservoir (heavily used by motor boats) on one side, and are crossed by Forest roads leading to the Reservoir. In the Roosevelt/Duchesne Ranger District South Unit, the Reservation Ridge Backcountry Byway is included in Roadless; the earlier inventory criteria did not result in removing this route from the inventory. Lands with this level of effects from motorized uses and other management are typically not assessed as having wilderness attributes, and do not meet current potential wilderness inventory criteria.

Therefore this document discusses effects to wilderness potential by Potential Wilderness Area. In recognition of the high degree of public interest in the 2001 Roadless Inventory, we have included an appendix (Appendix D) with a set of location maps showing 2005 potential wilderness inventory and 2001 roadless inventory. The appendix also displays analysis for roadless inventory lands and wilderness potential in tabular format by listing proposals that are in either or both inventories, and area analysis for potential wilderness areas.

3.4.2 Scope of the Analysis

The analysis area includes all Ashley National Forest Lands inventoried in 2004 and 2005, and evaluated for wilderness potential in 2005 to 2008. Cumulative effects additionally consider effect from past, present, and future actions on National Forest Lands and lands under other management but adjacent to Potential Wilderness.

Issue:

Changes to motorized travel opportunities within inventoried potential wilderness areas could affect the wilderness attributes and wilderness potential. (Wilderness potential could be improved, maintained, reduced, or removed.)

Indicators:

- Miles of roads and trails designated for motorized vehicle travel within potential wilderness areas.
- Acres of hatched travel areas in potential wilderness areas on Vernal Ranger District.

Analysis Scales:

Individual inventoried potential wilderness areas and combined areas in the four analysis units; the units are the Flaming Gorge R.D., Vernal R.D, Roosevelt-Duchesne R.D.-North Unit, and Roosevelt-Duchesne R.D.-South Unit.

The techniques and methodologies used in this analysis consider the best available science. The analysis includes a summary of credible scientific evidence which is relevant to evaluating

reasonably foreseeable impacts. The analysis also identifies methods used and references the scientific sources relied on. The conclusions are based on a scientific analysis that shows a through review of relevant scientific information.

3.4.3 Management Direction

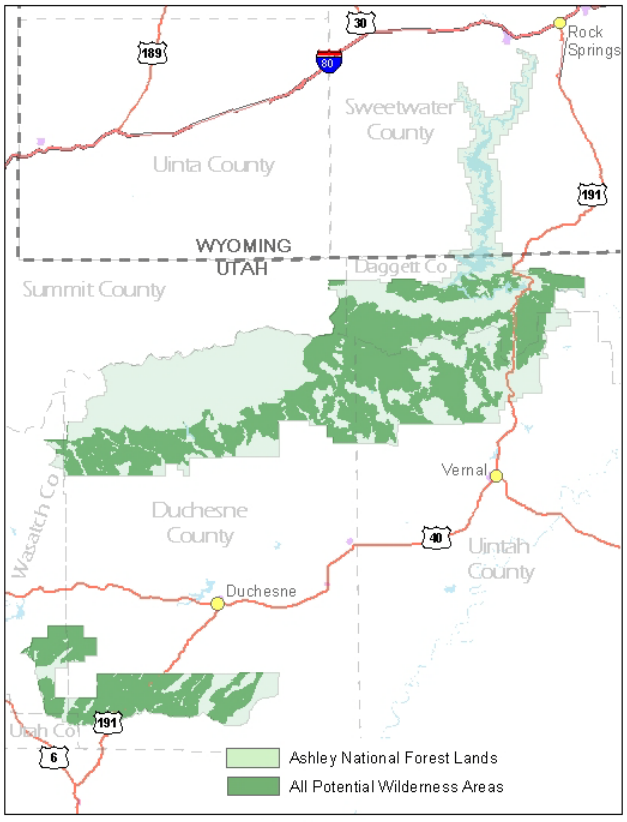
National Direction is included in 36 CFR Part 220. One of the factors for determining the level of NEPA needed is the presence of inventoried roadless or potential wilderness in or near the project area, and the potential for proposals to alter the undeveloped character of an inventoried roadless area or a potential wilderness area. Methods of analysis are not specified; however, tools for evaluating wilderness are available in the wilderness attribute rating system developed for RARE II. Factors used in evaluating the wilderness capability quality of wilderness potential, as found in FSH 1909.12_70.

Regional Guidance is provided in *Suggestions for analyzing the effects to wilderness potential from project activities within Inventoried Roadless Areas*, (Welsh, 2008). The internal Forest Service process paper includes suggestions for describing and analyzing effects to roadless characteristics and wilderness potential. The process paper describes a cross-walk between the wilderness capability quality factors and wilderness attributes.

Forest Plan Direction is not provided for Ashley National Forest roadless lands or other lands with wilderness potential as described in the *Section 3.4.1 Background*.

3.4.4 Affected Environment

The Ashley National Forest has 37 inventoried potential wilderness areas across the forest totaling 676,869 acres. They are separated from each other by road corridors and other developments or area uses excluded using the inventory criteria. Three of the areas are connected to roadless on the Wasatch-Cache-Uinta National Forests. Three areas that cross ranger district boundaries are divided for the report below.



Vicinity Map

Four units on the Forest are used for the analysis; each of the three ranger districts on the Forest, with the Roosevelt-Duchesne District split into north and south units. Some of the potential wilderness areas cross these divisions (district boundaries).

These areas all meet the inventory criteria, but conditions of wilderness attributes vary within and between areas. Table 3.4.1 shows the acres and existing miles of routes within of the potential wilderness areas by District. The information below summarizes wilderness attributes for those areas with site specific route designation proposals. Additional information for each area is available in for all areas in the Wilderness Potential Report for Travel

Management (available in the Project Record), and for even greater detail the *2008 Draft Potential Wilderness Evaluation Report.* (Available on the Ashley National Forest website www.fs.fed.us/r4/ashley/projects/forest_plan_revision/forest_plan_home.shtml).

Table 3.4.1 Existing Miles of Route Type and Motorized Status

Potential Wilderness Acres by Ranger District	Road Open	Trail Open	Unauth. Route	Undesig. Route	Road Closed	Trail Closed	Non-motorized	Hatched Travel Acres
Flaming Gorge - 138,212	0	20	39	NA	0	0	87	NA
Vernal - 210,670	2	52	39	49	0	0	166	83,101
Roosevelt-Duchesne N. U. - 173,164	0	8	93	NA	8	0	93	NA
Roosevelt-Duchesne S.U. - 154,821	5	7	61	NA	0	0	58	NA
Forest Totals 676,867 Acres	7	87	232	49	8	0	404	83,101

Flaming Gorge Ranger District

The Flaming Gorge Ranger District has 138,212 acres of potential wilderness in ten separate areas. One, the Widdop Mountain (# 401020) is connected to roadless lands on the Wasatch-Cache-Uinta National Forests, and two others (0401107 and 401204) include lands on either side of the boundary between the Flaming Gorge and Vernal Ranger Districts. Only two areas, 0401007 (Roadshed), and 0401204 (Mount Lena) have individual proposals that could affect wilderness potential. Roadshed is described here, and Mount Lena is described in the Vernal District because the majority of each area is on the respective district. Area location maps by district are included in the wilderness potential appendix.

401107 - Roadshed, 37,805 acres: Of the total, 3029 acres are on the Vernal Ranger District; 34,776 acres are on the Flaming Gorge Ranger District. Elevations range from 7,500 feet along the northern boundary of the area to 9,750 feet near Leidy Peak. The terrain varies from very gentle east of Carp Creek to steep scarp slopes in the west. Lodgepole pine is dominant and forms dense stands typical within the Uinta Mountains. A variety of wildlife species inhabit and frequent the area. Summer habitat is managed for deer, elk, and moose. Brook trout and rainbow trout thrive and dominate in all the streams. Naturally reproducing Colorado River cutthroat trout are present in Elk Creek, Little Elk Creek, and Deep Creek.

Wilderness attributes are present; the area is mostly untrammeled, natural, and undeveloped. There is recreation use on trails for motorized and non-motorized travel, and livestock grazing allotments and permits. Soils and vegetation have minor effects from livestock grazing, and to aquatic systems from impoundments and fish stocking. Several small grazing developments are included. Canals, electrical power lines, and roads are present along most of the area boundaries, and there are strong effects to these attributes along the boundaries. Solitude and primitive recreation are possible, but are limited by the area's narrow width between roads and motorized trails that cross the area. The area's narrow width and proximity to developed areas would make it difficult to manage as wilderness, particularly along the eastern end.

Travel routes and areas – 28 miles of ATV trails, 2666 acres of hatched travel area (Vernal District only) and 23 miles of non-motorized trails. There are fewer than 5 miles of unauthorized and undesignated routes.

D2 - Vernal Ranger District

The Vernal Ranger District has 210,670 acres of potential wilderness in ten separate areas. Two areas (0401107 and 401204) include lands on either side of the boundary between the Flaming Gorge and Vernal Ranger Districts. One area (0401209) includes lands on either side of the boundary between the Roosevelt-Duchesne and Vernal Ranger Districts. Each of the ten areas includes part of the open travel areas unique to the Vernal Ranger District; open travel areas make up 83,101 acres of the total potential wilderness on the district. The seven areas with proposed changes in travel route designations, in addition to Roadshed (shown in Flaming Gorge information) are described below. Location maps for the areas are shown in the wilderness potential appendix.

401201 - South Slope High Country, 85,024 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Over 100 miles of non-motorized trails are use, some as access to the High Uintas Wilderness. The only ATV trail is in Lost Park, and is less than two miles long. There are a few undesignated and unauthorized routes with motorized use within the area. Soils and vegetation have minor effects from livestock grazing, small livestock developments, and to aquatic systems from impoundments and non-native fish. Roads are present along but outside the southern boundary. Opportunities for solitude and primitive recreation are excellent; ROS is mostly semi-primitive non-motorized and primitive. The area's common boundary with the High Uintas Wilderness and other potential wilderness provides the potential for a manageable boundary in combination with other areas.

Travel routes and areas – Two miles of designated ATV trails, six miles unauthorized routes, and two miles of undesignated routes in 17,170 acres of hatched travel area.

401202 - Dyer Mountain, 10,185 acres: Wilderness attributes are present; but the area has some apparent effects of human use to untrammeled, natural, and undeveloped attributes. There are two corridors along excluded roads, modified areas, and a private in-holding. There is recreation use on ATV trails and undesignated routes, and livestock grazing allotments with small developments. Solitude and primitive recreation are possible due to topography, but limited by use on motorized trails. The area's boundaries would be difficult to manage in their current locations.

Travel routes and areas – Three miles of designated ATV trails, one mile unauthorized routes, and 12 miles of undesignated routes in 8,241 acres of hatched travel area.

401203 - Grizzly Ridge, 11,467 acres: Wilderness attributes are present; but the area has some impacts to untrammeled, natural, and undeveloped attributes. There are two excluded road corridors penetrate the area from the east. There is recreation use on ATV trails and undesignated routes, and several dispersed camp sites along the perimeter. Livestock grazing allotments have a few small developments. Developments and motorized uses in the area are minor but widespread. Solitude and primitive recreation are possible due to topography. The area's boundaries would be difficult to manage in their current locations due to the close proximity to main roads, including U.S Highway 191.

Travel routes and areas – six miles of designated ATV trails and five miles of undesignated routes in 9,311 acres of hatched travel area.

401204 - Mount Lena, 31,494 acres: 23,603 acres are on the Vernal Ranger District, and 7,891 acres are on the Flaming Gorge Ranger District. Wilderness attributes are present; but the area has apparent impacts to untrammeled, natural, and undeveloped attributes. Non-native species, such as rainbow trout stocked in Cart Creek, and non-native plants, have slightly altered natural composition. Livestock watering ponds and spring developments, and livestock grazing have affected hydrologic systems. Three ATV trails and numerous unclassified roads are in use. The Limber

Flag Yurt is located in the most southern part of the area. The yurt is available for overnight use by hikers and ATV users during summer and fall months, and snowmobilers and skiers in winter. The grazing permit currently allows motorized access to the numerous stock ponds, fences, and spring developments. Solitude and primitive recreation are possible due to topography and the large size of the area. The area has several inventoried historic sites and routes. About half of the boundaries can be located on the ground; adjustments would be needed to improve manageability.

Travel routes and areas – 13 miles of ATV trails, two mile unauthorized routes, and four miles of undesignated routes in 9,311 acres of hatched travel area.

401205 - Brush Creek, 5,936 acres: Wilderness attributes are present; but the area has apparent impacts to untrammeled, natural, and undeveloped attributes. Livestock grazing, heavy dispersed recreation use, and city lights from Vernal have moderately affected the area's naturalness and undeveloped character. The northern boundary area of Brush Creek is one of the areas most heavily used for dispersed camping and other recreation on the forest. About two-thirds of the area is mapped as motorized ROS classes. The area's narrow width results in affects from sights, sounds, and smells of motorized activities along the boundaries. Solitude and primitive recreation are difficult to find due to the area's narrow width between designated roads. Managing the area as wilderness would be difficult due to developments throughout the area, excluded road corridors, and activities in the corridors.

Travel routes and areas – 14 miles of designated ATV trails, nine miles unauthorized routes, and six miles of undesignated routes in 4,104 acres in a hatched travel area.

401206 - Ashley Gorge, 31,869 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped along Ashley Gorge and Black Canyon. Human uses have had more effect along Grasshopper Flats and other areas outside of the canyons due to livestock grazing and heavy dispersed motorized recreation uses. Opportunities for solitude and primitive recreation are excellent within the canyons. ROS is mostly semi-primitive non-motorized and primitive. The Ashley Gorge Research Natural Area (1,085 acres) is located along the fork of Red Pine Creek, Cow Canyon Creek, and Ashley Gorge Greek, and the gorge is considered a special feature by local citizens. A portion of the Sims Peak Potholes Research Natural Area (650 acres) is within the western boundary near South Fork of Ashley Creek. About half of the area's boundaries can be located on the ground and would be manageable, but boundary adjustments would needed to conflicts.

Travel routes and areas – 21 miles of designated ATV trails, 14 miles unauthorized routes, and three miles of undesignated routes in 5,058 acres of hatched travel area.

401209 - Lower Whiterocks, 32,611 acres: 22,744 acres are on the Vernal Ranger District, and 9866 acres are on the Roosevelt-Duchesne District North Unit. Wilderness attributes are present; the area is untrammeled, natural, and undeveloped particularly outside of the Whiterocks road corridor. Evidence of human uses is very minor, and includes dispersed camping areas, irrigation ditches, and grazing developments. Opportunities for solitude and primitive recreation are present, though not in large areas due to the area's narrow width either side of the road corridor. Whiterocks Cave is a special and unique feature. The presence of excluded roads, particularly Whiterocks road which penetrates the area for 5.5 miles, would make the area difficult to manage.

Travel routes and areas – no designated ATV trails, five miles unauthorized routes, and six miles of undesignated routes in 18,926 acres of hatched travel area.

D3U – Roosevelt-Duchesne Ranger District, North Unit:

The Uintas part of the Roosevelt-Duchesne Ranger District has 173,164 acres of potential wilderness in eight separate areas. Whiterocks (401209) includes lands on either side of the boundary between the Roosevelt-Duchesne and Vernal Ranger Districts, and is discussed in the Vernal Ranger District section. Area location maps by district are included in the wilderness potential appendix.

401301 - High Uintas A, 21,669 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is very minor, and includes dispersed camping areas, irrigation ditches, and grazing developments. Opportunities for solitude and primitive recreation are present, including non-motorized trails into the area and adjacent wilderness. The exception would be the corridor and area near Moon Lake Lodge, where sights and sound of others would interrupt solitude. The High Uintas Wilderness lies along the northern boundary; other boundaries may need adjustment to improve manageability.

Travel routes and areas – four miles of designated ATV trails, and 10 miles unauthorized routes.

401301 - High Uintas B, 46,413 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is very minor, and includes dispersed camping areas, irrigation ditches, and grazing developments. Opportunities for solitude and primitive recreation are present, including non-motorized trails into the area and adjacent wilderness. The High Uintas Wilderness lies along the northern boundary; other boundaries may need adjustment to improve manageability.

Travel routes and areas – no designated ATV trails or roads and 18 miles unauthorized routes.

401301 - High Uintas C, 48,851 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is very minor, and includes dispersed camping areas, irrigation ditches, and grazing developments. The exception is areas along the Rock Creek Road, where additional recreation developments interrupt the undeveloped character. Opportunities for solitude and primitive recreation are present, outside of the road corridor, and include non-motorized trails into the adjacent wilderness. The High Uintas Wilderness lies along the northern boundary; other boundaries may need adjustment to improve manageability due to their close proximity to roads and developments.

Travel routes and areas – no designated ATV trails or roads and 21 miles unauthorized routes.

401302 - Rhoades Canyon, 6,137 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is minor, except along the North Fork road, and public and private developments there. Other effects include minor grazing developments. Opportunities for solitude and primitive recreation are present away from the main road corridor, and include non-motorized trails into the adjacent wilderness. The High Uintas Wilderness lies along the northern boundary; other boundaries would be difficult to manage unless adjacent lands on the Wasatch-Cache-Uinta N. F. were added to increase the area's size and its locatable boundaries.

Travel routes and areas – No designated roads, 31 miles of designated ATV trails, and more than two miles unauthorized routes.

401303 - Big Ridge, 22,214 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses is minor, and includes minor grazing developments and dispersed motorized recreation uses. Opportunities for solitude and primitive recreation are present away from the main roads along the outer boundary and into the area's center from the south. The area is surrounded by roads, but the terrain is very limiting to incompatible uses; it could be managed as wilderness with boundary adjustments.

Travel routes and areas – 15 miles of designated ATV trails and 23 miles unauthorized routes.

401304 - Hells Canyon, 4,790 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped, with moderate effects due to the area's small size. Evidence of human use includes minor grazing developments and the close proximity and motorized use on boundary roads and in excluded road corridors. Opportunities for solitude and primitive recreation are present away from the main roads, but the area would be difficult to manage as wilderness due to the mid-slope boundary location along the west.

Travel routes and areas –one mile of designated ATV trails and two miles unauthorized routes.

401305 - Pole Creek, 13,224 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped Evidence of human uses includes minor grazing developments and the close proximity and motorized use on unauthorized routes. There are opportunities for solitude; most of the area has semi-primitive ROS classes. The area would be difficult to manage as wilderness due to its juxtaposition between a main forest road and the Forest boundary with other ownerships.

Travel routes and areas –No designated ATV trails and 11 miles unauthorized routes.

D3U – Roosevelt-Duchesne Ranger District, South Unit

The Uintas part of the Roosevelt-Duchesne Ranger District has 154,821 acres of potential wilderness in eight separate areas. One area (0401209) includes lands on either side of the boundary between the Roosevelt-Duchesne and Vernal Ranger Districts. Area location maps by district are included in the wilderness potential appendix.

401402 - Timber Canyon East, 9,467 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses includes minor grazing developments and motorized use on unauthorized routes and roads along the boundaries. There are opportunities for solitude; most of the area has semi-primitive ROS classes. The area would be manageable as wilderness if boundaries could be located away forest roads.

Travel routes and areas –No designated ATV trails or roads, and seven miles unauthorized routes.

401403 - Indian Springs, 5,231 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Apparent human use includes minor grazing developments and the close proximity and motorized use on roads in excluded corridors, and on unauthorized routes. Opportunities for solitude would be difficult due to use on excluded road corridors in the small area. The area would be difficult to manage as wilderness due to its excluded corridors and other boundary issues along roads.

Travel routes and areas - Four miles of designated ATV trails and five miles unauthorized routes.

401404 - Mill Hollow, 6,131 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Apparent human use includes minor grazing developments and the close proximity and motorized use on roads in excluded corridors, and on unauthorized routes. Opportunities for solitude would be difficult due to use on excluded road corridors in the small area. The area would be difficult to manage as wilderness due to its excluded corridors and other boundary issues along roads.

Travel routes and areas –six miles of designated and two miles unauthorized routes.

401405 - First Canyon, 6,748 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Apparent human use includes minor grazing developments and the close proximity and motorized use on roads in excluded corridors, and on unauthorized routes. Opportunities for solitude would be difficult due to use on excluded road corridors in the small area. The area would be difficult to manage as wilderness due to its excluded corridors and other boundary issues along roads.

Travel routes and areas –four miles of designated and six miles unauthorized routes.

401406 - Right Fork Indian Canyon, 37,474 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses includes minor grazing developments, and the close proximity and motorized use on unauthorized routes and on roads in the several excluded road corridors. There are opportunities for solitude and primitive recreation, particularly in the core of the area where the ROS is semi-primitive non-motorized. The area could be managed as wilderness if the number of excluded road corridors were reduced and other boundary adjustments were made.

Travel routes and areas –2 miles of designated ATV trails and eight miles unauthorized routes.

401407 - Cottonwood, 25,989 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped. Evidence of human uses includes minor grazing developments, and the close

proximity and motorized use on unauthorized routes and on roads in the several excluded road corridors. There are opportunities for solitude and primitive recreation, particularly in the core of the area where the ROS is semi-primitive non-motorized. The area could be managed as wilderness if excluded road corridors were reduced and other boundary adjustments were made.

Travel routes and areas – one mile of designated and eight miles unauthorized routes.

401410 - Alkali Canyon, 16,885 acres: Wilderness attributes are present; the area is untrammeled, natural, and undeveloped, but there is minor evidence of human uses. Livestock grazing and grazing developments, the proximity and motorized use on unauthorized routes and boundary routes is apparent, especially from ridge tops. There are opportunities for solitude; much of the area has semi-primitive ROS classes. The area would be difficult to manage as wilderness due to its juxtaposition between forest roads with yearlong use, and its several excluded road corridors.

Travel routes and areas –No designated ATV trails and 8.3 miles unauthorized routes.

3.4.5 Environmental Consequences of Alternatives

Direct and Indirect Effects

Summary

Alternative A would allow continued uses as they are now, with changes over time to travel restrictions and opportunities in individual routes and areas. The alternative would result in negative effects to wilderness potential on the Vernal Ranger District, and no effects in the other areas.

Alternative D designates the fewest new routes of all the alternatives and would result in smallest area available for dispersed camping. Alternative D would have the most positive effects on wilderness potential forest-wide.

Alternatives B, and E would generally be about the same, with a mix of effects that would generally be considered slightly positive on most of the Forest.

Alternative C would be neutral, with both positive and negative effects not present under Alternative A, depending on the specific potential wilderness area.

An exception for Alternatives B, C, and E would be the Uintas part of the Roosevelt-Duchesne Ranger District. These Alternatives would be less desirable than Alternative A because of the high number and miles of routes converted to designated trails for full size vehicles in these Alternatives, and the resulting potential for added effects in the potential wilderness areas.

Alternatives B, C, D, and E would result in a reduction of about 40 acres less area (area 401204) with wilderness potential on the Vernal Ranger District in any re-inventory or updated draft of potential wilderness areas. The proposal does not fall within any 2001 inventoried roadless areas.

General effects by type of proposal

The types of proposals in each alternative are consistent with developments and uses that are allowed by the inventory (mapping) criteria. Even so, proposals within the inventoried potential wilderness areas were reviewed for changes that could affect the location of inventory boundaries. The Action alternatives all have proposals that would result in changes to the draft potential wilderness area inventory of approximately 40 acres as discussed in the above paragraph. Each of route types and uses are described below by effects they would generally have in the alternatives.

Roads – Thirteen segments of unimproved roads are included in the draft inventory areas total 10.3 miles. One 0.6 mile segment of improved road is also included, and it is proposed for a change of status to unimproved in all alternatives (proposal 2026). One-half mile of undesignated route proposed (Proposal 2345) for designation as an unimproved road, this route is not within an inventoried roadless area. No other changes to road designations.

Undesignated routes, unauthorized routes, and trails for all vehicles – Very few of these routes are constructed (engineered and built with surfacing). Many undesignated or unauthorized routes have developed through multiple recreation users traveling the route over several seasons. Others are routes developed for resource management objectives, but not designated as Forest roads. These routes are generally wide enough for one full size vehicle. Most proposed designations of trails for all vehicles in Alternatives B, C, D, and E are along existing undesignated routes (in hatched travel areas) or unauthorized routes (outside hatched travel areas).

Use on these routes can affect naturalness; exotic plants, including noxious weeds may be introduced or spread, surfacing can erode, and displaced water can carry sediments to streams and lakes. Roads are also an effect to undeveloped character, and their use may affect opportunities for solitude and primitive recreation. If these effects are large in scale or distribution, they could reduce the condition of wilderness attributes and the wilderness capability of an area. These routes would have effects great enough to remove wilderness potential only with route density and heavy use that the removed undeveloped character, integrity of natural systems, or remoteness and opportunities for primitive recreation within the larger area.

Removing use from these routes would generally be considered positive for wilderness potential and/or attributes, particularly if the closure is accompanied by restoration measures to reduce erosion, weed spread, or other effects to naturalness and undeveloped character. Removing routes may also result in increased opportunities for solitude and primitive recreation, depending on density and relative location of other motorized routes.

Continued motorized travel on existing classified (designated) roads and trails where it is already occurring is not expected to produce new negative effects on wilderness attributes and potential. Continued use on unauthorized or unclassified routes could have additional effects, depending on specific resource conditions, the type of route, amount of use on the route, and the density of routes in the area, and route proliferation in these relatively undeveloped settings (see recreation for more on route proliferation).

Motorized trails for vehicles less than 50 inches wide (ATV trails, motorcycle trails) – these trails are narrower than roads. They occupy less surface area and have smaller cleared corridors due to the width of the design vehicles. Use of these trails generally results in the same kinds of effects as those from roads and other full size vehicle routes, but the narrower width means the corridor of immediate effects is smaller (narrower) depending on location. The exception would be effects to undeveloped character. The narrower width of these trails would generally be less to undeveloped character than the effect of roads. On the other hand, ATVs and motor bikes are often louder than full size vehicles, and those participating usually come to the forest in groups of two or more vehicles. Noise from use on these trails would have more affect on undeveloped character and opportunities for solitude than roads and trails for full size vehicles. On the balance all motorized vehicle routes and uses are about equal on their effects to wilderness attributes, depending on site specific conditions and use.

Non-motorized trails (mountain biking, stock use, hiking and back packing) – These trails are usually narrower than roads; the standard minimum width on the ground is 24 inches. Other trail standards, such as maximum grades and surface construction, and water displacement systems are similar to those for roads and motorized trails. Noise from use is usually a minor factor on these trails, when compared to ATV trails. Though there may be site specific exceptions, these trails generally have little effect on wilderness attributes, and could contribute to opportunities for solitude and primitive recreation. Due to the lack of proposals and effects, these trails will not be further evaluated.

Dispersed camping with motorized vehicles – this type of camping includes car, truck, and OHV camping with tents or open air, and recreational vehicle (RV) camping with pickup campers, trailers, or motorized RVS. Most heavily used dispersed camping areas identified by the public and forest personnel, and excluded from potential wilderness during the inventory process. Still, some dispersed camping with motorized vehicles does occur inside of these areas along boundaries and along included roads,

undesignated routes, and unauthorized routes. Negative effects of dispersed camping on wilderness attributes were generally accounted for in the inventory and evaluation process.

Effects common to all action alternatives

The potential wilderness inventory and evaluation for the Forest is a draft map and document until the Forest Plan is revised, amended, or otherwise changed. The draft inventory map has been overlain with travel proposals to determine any potential change to the areas size and boundaries, based on the mapping criteria for potential wilderness. Only proposal 2354, in potential wilderness area 401201, would result in a change to area boundaries during any revision to the inventory. The route is less than 0.1 miles long, and re-mapping of inventory boundaries would remove 40 acres from the inventory in one corner. The effect, then, would be a loss of 40 acres of area with wilderness potential in Alternatives B, C, D, and E.

All action alternatives would reduce the amount of area available for dispersed camping to 150 feet of designated routes where dispersed camping is shown as allowed on the travel map. This would result in less area where wilderness attributes would be affected along roads near potential wilderness boundaries and along excluded road corridors. The change in area available for dispersed camping, then, would be considered a positive effect to wilderness potential in all areas across the Forest because all of the areas have a road along at least part of their boundaries.

In all action alternatives travel with motorized vehicles on undesignated routes in the hatched area would no longer be allowed. This change is considered a positive effect to wilderness potential because it would reduce the potential for degradation of wilderness attributes from travel on existing undesignated routes and from route proliferation. Across the forest there are many additional unauthorized routes where travel by motorized vehicle is occurring. While these effects vary from area to area, the general effects of reducing the number of route available by not designating all of them would be a positive effect for wilderness attributes and potential.

Effects of Alternative A

Dispersed camping is allowed within 300 feet of designated and undesignated routes across the forest except where specifically closed. When including the undesignated routes in the hatched travel area Alternative A has the most routes with motorized travel and dispersed camping, within potential wilderness areas. These effects are minor and ongoing across the Flaming Gorge and Roosevelt-Duchesne Ranger Districts, and will not affect wilderness attributes or potential over time in these areas.

Table 3.4.2 Alternative A - Miles of Route Type and Motorized Status

Acres of Potential Wilderness by Ranger District		Road Open	Trail Open	Undesig. Route	Road Closed	Trail Closed	Non-motorized	Hatched Travel Acres
Flaming Gorge - 138,212		0	20	NA	0	0	87	NA
Vernal - 210,670		2	52	49	0	0	166	83,101
Roosevelt-Duchesne N. U. - 173,164		0	8	NA	8	0	93	NA
Roosevelt-Duchesne S.U. - 154,821		5	7	NA	0	0	58	NA
Forest Totals	676,867 Acres	7	87	49	8	0	404	83,101

Flaming Gorge Ranger District: Alternative A would have no changes, than the other alternatives. There may be some motorized travel on an additional 39 miles of unauthorized routes, and dispersed camping along the boundaries of some areas.

Vernal Ranger District: Negative effects would occur over time on the Vernal Ranger District under Alternative A. Motorized travel is allowed on undesignated routes in the Vernal Ranger District hatched travel area, and on many unauthorized routes. The hatched travel areas are also resulting in route proliferation and increasing areas of dispersed camping (see recreation section for more on route proliferation). Within and near the hatched areas in potential wilderness conditions of wilderness attributes will be degraded in potential wilderness areas and wilderness potential could be reduced.

Roosevelt Duchesne Ranger District North Unit: Wilderness attributes are in good condition throughout most of these areas, but the undeveloped character and untrammeled nature of the areas is being degraded in some areas along unauthorized routes and dispersed camping areas. Some route proliferation is occurring in areas with gentle terrain. Wilderness attributes and overall wilderness potential will be most difficult to maintain under Alternative A.

Roosevelt Duchesne Ranger District South Unit: The area receives less recreation use than most of the Forest, though the area is most popular during hunting season. Wilderness attributes and potential could be maintained in the area under existing travel management.

Effects of Alternative B

In addition to effects common to all alternatives, Alternatives B would have a mix of effects that would generally be considered positive on most of the Forest.

Table 3.4.3 Alternative B: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.	0	0	16	0	0	91
Vernal R.D.	0	7	32	1	8	177
Roosevelt-Duchesne N.U.	1	11	11	3	0	93
Roosevelt-Duchesne S.U.	5	8	5	0		58
Forest Total	**6**	**26**	**64**	**4**	**8**	**419**

Flaming Gorge Ranger District: Alternative B would have positive effects, including the reduction of the area available for dispersed camping, clarified restrictions to motorized travel on unauthorized routes, and the change in travel from Proposal 1005 from a motorized trail to a non-motorized trail in Roadshed Potential Wilderness Area (401007).

Vernal Ranger District: Wilderness attributes would be maintained across most of the areas if Alternative B were selected. The designation of motorized routes, the removal of the hatched travel area designations, and restriction of dispersed camping to 150 feet from designated routes would neutralize ongoing effects to wilderness attributes. The exception would be from Proposal 2350, as described in effects common to all action alternatives. In Ashley Gorge potential wilderness area (401201) the closure of seven miles of ATV trails would improve conditions for wilderness attributes of manageability and opportunities for solitude by reducing motorized effects and potential boundary conflicts.

Roosevelt Duchesne Ranger District North Unit: There are several proposals for designation of motorized trails open to all vehicles and for ATVs (trail vehicles) across the areas. Effects from Alternative B are more varied between potential wilderness areas in this unit. Like the other parts of the

Forest, new dispersed camping restrictions would have positive effects. In individual areas the effects are of proposals are mostly positive. See the potential wilderness Appendix C for detailed effects of proposals by area.

Roosevelt Duchesne Ranger District South Unit: Most effects from Alternative B would be positive due forest-wide travel changes. An exception is proposal 4001 in the Alkali Canyon Potential Wilderness Area (401410). The proposal would designate four miles of trails open to all vehicles into a narrow are of semi-primitive non-motorized ROS, and with proposals 4002 and 4003 effectively eliminate non-motorized opportunities from the area, thereby negatively affecting wilderness attributes of solitude and primitive recreation.

Effects of Alternative C

In addition to effects common to all alternatives, Alternatives C would have a mix of effects that would generally be considered neutral in most of the potential wilderness areas.

Table 3.4.4 Alternative C: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.	0	0	16	0	0	91
Vernal R.D.	2	7	40	0	2	177
Roosevelt-Duchesne N.U.	2	15	11	2	0	93
Roosevelt-Duchesne S.U.	5	11	5	0	0	55
Forest Total	**9**	**33**	**72**	**2**	**2**	**416**

Flaming Gorge Ranger District: The effects of Alternative C would be the same as Alternative B.

Vernal Ranger District: Wilderness attributes would be maintained across most of the areas if Alternative C were selected. The designation of routes available for travel, the removal of the hatched travel area designations, and restriction of dispersed camping up to 150 feet from designated routes would neutralize or reduce ongoing effects to wilderness attributes.

Roosevelt Duchesne Ranger District North Unit: There are several proposals for new motorized trails for all vehicles and trail vehicles in the areas. Alternative C adds an addition seven trails for all vehicles to access dispersed camping areas in the potential wilderness areas. Each trail is less than .5 miles, and effects are expected to be minimal, particularly when balanced with new camping restrictions Forest-wide. Proposal 3025 would also open one mile of road that is currently closed in High Uintas B Potential Wilderness Area (401301). ROS would change from semi-primitive non-motorized to semi-primitive motorized on about 200 acres from this change, but wilderness attributes of opportunities for primitive recreation and solitude would be minimally affected due to terrain and remoteness in the area. See the potential wilderness appendix for effects of proposals by area.

Roosevelt Duchesne Ranger District South Unit: Effects from Alternative C would be the same as Alternative B in all areas except Cottonwood potential wilderness area (401407). Proposal 4006 would bisect the core of the area, and introduce new negative effects to solitude and to undeveloped character.

Effects of Alternative D

Alternative D would have the most positive effects for wilderness potential. In addition to the effects of all action alternatives, this alternative would result in the designation of the fewest motorized trails of all the alternatives in areas with wilderness potential. Wilderness attributes of solitude and primitive recreation,

and manageability would have the most positive effects; this would be true for some areas on the Vernal Ranger District and all area of the Roosevelt Duchesne Ranger District, North Unit.

Table 3.4.5 Alternative D: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.		0	16	0	0	91
Vernal R.D.	0	2	17	1	12	186
Roosevelt-Duchesne N.U.	0	0	4	8	4	93
Roosevelt-Duchesne S.U.	5	3	4	0	2	58
Forest Total	**5**	**5**	**41**	**9**	**18**	**428**

F**laming Gorge Ranger District:** Alternative D would be the same as Alternatives B, except the closure of additional ATV trails in Roadshed potential wilderness area (401107).

Vernal Ranger District: Alternative D would be best for maintaining wilderness potential across the district, and improving potential in some areas. Several fewer routes would be designated than in other alternatives. In Mount Lena potential wilderness area (401204) eleven miles of existing ATV trails would be closed and only 3 of the 5 all vehicle trails proposed in other alternatives would be available under Alternative D. Though other minor effects to wilderness attributes would remain, the reduction in motorized use would improve opportunities for solitude and primitive recreation, and would improve manageability. There would also be no new trail designations in Whiterocks potential wilderness area (401209), and wilderness attributes would be easily maintained. Effects would be similar to Alternative B in Ashley Gorge potential wilderness area (401206) due to the ATV trail closures.

Roosevelt Duchesne Ranger District North Unit: Alternative D would be best for maintaining wilderness potential across the district, and would result in improved conditions of all wilderness attributes in potential wilderness. No existing closed roads or trails would be opened, and no new motorized trails would be designated.

Roosevelt Duchesne Ranger District South Unit: Alternative D would be best for retaining wilderness potential in the south unit. Proposals 4001, 4002, and 4003 in Alkali Canyon potential wilderness area (410410) would not be implemented. Opportunities for solitude and primitive recreation attributes would not be affected in the area.

Effects of Alternative E

Alternative E would effects similar to Alternative B overall. In some areas the alternative has fewer designations of new trails for all vehicles as dispersed camping access, in addition to the effects of all action alternatives.

Flaming Gorge Ranger District: The proposals and effects of Alternative E would be the same as Alternative D.

Vernal Ranger District: The proposals and effects of Alternative E would be the same as Alternative B.

Roosevelt Duchesne Ranger District North Unit: The effects would be similar to Alternative B; most of the proposals are the same. The Alternative does offer seven fewer trails for all vehicles to dispersed camp areas, but these trails are all less than 0.5 miles; four of them are in the Big Ridge potential wilderness area (401303). The difference in effects to wilderness attributes would be negligible.

Roosevelt Duchesne Ranger District South Unit: The proposals and effects of Alternative E would be similar to Alternative B.

Table 3.4.6 Alternative E: Miles of Route Type and Motorized Status

All Potential Wilderness	Road Open	Trail All Vehicles	ATV Trail	Road Closed	Trail Closed	Non-motorized
Flaming Gorge R.D.	0	0	16	0	0	91
Vernal R.D.	0	7	33	1	8	177
Roosevelt-Duchesne N.U.	2	9	11	2	0	93
Roosevelt-Duchesne S.U.	5	6	4	0	0	58
Forest Total	**7**	**22**	**64**	**3**	**8**	**419**

3.5 Social and Economic Resources

3.5.1 Scope of the Analysis

The analysis area for economics includes Daggett, Duchesne, Summit, and Uintah Counties in Utah, and Sweetwater County in Wyoming. This is because these counties have National Forest Lands within their boundaries, and travel management proposals could have economic effects. Small parts of the National Forest also fall within Utah and Wasatch Counties in Utah. Utah and Wasatch Counties are not included in the general analysis due to the very minor role of the Forest into their overall economic profiles.

The *Draft Economic Assessment for the Ashley National Forest*, Henry Eichman, 2008, was written as a Forest-wide assessment for Forest Plan revision. The following description includes parts of that Assessment.

Estimates of the area economic contribution of the Ashley National Forest were developed with an input-output modeling tool called IMPLAN. The IMPLAN database describes the economy in 509 sectors using federal data from 2006.

The techniques and methodologies used in this analysis consider the best available science. The analysis includes a summary of credible scientific evidence which is relevant to evaluating reasonably foreseeable impacts. The analysis also identifies methods used and references the scientific sources relied on. The conclusions are based on a scientific analysis that shows a through review of relevant scientific information.

3.5.2 Issues and Indicators

3.5.2.1 Economic Issue 1

OHV opportunities on the Forest may lead to economic benefits in Manila and other parts of Daggett County if routes are available that connect communities to those OHV opportunities.

Local government within Daggett County has demonstrated a deep interest in the opportunity to link Manila to the ANF via motorized trail systems. It is believed this linkage could provide an economic opportunity for this small, isolated town, located on the edge of the Flaming Gorge. This potential is tied to the increasing popularity of OHV activities.

Indicators

- Effects to Daggett County and businesses within the county

3.5.2.2 Economic Issue 2

Travel Management has the potential to affect overall economics of communities.

Indicators

- Effects to overall economics of the area
- Effects to specific business types

3.5.3 Background:

Growth in the basin and increasing popularity of OHVs has resulted in the increased demand for OHV (all sizes) routes and opportunities. This growth and demand is expected to continue. Over an eleven year period ATV registration in the Uintah Basin has increased 616% percent. While the area receives economic benefits from the full range of recreational opportunities available on the Forest, the growth in

OHV recreation has resulted in some local businesses developing or becoming dependent on continued OHV activities for increased profits, or even for their viability.

Dispersed camping in the area most commonly includes RV use. Many RVs are sold and serviced in the local communities. There is a concern that reduction in opportunities for dispersed camping will result in fewer people participating and spending on goods and services associated with dispersed camping.

3.5.4. Management Direction

The Ashley Forest Plan, 1986 provides no specific standards regarding economics. However, page IV-56 (3.) states, as a part of "Other Management Principles and Guidelines" that "Economic analysis and the evaluation of the cumulative effects of project activities will be considered in all resource management decisions…. in accordance with the National Environmental Policy Act."

3.5.5 Affected Environment

3.5.5.1 External Influences on Economic Conditions and Contributions

Economic possibilities include many area and population characteristics. Many of these outside influences could change the outcome of implementing an alternative. The biggest effects on recreation participation and particularly on motorized trail activities, RV use, and travel are likely to come from gas prices and from other changes that are completely disconnected from travel planning or other decisions for the Ashley National Forest. Due to the complexity presented by speculations about potential changes in such variables, the analysis assumes that these factors will remain constant, and recreation preferences and participation will follow current recreation trends and predictions.

Demographic Overview

According to the US Census Bureau, populations of the states and counties and states in 2006 are:

- UTAH -2,550,063;
    - Daggett County -947,
    - Duchesne County -15,701,
    - Uintah County -27,995
- WYOMING – 515,004;
    - Sweetwater County 38,763

The counties of the area, other than Daggett, have experienced rapid growth in across economic sectors due to the oil and gas "boom". Employment in oil and gas fields has resulted in many additional new residents since 2006 as well as a large non-resident population.

3.5.5.2 Social Values

Information in the USU survey of Public Lands and Utah Communities includes a summary of how local people feel about public lands and recreational trails, and about managing off-road vehicles. The survey showed a wide range of opinions, with the balance showing that a slight majority of residents would favor additional regulations limiting motorized vehicles to designated routes in Daggett and Uintah Counties.

Table 3.5.1 shows that more people expressed a desire to see additional non-motorized trail opportunities than indicate that many of the local respondents want to see opportunities for a wide range of recreational activities. Similar data for Wyoming was not available. However, the study results documented in *Aspects of Beliefs and Values Regarding Resources and Management of the Ashley National Forest* show similarly high level of concerns for providing opportunities for many recreational activities (Executive Summary, -

V-) across counties in both Wyoming and Utah. Camping opportunities of all types are also considered important by those participating in the two reports.

Table 3.5.1 Utah State University Public Lands and Utah Communities Survey Summary (2007)

	Daggett County			Duchesne County			Uintah County		
Type of use/ activity	Reduce	Neutral	Increase	Reduce	Neutral	Increase	Reduce	Neutral	Increase
Developing trails for off-highway motorized recreation	32.5%	37.5%	30.0%	30.1%	57.9%	32.0%	17.4%	38.6%	44.0%
Developing trails for hiking, biking, and other non-motorized recreation	10.0%	42.5%	47.5%	10.6%	46.1%	43.3%	8.3%	44.9%	46.8%
Regulations that require motorized vehicles to stay on designated trails	5.0%	50%	55.0%	9.7%	40.8%	49.5%	13.5%	40.6%	45.9%
Regulations that limit levels of noise and emissions from snowmobiles and ATVs	15.4%	38.5%	46.1%	16.2%	38.6%	45.4%	21.1%	36.7%	42.2%

3.5.5.3 Recreation Activity Participation on the Ashley National Forest

Two surveys provide information on recreation use for the Ashley National Forest and for all public lands in Utah. National Visitor Use Monitoring (NVUM) data collection and surveys, used for the above analysis, were completed for the Ashley National Forest from October 2000 through September 2001. The results were compiled as *National Visitor Use Monitoring Results*, August 2002, USDA Forest Service, Region 4, Ashley National Forest. Utah State University completed a survey, *Public Lands and Utah Communities*, in 2007. The survey responses include participation in specific recreational activities on public lands within the last year. The responses from the three Uintah Basin counties were considered, along with NVUM data, to draw the following conclusions about recreation uses on the Ashley National Forest.

- The majority of the respondents to both surveys said that pleasure driving, and viewing scenery, wildlife, and other natural and historic features were a part of their activities. Camping, fishing, and gathering with family or friends for picnics or to escape their normal routine were also among the top reported activities.
- The survey data shows many visitors participating in motorized and non-motorized trail activities, and indicates growth in participation rates in motorized trail activities over the last several years.
- The NVUM report shows a high level of visitor satisfaction with recreation facilities and conditions of the natural environment on the Ashley National Forest.
- The NVUM report shows that few visitors to the Forest felt crowded. Most visitors were comfortable with the number of other visitors they encountered, and many said hardly anyone else was there.

The counties within the analysis area and Utah have experienced rapid population growth over the last several years, and that growth is expected to continue. According to the *Ashley National Forest Draft Recreation Assessment*, 2008, the number of recreation visits to the Forest is expected to increase between 15 and 30 percent over the next 15 years. Participation in motorized travel activities is expected to increase more rapidly than participation in other activities.

3.5.5.4 Community Economics and ANF Recreation

According to IMPLAN models, recreation represents 75 and 62 percent, respectively, of employment and labor income contributions from the Ashley National Forest to the economy of the counties. Non-government revenues tied to ANF recreation include services and retail sales. Some services cater specifically to recreationists (outfitter-guides). Services such as overnight accommodations and restaurants can attribute some to most of their receipts to recreationists. Retail sales of specialized gear (i.e. fishing poles and tackle), fuel, food, and specialized vehicles (boats, camp trailers, ATVs, motorcycles and others) are the most common retail goods associated with National Forest recreation uses.

While providing recreation opportunities to local residents is an important contribution, the recreation expenditures of locals do not generally represent new money introduced into the economy. If National Forest related opportunities were not present, residents would likely participate in other locally based activities and their money would still be spent in the local economy. The contributions described above, then, do not include local recreation expenditures. The benefits of local recreation are addressed in non-economic terms in other parts of the analysis.

Daggett County, along the Flaming Gorge Reservoir, is more dependent on Ashley National Forest Recreation than any of the other counties in the project area. More than half of the residents of the county are directly dependent on the Ashley National Forest; they are employed by the Forest Service, own recreation sector dependent businesses, or work for recreation businesses.

Businesses that sell vehicles or gear specific to ATVs and/or motorcycles within all of the counties are among those who could be affected by alternatives if changes to opportunities are great enough to affect their sales.

3.5.6 Environmental Consequences

3.5.6.1 Issue 1: Effects to Daggett County and businesses within the county

Effects Common to Alternatives A and D

The administrative closure on the road from Long Park Reservoir would remain under Alternatives A and D. Hence, there would be no added positive economic effect for Daggett County.

Effects Common to Alternatives B, C and E

An administratively closed road from Long Park Reservoir to the Forest boundary on the north would be open to mixed 4WD travel under Alternatives B, C, and E. This route, if connected to Manila via other routes crossing BLM and private lands, could bring additional expenditures on services (restaurants, gas, over-night accommodations) to Manila. Though not measurable, this change would be considered a positive economic effect for Daggett County. However, the change would be too small to discern as an economic contribution to the combined county area.

3.5.6.2 Issue 2: Effects to overall economics of the area

Effects Common to All Alternatives

All of the action alternatives would prohibit motorized travel on some existing routes where motorized travel is presently occurring.

None of the alternatives are likely to change recreational opportunities enough to change number of visitors, or the number of visitors participating in activities that produce higher or lower expenditures in the area as a whole.

3.5.6.3 Community Economics and Changes to Recreation Opportunities

The data from surveys of recreation participation, expenditures, and ANF to county economic contributions has lead to the following conclusions about the potential effects of alternatives for managing routes for various modes of travel.

- Closure of routes to motorized vehicles could be considered a negative effect for area economics *if* the number of routes or miles closed reduced motorized recreational opportunities to the point that: 1) a sense of crowding would result among users and lead to lower visitor participation, and/or 2) visitors were displaced to opportunities in other counties due to the perception of inadequate adequate opportunities for motorized activities in this area.
- Adding routes for motorized vehicles would be considered a positive effect for area economics *if* the routes provided exceptional or unique opportunities sufficient to draw additional new visitors to the area, but were not extensive enough to discourage non-motorized visitors from coming to the area.
- The change in the number of visitors by type of recreation based on miles of trail types is not predictable. If the number of visitors were predictable, the differences in expenditures among types of non-snow recreation are not large enough to show any statistical difference in effects between alternatives.
- Possible effects on certain types of individual businesses in specific locations can and should be considered, but future business potential is likely more dependent on outside economic forces than on the existence or status of particular travel routes.

3.5.7 Cumulative Effects

There are no measurable effects expected. Economic effects would not be cumulative with other actions on Forest Service or other nearby lands.

3.6 Environmental Justice

3.6.1 Management Direction

Executive Order 12898 requires that federal actions address impacts to minority and low income people (environmental justice). USDA Regulations 5600-2 outlines requirements to serve environmental justice. Summarized, the regulations require specific consideration of effects to the environment and opportunities that may cause disproportionate negative effects to communities or individuals in these demographic groups.

3.6.2 Scope of the Analysis

The analysis considers people living in Daggett, Duchesne, Summit, and Uintah Counties in Utah, and Sweetwater County in Wyoming.

3.6.3 Affected Environment

Uintah and Ouray Tribal Lands are within Duchesne and Uintah Counties in Utah. Tribal members represent the largest minority population living near the Ashley National Forest. There are also Hispanic and African Americans, and people of mixed races living in these counties; most live in Vernal, Utah, and Rock Springs or Green River, Wyoming. Green River and Rock Springs, Wyoming; and Vernal, Manila, and Dutch John, Utah have fewer than the national average of households living below the poverty line. The majority of people with incomes below the poverty line are mostly found in the smaller communities and rural areas of Uintah and Duchesne County; Fort Duchesne, Duchesne, Whiterocks, and others between Highway 40 and the Uinta Mountains. The percentage of households with incomes below the poverty line varies between communities with 13.7 to 62 percent of household having incomes below the poverty line.

3.6.4 Environmental Consequences of Alternatives

None of the alternatives would result in changes that specifically impact minority or low income people or communities where they are concentrated.

All recreational and economic opportunities would remain available under all alternatives. None of the alternatives change the driving distance to various opportunities.

3.7 Cultural Resources

3.7.1 Introduction

Cultural resources may be identified as those resources either directly or indirectly related to the material life ways of a cultural group or groups as specified by the Code of Federal Regulations (CFR), 36 CFR 296.3. Cultural resources may refer to sites, areas, buildings, structures, districts, and objects which possess scientific, historic, and social values. The National Register of Historic Places (NRHP) Program provides eligibility criteria to help federal agencies determine the significance of cultural resources and subsequent management guidance.

Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 USC 470 et. Seq.) and its implementing regulations (36 CFR 800) require a specific evaluation process which is separate and distinct from the processes required by the National Environmental Policy Act (NEPA). The NEPA analysis can be combined with the NHPA analysis; however final compliance with each law is a distinct process. Completion of NEPA does not equate to completion of NHPA. Consequently, the fulfillment of the NHPA process (also called the Section 106 process) requires specific steps which must be fulfilled before proposed routes or route changes can be authorized and added to the Motor Vehicle Use Map (MVUM).

The cultural resource review required by the NHPA includes several steps which are outlined in 36 CFR 800. The steps include: 1) identification efforts; 2) evaluation for National Register of Historic Places (NRHP) eligibility; 3) determination of effects; and 4) resolution of adverse effects (if any). All steps include consultation with the Utah State Historic Preservation Officer and concerned tribes.

Nature of Potential Effects to Cultural Resources

Cultural resources are sensitive and irreplaceable resources that can be affected by a variety of activities and actions. The value of a cultural resource is intrinsic and relates to the educational, historical, cultural, aesthetic, and architectural properties of the resource. The proposed action has the potential to affect cultural resources in a variety of ways.

1. Road and trail construction activities have the potential to disturb, destroy, and adversely affect cultural resources.
2. Creation and use of unauthorized routes can introduce ground disturbances in the form of road swells and tire tracks that have the potential to disturb, destroy, or adversely affect cultural resources.
3. Creation and use of unauthorized routes can reduce vegetation and increase natural erosion which has the potential to disturb, destroy, or adversely affect cultural resources.
4. Creation of unauthorized routes facilitates access to otherwise remote locations containing cultural resources - thus increasing potential for vandalism and unauthorized collection of artifacts.

Dispersed camping activities associated with roads and trails have the potential to affect cultural resources in the following ways:

1. Dispersed camping activities often reduce vegetation cover and increases natural erosion which has the potential to disturb, destroy, or adversely affect cultural resources.
2. Dispersed camping activities often include ground disturbing actions, such as: excavation of fire pits, excavation of latrines, excavation for site landscaping, etc. Ground disturbing activities have the potential to disturb, destroy, or adversely affect cultural resources.

3.7.2 Scope of the Analysis

The scope of analysis for this project includes all National Forest System land within the Ashley National Forest administrative boundary. The Area of Potential Effects of the proposed undertaking (pertaining to Section 106 of the NHPA) includes all newly designated routes, all changed routes, and a 150 foot (50 m) buffer on each side of all new or changed routes. The APE is based upon the route locations and the associated dispersed camping areas.

The techniques and methodologies used in this analysis consider the best available science. The analysis includes a summary of credible scientific evidence which is relevant to evaluating reasonably foreseeable impacts. The analysis also identifies methods used and references the scientific sources relied on. The conclusions are based on a scientific analysis that shows a through review of relevant scientific information.

3.7.3 Issues and Indicators

3.7.3.1 Cultural Resource Issue 1 (Directly affected cultural resource sites)

Designating new routes for motor vehicle use may result in adverse effects to cultural resources. Effects are a result of motor vehicle use, road construction, and road maintenance on cultural resource sites. Direct effects may occur when a designated route intersects with a cultural resource site.

Indicators

- Number of cultural resource sites *directly* affected by designated routes.

3.7.3.2 Cultural Resource Issue 2 (Indirectly affected cultural resource sites)

Designating new routes for motor vehicle use may increase access to cultural resource sites. Increased access to cultural resource sites may lead to adverse effects, such as vandalism, unauthorized collecting, and increased erosion. Designating new routes also increases the number of cultural resources adversely affected by dispersed camping activities (excavation of fire pits, excavation of latrines, excavation for site landscaping, etc.). Indirect effects may occur when designated routes are within 150 feet of a cultural resource site.

Indicators

- Number of cultural resources sites *indirectly* affected by designated routes.

3.7.4 Management Direction and Other Laws or Guidance

3.7.4.1 Forest Service Manual

The Forest Service Manual (FSM) 2360 – Heritage Program Management contains the Forest Service's policies for cultural resources. Sections of several other manuals and handbooks also cover aspects of cultural resource management, including *Forest Service Handbook (FSH) 1909.15- Environmental Policy and Procedures, Chapter 60.1, Physical Factors,* which provides guidance on cultural resources including archeological, historical, and architectural resources.

3.7.4.2 Standards and Guidelines

The Land and Resource Management Plan for the Ashley National Forest (USDA Ashley National Forest 1986:IV-20) identifies standards and guidelines that relate to cultural resources within the Forest. The following management direction applies to the route designation process:

- Conduct cultural resource surveys prior to any agency undertaking which could affect significant cultural values.

- Evaluate and identify sites for nomination to the National Register.
- Develop and implement a plan for the interpretation, protection, maintenance, and/or mitigation of known significant cultural resources sites.
- Coordinate management of cultural resources with the State Historic Preservation Office and others as needed.
- Prevent damage to any significant cultural site. (USDA Ashley National Forest 1986:IV-20).

Cultural resources are individually unique and non-renewable resources. Numerous Federal laws and policies govern their management and protection including: the Antiquities Act of 1906 as amended [16 USC 431-433], the Historic Sites Act of 1935 as amended[16 USC461-467], the National Historic Preservation Act of 1966 as amended (NHPA)[16 USC 470 et seq.], the Archaeological and Historic Preservation Act of 1974 as amended [16 USC 469-469c-2], the Archaeological Resources Protection Act of 1979 as amended (ARPA)[16 USC 470aa-mm], and the Native American Graves Protection and Repatriation Act of 1990 as amended (NAGPRA)[25 USC 3001 et seq.].

Section 106 of the National Historic Preservation Act of 1966 (NHPA) and the Act's implementing regulations (36 CFR Part 800) require that federal agencies take into account the effect of their undertakings on Historic Properties and that agencies provide the Advisory Council on Historic Preservation (ACHP) or State Historic Preservation Officer (SHPO), and the relevant American Indian Tribes, an opportunity to comment on those undertakings.

In regards to travel management planning, the following categories of proposals are considered "undertakings" with the potential to affect Historic Properties, triggering evaluation under Section 106 of NHPA, 36 CFR Part 800:

- Construction of a new road or trail;
- Authorization of motor vehicle use on a route currently closed to public use;
- Formal recognition of unauthorized routes as authorized, by designating routes open to motor vehicles.
- Change in use (including administrative use) of authorized routes.

Specific routes which are determined to be "undertakings" will be reviewed for their potential to affect cultural resources. Cultural resource review includes identification efforts to determine if cultural resources will be affected, evaluation of the cultural resources to determine historic significance based on National Register of Historic Places (NRHP) criteria, determination of the level of effects on NRHP eligible "Historic Properties," and proposed methods to resolve the adverse effects on the properties.

Ashley National Forest is in the process of completing consultation required by 36 CFR 296.7 and 36 CFR 800 Section 101(d)(6)(B). The Forest is consulting with the Ute Tribe and the Eastern Shoshone Tribe regarding potential effects to historic properties which are of significance to the Tribes. Consultation with the Tribes will be conducted in a manner befitting the Government-to-Government relationship between federal agencies and Native American Tribes as required by Executive Order 13084, legal agreements, federal treaties, and case law.

The Forest intends to fulfill obligations required by Section 106 of the NHPA by using the standard Section106 process as outlined in 36 CFR 800. Because of the variety of routes in the five alternatives, the Forest will use a phased process to conduct identification and evaluation efforts as authorized by 36 CFR 800.4(b)(2). The Forest outline the proposed process in a report sent to the Utah SHPO, Wyoming SHPO, Ute Tribe, and Eastern Shoshone Tribe in March of 2009. The Utah SHPO and Wyoming SHPO agreed with the Forest's planned phased approach for identification and evaluation during the project. The phased review will consider the effects of the project as a whole but will make individual determinations of effect of routes in phased groups as described below.

Section 106 review of the Forest's Travel Management Plan includes the review of proposed routes which have the potential to affect cultural resources. Phase 1 of the review process has been completed and is a general analysis of cultural resource issues for use in the NEPA Environmental Impact Statement (EIS). This phase also includes initial consultation with NHPA consulting parties.

Phase 2 of the project will make a determination of effect for those proposed routes that will have "No Adverse Effect" on Historic Properties or where there will be "No Historic Properties Affected" as defined in 36 CFR 800.4 and 36 CFR 800.5. The Phase 2 report will be sent to the Wyoming SHPO, the Utah SHPO, the Ute Tribe, and the Eastern Shoshone Tribe for review prior to the Forest designating any proposed routes as open.

Phase 3 of the project will include identification efforts of the remaining proposed routes on the Forest and will include review of the cultural resource concerns of those routes. The Forest will make a determination of effect for the remaining proposed routes in accordance with 36 CFR 800. Proposed routes with a determination of "No Adverse Effects" or a determination of "No Historic Properties Affected" will be included in a Phase 3 report. The Phase 3 report will be sent to the Wyoming SHPO, the Utah SHPO, the Ute Tribe, and the Eastern Shoshone Tribe for review prior to the Forest designating any of the remaining proposed routes as open.

Phase 4 of the project will involve the review and resolution of adverse effects to those routes which have a potential to adversely affect cultural resources. During this phase, the Forest will consult with the appropriate SHPO and Indian Tribe to resolve adverse effects of individual proposed routes and affected cultural resource sites. Proposed routes with cultural resource concerns cannot be designated open until the potential adverse effects to the sites have been resolved as required by 36 CFR 800.6.

3.7.5 Affected Environment

The affected environment includes all cultural resources which could be potentially affected by the proposed action. Cultural resources are defined as "an object or definite location of human activity, occupation, or use. Cultural resources are prehistoric, historic, archaeological, or architectural sites, structures, places, or objects and traditional cultural properties." (Cultural resources include objects, materials, sites, and structures from all periods of time, from prehistory to present day. The types of cultural resources on the Ashley National Forest are directly related to the prehistory and history of the area and the associated activities and material remains from each period.

Current Authorized Motorized Routes

Ashley National Forest has approximately 1955 miles of currently authorized motorized routes under the current Ashley National Forest travel management plan (including 90 miles of administratively closed roads). Vernal Ranger District also has 368 miles of undesignated routes in the hatched travel area that are authorized under the current travel rules. These authorized roads potentially affect 444 cultural resource sites throughout the Forest (including 299 directly affected sites and 145 indirectly affected sites). However, the effects to cultural resources from continued use of existing authorized routes will not be evaluated in this analysis.

The 2005 Rule indicates that existing authorized routes which were designated under previous decisions will not require a review under the current proposed Forest Travel Plan. Travel Rules in CFR 212.50 state that "the responsible official may incorporate previous administrative decisions regarding travel management made under other authorities, including designations and prohibitions of motor vehicle use in designating National Forest System roads…" Consequently, existing authorized routes without anticipated changes will not be reviewed under the current NEPA document.

Unauthorized Routes

Additionally, about 1078 miles of unauthorized routes (traces, tracks, incompletely obliterated project roads, one-time fire or special use access, etc.) have been identified through digital orthophotos and infra red photography.

3.7.6 Environmental Consequences

3.7.6.1 Effects Common to All Action Alternatives

Current Authorized Motorized Routes

The continued use of authorized routes will be common in all of the Action Alternatives and will potentially affect 444 cultural resource sites throughout the Forest (including 299 directly affected sites and 145 indirectly affected sites).

Maintenance of Authorized Routes

All currently authorized routes and proposed routes will be subject to road and trail maintenance. Maintenance activities could include repairing erosion, adding fill, hardening of trail with gravel or rock, and removal of vegetation.

Unauthorized Routes

Use of motorized travel on undesignated routes would be prohibited under all alternatives. However such use may continue illegally and would continue to potentially affect cultural resources.

Signed Identification of all Authorized Routes

Implementation of the Travel Rule which prohibits cross country motorized travel, and closes all routes not specifically signed as open for public use, will benefit cultural resources by significantly reducing the potential for inadvertent damage to sites by motor vehicle use on undesignated routes. Vandalism to sites may also be reduced because access to sensitive cultural resource sites can be limited. These beneficial effects will occur regardless of the Alternative.

Accuracy of the Data and Analysis

Only a portion of newly proposed routes have been surveyed for cultural resources prior to the preparation of the Draft EIS. Subsequently, the conclusions offered for each alternative are based upon incomplete data and may not be fully accurate. Each alternative is discussed using available cultural resource information. Conclusions are based upon the assumption that the available data is a statistically accurate representation of the cultural resources across the Forest as a whole.

NHPA Review

The limited survey data is sufficient for the NEPA analysis portion of the Travel Management Plan, but not for fulfillment of NHPA requirements. Prior to authorization and opening of a route for motorized access, all routes will undergo a cultural resource review and be subject to cultural resource identification and review procedures (as outlined in 36 CFR 800). Subsequent identification efforts and review under NHPA will be a requirement under all alternatives except the No Action Alternative.

Resolution of Adverse Effects

Measures to avoid, minimize, or mitigate adverse effects are intended to reduce the adverse effects to a site, or to offset the adverse effects on one site by acting to achieve beneficial effects to another site elsewhere, or to collect scientific data allowing interpretation of a site. Resolution measures could include closing routes, recovering archaeological data by excavating sites, avoiding sites, or providing public education products that provides in depth information about the resources that will be affected. Numerous

resolution measures are available and the Forest is required to consult with the State Historic Preservation Officer and concerned tribes to determine appropriate mitigation plans.

During the review process for the proposed alternatives, some routes were located in areas with so many cultural resource concerns that they were dropped from consideration in all alternatives because the anticipated mitigation measures would have been unfeasible or unattainable.

Cultural Resource Site Monitoring

In some situations where indirect effects may potentially affect a site, the Forest may develop a site monitoring plan assess the effects. This option would be adopted for the cultural resources sites with anticipated effects from the proposed alternatives. Ashley National Forest would select a sample of sites eligible for the National Register of Historic Places that are within 30 meters (100 feet) of designated routes to be monitored periodically to determine if adverse effects related to travel route designation are occurring. If the condition of a particular site is found to have significant deterioration due to travel route designation, resolution of the adverse effects will be conducted.

3.7.6.2 Direct and Indirect Effects

Alternative A - Current Condition

Ashley National Forest currently has a total of 1989 miles of authorized motor vehicle routes on the Forest. Authorized routes include all National Forest System Roads both open and closed as well as undesignated routes within the hatched travel area on the Vernal Ranger District. Currently, 1085 miles (55%) of the existing authorized motor vehicle routes have been surveyed for cultural resources. There are 299 known cultural resource sites directly affected and 145 known sites indirectly affected by currently authorized routes for a total of 444 sites affected by current authorized routes. In addition, because only 55% of the route miles have been surveyed for cultural resources, there are likely to be more undocumented cultural sites that are being affected by currently authorized routes.

Existing unauthorized motor vehicle routes may continue to be used, causing adverse effects to cultural resources. Continued use of undesignated routes within the hatched travel areas on the Vernal Ranger District would continue to affect cultural resources. Protection of cultural resources in those areas would be insufficient because undesignated trails are inherently difficult to control or management.

Alternative B – Preferred Alternative

Alternative B is the agency's initial proposed action. Alternative B provides for 1724 miles of motorized routes. Approximately 246 miles (68%) of the newly proposed or changed routes will require further cultural resource review. A total of 55 known cultural resource sites would be affected (35 directly and 20 indirectly) by the newly proposed or changed routes. In addition, because 68% of the route miles will require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are unauthorized or undesignated routes that currently exist on the ground. However; five of the proposed routes would require new construction. Proposals 1017.2, 1011.2,

2144, 3013, and 2130.2 would require moderate to extensive construction totaling approximately three miles to create the proposed motorized trails for ATVs.

Alternative C

Alternative C would increase motorized routes for public use. This alternative contains the largest quantity and length of motorized routes for public use.

Alternative C provides for 1755 miles of motorized routes. Approximately 263 miles (68%) of the newly proposed or changed routes will require further cultural resource review. A total of 60 known cultural resource sites would be affected (38 directly and 22 indirectly) by the newly proposed or changed routes. In addition, because 68% of the route miles will require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are unauthorized or undesignated routes that currently exist on the ground. However; six of the newly proposed routes will require new construction to establish the routes. Routes 1017.2, 1011.2, 1248.2, 2144, 3013, and 2130.2 are new routes that will require moderate to extensive construction totaling approximately three miles to create the proposed motorized trails for ATVs.

Alternative D

Alternative D proposes to increase the ratio of non-motorized routes to motorized routes. This alternative contains the least motorized access.

Alternative D provides for 1,607 miles of motorized routes. Approximately 186 miles (80%) of the newly proposed or changed routes would require further cultural resource review. A total of 36 known cultural resource sites would be affected (22 directly and 14 indirectly) by the newly proposed or changed routes. In addition, because 80% of the route miles would require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are unauthorized or undesignated routes that currently exist on the ground. However, one of the newly proposed routes will require new construction to establish the route. Proposal 2144 would require moderate to extensive construction to create 0.36 miles of motorized trail for ATVs.

Alternative E

Alternative E proposes to blend a mixture of both non-motorized routes and motorized routes in an effort to proved increased broader access for the public.

Alternative E provides for 1,702 miles of motorized routes. Approximately 243 miles (74%) of the newly proposed or changed routes will require further cultural resource review. A total of 51 known cultural resource sites would be affected (33 directly and 148 indirectly) by the newly proposed or changed routes. In addition, because 74% of the route miles will require cultural resource identification efforts, additional cultural resource sites may be present along routes which have not yet been reviewed for cultural resources. Newly designated or NFS routes on which the motorized use would be changed, that have not previously been reviewed for cultural resources will require appropriate identification efforts and review. All NRHP eligible sites (both previously known and newly encountered) which could be directly or indirectly affected by proposed routes would require a review of potential effects. When potential effects are identified for a cultural resource site, those effects would need to be resolved prior to authorization and placement of the specific route on the Motor Vehicle Use Map (MVUM).

Designated routes which would not affect NRHP eligible cultural resources would be authorized for use and placed on the Motor Vehicle Use Map (MVUM) once the cultural resource review is complete.

The majority of the proposed routes are user-created routes that will change from unauthorized routes to authorized routes. Five of the newly proposed routes will require new construction to establish the routes. Routes 1017.2, 1011.2, 2144, 3013, and 2130.2 are new routes that will require moderate to extensive construction to create the roadway for vehicle use.

3.7.6.3 Cultural Resource Conclusions

The proposed action has the potential to cause an adverse effect on cultural resources under any of the alternative proposals. Each proposed alternative would have a different level of potential effects. Alternative D would have the potential to affect the least number of cultural resources. Alternative C would have the potential to affect the greatest number of cultural resources through new or changed routes. Adverse effects to cultural resources resulting from the selected alternatives would require a resolution of adverse effects in consultation with the State Historic Preservation Officer (SHPO) and concerned Tribes.

The Forest intends to fulfill obligations under 36 CFR 800 by using the standard Section106 process through a phased approach. The phased review will consider the effects of the project as a whole but will make a separate determination of effect for each route. For details on the phased approach see the Cultural Resource Report available in the Project Record.

As NHPA requirements are completed for specific road segments, they will be opened for public use and added to the MVUM. Because of time restraints and available funding to complete NHPA requirements, some newly designated routes authorized under this NEPA document may not be authorized for public use for several years because of cultural resource mitigation needs.

Tables 3.7.1 through 3.7.3 compare motorized route mileages, the miles of cultural resource survey needed for new or changed motorized routes, and the approximate number of cultural resource sites which would be affected by designation of new routes or changing motorized use of NFS routes on the Forest by Alternative. Table 3.7.4 gives a summary of the potential effects to cultural resources by Alternative. The tables are intended to provide an easy overview comparison of the effects of each Alternative on Cultural Resources. Similar tables have been prepared for each alternative and provide a breakdown of the same data by districts and can be found in the Cultural Report available from the Project Record.

Table 3.7.1 Miles of Motorized Routes on the Ashley National Forest by Alternative					
Miles of Routes	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Miles of **newly designated or changed use NFS routes** Proposed for each Alternative*	N/A	357	382	232	328
Miles of **Unchanged Existing Authorized Motorized Routes** Proposed for each Alternative	N/A	1348	1349	1353	1349
Total Miles of Authorized Motor Routes Proposed for Each Alternative (Both New and Existing routes)*	1955†	1705	1731	1585	1677

* Includes administratively closed roads † Alternative A includes 368 miles of undesignated routes in the Vernal hatched travel area.

Table 3.7.2 Miles of Designated Routes Requiring Cultural Resource Review					
Cultural Resource Review	**Alternative A**	**Alternative B**	**Alternative C**	**Alternative D**	**Alternative E**
Approximate Miles of New or Changed Motorized Routes which require a **Cultural Resource Review**	N/A	246	263	186	243

Table 3.7.3 Number of Known Eligible Sites Affected						
Cultural Resource Sites		**Alternative A**	**Alternative B**	**Alternative C**	**Alternative D**	**Alternative E**
Approximate Number of Known Eligible** Sites Affected by New or Changed Motorized Routes by Alternative	**Directly** Affected	N/A	35	38	22	33
	Indirectly Affected	N/A	20	22	14	18
	Total Affected	N/A	55	60	36	51

** Includes known sites listed on the NRHP, as well as sites determined eligible for the NRHP, and sites still unevaluated for the NHRP. Because many of the routes are not yet surveyed for cultural resources, these numbers are likely to increase as identification efforts proceed.

Table 3.7.4. Summary of Potential Effects to Cultural Resources by New or Changed Motorized Routes (by Alternative)

Indicator	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Quantity of Cultural resources to be potentially adversely affected – potential for resolution of the adverse effects.	No new adverse effects.	High number of potential adverse effects – most effects can be resolved	Highest number of Potential adverse effects – some effects can be resolved	Lowest number of potential adverse effects – most effects can be resolved	Moderate number of potential adverse effects – most effects can be resolved

Regardless of the Alternative selected, the Forest will be required to find ways to resolve any adverse affects to NRHP eligible cultural resources. Most of the adverse effects under each alternative can be resolved, but unfortunately all potential effects cannot be completely avoided in any of the proposed alternatives. Because cultural resources are non-renewable and are individually unique, they are limited in number. Adverse effects to cultural resources are permanent, irreparable, and incalculable. Alternative D will cause the least number and lowest level of adverse effects to cultural resources and is therefore the preferred alternative for cultural resource protection.

3.7.8 Cumulative and Inadvertent Effects

Cumulative and inadvertent effects to cultural resources relate to unplanned effects resulting from multiple activities across time and space. Under Alternative A, cumulative effects from dispersed camping would continue within a 300 foot radius on each side of authorized roads. Additionally, because the Forest does not have a clear method to indicate which routes are authorized, the public will continue to use unauthorized routes, potentially affecting cultural resources on those routes.

Under Alternatives B, C, D and E, cumulative effects to cultural resources may result from dispersed camping within a 150 foot of authorized routes. Dispersed camping opportunities pose a concern because of the potential for site specific damage to cultural resources and unauthorized collection. Under Alternative B, C, D, and E the effects from dispersed camping would be less than Alternative A (present condition) because dispersed camping would be reduced from 300 to 150 feet from designated routes. In addition, under Alternatives B, C, D, and E, motorized travel on undesignated routes in the hatched travel area would not be permitted.

3.9 Short-Term Uses and Long-term Productivity

NEPA requires consideration of "the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity" (40 CFR 1502.16). As declared by the Congress, this includes using all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans (NEPA Section 101).

Allowing continued motorized travel within the hatched travel area (Alternative A) allows motor vehicle use to occur over the largest possible area in the short term. However, as detailed in the effects analysis contained in this chapter, long-term productivity would be harmed. Impacts would occur to wildlife, soils, fish, Cultural, and vegetation. All of the action alternatives reduce resource impacts although to differing degrees.

Since Forest Service Manual Direction requires annual updates of the motor vehicle use map, nothing limits future choices to meet the challenge of providing for motorized recreation while protecting resource values and other uses of the National Forest.

Wilderness potential of the areas would be most affected by Alternative A due to motorized travel off of designated routes. Motorized travel off of designated routes results in disturbance to natural systems, noise effects to remoteness, and visible effects to undeveloped character. These effects can compound over time due to continued use of undesignated routes and proliferation of routes (see section 3.1 Recreation Resources). An important part of retaining or improving wilderness potential is the restriction of motorized vehicles to designated routes forest wide, and a reduction of the areas available for dispersed camping.

3.10 Unavoidable Adverse Effects

All alternatives carry the risk that some motor vehicle users could create new routes, such as in the hatched travel area (under Alternative A) or stray off designated routes (under Alternatives A-E). Not all illegal OHV use would cause adverse resource impacts, but certainly some would. The potential for illegal use should decline with regulations that are clearer and better communicated as contained within the proposed action alternatives. Establishment of a designated road and trail system can be better signed, maintained, and managed to further reduce the potential for illegal use. However, no enforcement system is perfect, thus some violations are inevitable. While impacts from roads and motorized trails can be minimized, they cannot be eliminated.

As described in the effects analysis and Resource Specialist Reports, compared with the No Action alternative, all action alternatives reduce impacts to wildlife, soils, fisheries, plants, wilderness potential, watersheds, Cultural resources and opportunities for non-motorized recreation within the hatched travel area specifically and throughout the forest in general. The impacts are reduced because much less of the Forest would be open to motorized use under a designated route system compared with the 111,805 acre hatched travel area where motorized travel is allowed on over 368 miles of existing undesignated routes. However, where motorized routes are designated, some unavoidable effects to resource values and other forest uses would occur.

Irreversible and irretrievable commitments are limited as noted in the following section. If motorized travel continues within the hatched travel area, these areas would be increasingly less desirable for non-motorized use and they would lose some of their potential for wilderness designation and inventoried roadless character would be reduced. This condition is not irreversible but unavoidable adverse effects to non-motorized recreation and wilderness character would occur where roads and trails are designated for motorized use. This is because the longer a period of OHV use is established in an area; the harder it is to change back to a non-motorized setting.

For motorized recreation opportunities, all action alternatives carry unavoidable effects associated with restricting motor vehicle use to designated trails. This would eliminate the authorized use of undesignated routes and limit access to some locations, particularly when seasonal restrictions are in effect. This would likely require more advance trip planning, especially during the hunting season when arrangements may need to be made for retrieving game using non-motorized means.

Although all action alternatives would designate motorized trails in several potential wilderness areas; these designations are not expected to produce unavoidable effects because they all follow routes already on the ground. Further, if the designations result in unacceptable effects to resources, the routes can be closed later date.

There would be no unavoidable adverse effects on fisheries or other aquatic resources. Analysis indicates that all of the action alternative would improve conditions and reduce potential impacts to fisheries habitat, cutthroat trout populations, and macroinvertebrates. The implementation of any of the action alternatives would not result in an adverse or significant effect on fisheries or other aquatic resource.

3.11 Irreversible and Irretrievable Commitments

Irreversible commitments of resources are those that cannot be regained, such as the extinction of a species or the removal of mined ore. Irretrievable commitments are those that are lost for a period of time such as the temporary loss of timber productivity in forested areas that are kept clear for use as a power line rights-of-way or road.

Changing area and trail designations from motorized to non-motorized or vice versa is not considered irreversible or irretrievable because the trails and roads would create linear features that are not permanent scars on the landscape. The Forest could always change the designations in the future or implement projects to revegetate these routes and areas. No irreversible or irretrievable effects to motorized recreation are anticipated due to the ability to update the motor vehicle use map annually, allowing correction of significant problems that emerge

The construction of approximately three miles of new routes would decrease soil productivity where new construction takes place. Proposals 1011.2, 1017.2, 1248.2, 2129, and 3013 are new routes that would require approximately three miles of construction.

Soil productivity is described as the “the inherent capacity of a soil under management to support the growth of specified plans, plant communities, or a sequence of plant communities” (R4 Supplement FSH 2509.18). Roads remove organic matter, alter soil properties, change the microclimate and accelerate erosion. Roads can concentrate, divert and intercept water flow from rainfall and subsurface flows affecting the hydrologic function of an area (Gucinski, et al, 2000) (Ouren, et al, 2007). There would be no irreversible commitments to wildlife among the action alternatives. There may be some irretrievable commitments to wildlife as some wildlife habitat would be affected among the action alternatives. However, the amount of this affected habitat would be negligible in comparison to the amount of habitat that is on the Forest, and therefore would not adversely affect wildlife.

No irreversible or irretrievable comments of economic resources would be expected to water resources.

No roads are proposed within the roadless areas and motorized trails are neither an irreversible or irretrievable commitments of roadless resources.

The implementation of any of the action alternatives would not result in an adverse or significant effect on fisheries or other aquatic resources and there would be no irreversible or irretrievable commitments of fisheries or aquatic resources for any of the action alternatives associated with this proposed project (see the Aquatic Resources Specialist Report available from the Project Record).

3.12. Cumulative Effects

As defined by Council on Environmental Quality (CEQ) regulations, cumulative impacts result from the incremental impacts of an action when added to past, present, and reasonably foreseeable future actions, regardless of whom takes the action (40 CFR §1508.7). Concurrently, the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884) (ESA) defines cumulative impacts as effects of future State or private activities, not involving Federal activities, that are reasonably certain to occur within the action area of the Federal action subject to consultation (50 CFR §402.02).

Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time. This chapter discusses cumulative impacts as the incremental effect to specific resources or issues that would occur from the Proposed Action, in conjunction with other cumulative actions.

3.12.1 Past and Present Actions

In order to understand the contribution of past actions to the cumulative effects of the proposed action and alternatives, this analysis relies on current environmental conditions as a proxy for the impacts of past actions. This is because existing conditions reflect the aggregate impact of all prior human actions and natural events that have affected the environment and might contribute to cumulative effects.

This cumulative effects analysis does not attempt to quantify the effects of past human actions by adding up all prior actions on an action-by-action basis. There are several reasons for not taking this approach. First, a catalog and analysis of all past actions would be impractical to compile and unduly costly to obtain. Current conditions have been impacted by innumerable actions over the last century (and beyond), and trying to isolate the individual actions that continue to have residual impacts would be nearly impossible. Second, providing the details of past actions on an individual basis would not be useful to predict the cumulative effects of the proposed action or alternatives. In fact, focusing on individual actions would be less accurate than looking at existing conditions, because there is limited information on the environmental impacts of individual past actions, and one can not reasonably identify each and every action over the last century that has contributed to current conditions. Additionally, focusing on the impacts of past human actions risks ignoring the important residual effects of past natural events, which may contribute to cumulative effects just as much as human actions. By looking at current conditions, we are sure to capture all the residual effects of past human actions and natural events, regardless of which particular action or event contributed those effects. Third, public scoping for this project did not identify any public interest or need for detailed information on individual past actions. Finally, the Council on Environmental Quality issued an interpretive memorandum on June 24, 2005 regarding analysis of past actions, which states, “agencies can conduct an adequate cumulative effects analysis by focusing on the current aggregate effects of past actions without delving into the historical details of individual past actions.”

The cumulative effects analysis in this EIS is also consistent with Forest Service National Environmental Policy Act (NEPA) Regulations (36 CFR 220.4(f)) (July 24, 2008), which state, in part:

> “CEQ regulations do not require the consideration of the individual effects of all past actions to determine the present effects of past actions. .. With respect to past actions, during the scoping process and subsequent preparation of the analysis, the agency must determine what information regarding past actions is useful and relevant to the required analysis of cumulative effects. Cataloging past actions and specific information about the direct and indirect effects of their design and implementation could in some contexts be useful to predict the cumulative effects of the proposal. The CEQ regulations, however, do not require agencies to catalogue or exhaustively list and analyze all individual past actions. Simply because information about past actions may be available or obtained with reasonable effort does not mean that it is relevant and necessary to

inform decisionmaking. (40 CFR 1508.7)" For these reasons, the analysis of past actions in this section is based on current environmental conditions.

3.12.2 Foreseeable Future

Currently there are approximately 400 oil and gas wells, 75 wind energy turbines comprising one (1) wind energy farm, and one (1) transmission power line proposed on the Forest.

To estimate surface disturbance for associated 30 foot wide access roads for oil and gas, wind energy farms, transmission power lines, communication sites, and alternative energy development that may be proposed on the Forest in Daggett, Duchesne, and Uintah Counties in Utah, and Sweetwater County in Wyoming, the following assumptions have been applied:

- Surface disturbance for an access road, assuming 0.2 mile/oil and gas well: 0.73 acres/oil and gas well (per well is overestimated because it assumes one 30 foot wide access road per well. In some cases, two or more wells may be drilled from a single well pad (i.e., directional drilling on a skid may be utilized);
- Surface disturbance for an access road, assuming 0.5 mile/wind energy farm: 1.82 acres/wind energy farm;
- Surface disturbance for an access road, assuming 0.2 mile/transmission power line: 0.73 acres/transmission power lines;
- Surface disturbance for an access road, assuming 0.5 mile/communication site: 1.82 acres/communication site;
- Surface disturbance for an access road, assuming 0.2 mile/alternative energy source: 0.73 acres/alternative energy source.

Hazard tree Removal

Vernal

Hazardous fuels reduction treatments on approximately 138 acres in lodgepole pine stands in the vicinity of the East Park Campground

Roosevelt/Duchesne Ranger District

Hazard tree removal on seventeen developed recreation and administrative sites on the Roosevelt-Duchesne Ranger District. The sites are located in the Duchesne River, Rock Creek, Lake Fork, Yellowstone River, Uinta River, and Pole Creek drainages of the District

Recreation

Flaming Gorge Ranger District

4.3 acre parking area a permanent part of the marina permit and allow Cedar Springs Marina to maintain the parking area, remove and spray for weeds and vegetation, improve parking area drainage, grade surface, gravel surface where needed, and install one RV hookup for a camper RV that would house security personnel in the summer months.

Construct a 15 acre RV Park next to the existing Lucerne Marina The total number of sites planned for this area is 111 RV units.

Vernal Ranger District

Designate an official trailhead for the Dry Fork Flume Trail, and (2) to reroute the Flume trail and add new segments, so that it becomes one continuous route that does not require shared mixed use with the Red Cloud Loop Scenic Backway.

Reroute approximately 1/3-mile of motorized Forest system trail 1196. The East Galloway Trail 1196 is part of the Outlaw ATV Trail and is located south of the Red Cloud Loop National Scenic Backway, between Trout Creek Guard Station and Oaks Park Reservoir.

Fuels reduction and Vegetation Treatments

Flaming Gorge Ranger District

Reduce hazardous fuels within the Wildland Urban Interface (WUI) on approximately 345 acres within and adjacent to the Cedar Springs and Deer Run Campgrounds and 199 acres within the Mustang Ridge Campground areas.

Bighorn sheep habitat improvement project which includes lopping and scattering the juniper on some slopes along the Flaming Gorge Reservoir, followed one year later with prescribed burning.

V*ernal Ranger District*

Little Elk Summit Fuel Reduction

North Flank Vegetation Management Project - 98 acres commercial harvest, 412 acres stand improvement, 4,100 acres prescribed burning.

Salvage

Flaming Gorge Ranger District

North Flank Vegetation Management Project - Commercial salvage of 1,296 acres,

Summit Springs commercial salvage of approximately 201 acres of dead and dying conifers

Roosevelt/Duchesne Ranger District

Salvage timber harvest of fire-killed and dying trees from a 225-acre burn area on Pole Mountain.

3.12.3 Cumulative Effects

Wildlife: Because of the small amount of wildlife habitat actually affected among action alternatives, cumulative effects from other activities combined with proposed changes to the Travel Plan under the alternatives would not adversely affect wildlife. For a detailed discussion of cumulative effects see the Wildlife Report available in the Project Record.

Wilderness Potential: Most of the South Unit of the Roosevelt-Duchesne Ranger District is covered by oil and gas leases. NEPA and exploration are occurring within the unit. Developments are most likely in the near future in the Sowers Canyon, Nutters Canyon, and Alkali Canyon parts of the unit. Developments would likely result in a developed or altered landscape; conditions which are not consistent with wilderness potential. These effects are acknowledged here, but are unlikely to be cumulative with travel management other than in Alkali Canyon. With proposal 4001 added to other effects, Alkali Canyon would not have a sufficient size are left with Wilderness attributes to be mapped and Potential Wilderness in inventories conducted after the oil and gas developments.

Soil: Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C and E would degrade soil productivity in alpine areas. Alternative D would decrease miles of route in alpine areas and not add to cumulative effects.

Cumulative effects from past and present activity and increased miles of route associated with Alternatives B, C, and E would degrade soil productivity in the LPA. Alternative D would decrease miles of route in the Limestone Plateau Association and not add to cumulative effects.

Cumulative effects from past and present activity and action alternatives would be minimal for wet meadow and riparian corridor areas as overall there would be fewer routes and decreased dispersed camping areas. In the reasonably foreseeable future however, proposed oil and gas development would increase motorized routes and add well pads that could potentially affect wet meadow and riparian corridors as the area where this activity would take place is Sowers Canyon with a perennial stream on the South Unit of the Roosevelt-Duchesne Ranger District.

Water Resources: Potential effects from these routes could add to cumulative effects in the localized areas mentioned in section 3.2.6, while Forest-wide a reduction in travel route related cumulative effects to water resources would occur.

Economics: There are no measurable effects expected. Economic effects would not be cumulative with other actions on Forest Service or other nearby lands.

3.13 Other Disclosures

3.13.1 Climate Change

Climate change effects include the effects of the project on global climate change, and the effects of climate change on the proposed project. Such analysis is meaningful if a cause/effect relationship exists between climate change and the proposal, the effects can be quantified, and those effects vary substantially between alternatives.

It is typically not feasible to quantify the effects of individual or multiple projects on global climate change because greenhouse gasses mix readily into the global pool and cannot be traced back to original sources. In addition, emissions from single or even multiple projects are extremely small in relation to global atmospheric carbon dioxide levels.

In the case of travel management, a cause and effect relationship exists between motor vehicle emissions and climate change. One possible indicator of emissions would be miles of road open to motorized travel. However, variation in motorized routes open to the public varies from no change (Alternative A) to a net gain of about 400 miles (Alternative C), which is a relatively small change in relation to global carbon dioxide levels even if we assume the increased miles translate to increased use. In reality, distribution of use is likely to vary with alternative with some increase in overall use in Alternative C. Thus the effects of this project on global climate change do not vary either measurably or meaningfully between alternatives.

Climate change may have a variety of effects on resources in the project area. To the extent that ecological resources are stressed by the direct and indirect effects of motorized travel, there is a potential for climate change to add to that stress. Thus there is potential for cumulative effects result from this project in combination with climate change.

However, once again it is not feasible to quantify those potential impacts given the uncertainty surrounding local effects of global climate changes and the relatively small degree of variation between alternatives in terms of affected area.

Absent a means of estimating actual effects of climate change in the project area, we can make the following assumptions (based on reports prepared by the United Nations Intergovernmental Panel on Climate Change, www.ipcc.ch and on documents available from the Forest Service Climate Change web site, www.fs.fed.us/ccrc):

- Climate change is occurring, and will affect aquatic and terrestrial ecosystems in varying ways
- Managing for resiliency in ecosystems is one way to avoid or reduce impacts of climate change
- To the extent that each alternative creates additional impacts to these systems, resiliency is reduced

- Therefore the potential for cumulative impacts from climate change is proportional to the direct and indirect impacts to ecosystems by alternative.

3.13.3 Required Disclosures

NEPA at 40 CFR 1502.25(a) directs "to the fullest extent possible, agencies shall prepare environmental impact statements concurrently with and integrated with …other environmental review laws and executive orders."

The Ashley National Forest has consulted with several State and Federal agencies in preparing this EIS.

This EIS and accompanying project file has been prepared in accordance with the 2005 National Forest Travel Management Rule, Executive Orders 11644 and 11989 that relate to OHV management, National Environmental Policy Act, and the numerous laws that pertain to specific resources affected by OHV management.

Endangered Species Act

The Endangered Species Act of 1973 requires that actions of federal agencies do not jeopardize or adversely modify critical habitat of federally-listed species. Informal consultation with Fish and Wildlife Service was completed and concurrence was received on the determination made in the Wildlife Biological Assessment (BA) for the Travel Plan. Determinations in the BA found a "no effect" for the black-footed ferret and yellow-billed cuckoo, and a "may affect, not likely to adversely affect" for the Canada lynx and Mexican spotted owl. The Utah Field Office of the US Fish and Wildlife Service concurred with this finding.

A Biological Evaluation (BE) was prepared for Region 4 Forest Sensitive Species. A determination of "may impact individuals, but will not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species" was found for: bald eagle, northern goshawk, peregrine falcon, boreal owl, great gray owl, flammulated owl, northern three-toed woodpecker, greater sage-grouse, spotted bat, Townsend's big-eared bat, pygmy rabbit, and wolverine. A determination of "No Impact" was found for trumpeter swan and common loon.

An Aquatic Species BA was prepared for fish species. A "no effect" determination was made as there are no federally listed fish species within the project area and the project would not result in any water depletions from the Green River Basin.

An Aquatic Species BE for Colorado River cutthroat trout (a sensitive species) was completed for the project. The finding was "may impact individual Colorado River cutthroat trout but would not likely contribute to a trend toward federal listing or cause a loss of viability to the population or the species".

A Federally listed plant species BA was completed for the project. There are no roads or trails for motorized vehicles in areas with listed plant species on the Ashley National Forest. Based on this information, a determination of "No Effect" is made for Threatened, Endangered or Proposed plants in relation to the proposed action.

Sensitive plant species BE was prepared for the project. Site specific evaluations need to be made for clustered ladies slipper, stemless beardtongue, low greenthread, and Untermann daisy when specific proposals are made for changes in travel management. The other species will need no additional evaluation. Based on this information, a determination of "No Impact" is made for sensitive plants not listed in the preceding sentence in relation to the proposed action. Site specific evaluations will be needed for those that are listed.

Clean Water Act

As required by the Clean Water Act, the State of Utah has adopted a Water Quality Antidegradation Policy that requires maintenance of water quality to protect the instream Beneficial Uses existing as of

1975. The Clean Water Act also directs each State to establish a Nonpoint Source Management Plan. The State of Utah Division of Water Quality and USDA Forest Service Intermountain Region have agreed through a 1993 Memorandum of Understanding to use Forest Plan Standards and Guidelines and the Forest Service Handbook (FSH) 2509.22 Soil and Water Conservations Practices (SWCPs) as the Best Management Practices (BMPs) to meet the water quality protection elements of the Utah Nonpoint Source Management Plan. The use of SWCPs as the BMPs meets the water quality protection elements of the Utah Non-point Source Management Plan.

Increased contributions to any 303d listed stream is not anticipated in any alternative except Alternative A, where motorized travel with the hatched travel area would allow additional impacts to wetlands, floodplains, and stream channels. The Beneficial Uses and High Quality of water in the streams draining the analysis area would be maintained to the extent feasible during and following project implementation through the proper implementation of Best Management Practices (the Soil and Water Conservation Practices) as described within the project-specific design features. This Act establishes a non-degradation policy for all federally proposed projects to be accomplished through planning, application, and monitoring of Best Management Practices (BMPs).

Executive Order 11644 of February 8, 1972 Executive Order 11644 (February 8, 1972) Use of Off-Road Vehicles on the Public Lands, as amended by E.O. 11989 (May 24, 1977)

National direction for travel planning, specifically off-road use of motor vehicles on Federal lands, is provided by E.O. 11644 as amended. Section 3(a) of E.O. 11644 directs the Forest Service to promulgate regulations that provide for designation of trails and areas for off-road motor vehicle use. The regulations require that designation of these trails and areas be based upon protection of NFS resources, promotion of public safety, and minimization of conflicts among uses of NFS lands. Section 9(b) was added to E.O. 11644 when it was amended by E.O. 11989. Section 9(b) specifically authorizes the Forest Service to adopt the policy to designate those areas or trails that are suitable for motor vehicle use and to close all other areas and trails to that use. My decision complies with the Executive Orders.

Use of Off-road Vehicles on the Public Lands

As amended by Executive Order 11989 of May 24, 1977.

Executive Order (EO) 11644, as amended, provides direction for federal agencies to establish policies and procedures to control and direct the use of OHVs on public lands in order to: 1) protect the resource of those lands; 2) promote the safety of all users of those lands; and 3) minimize conflicts among various users of those lands. In response, the Forest Service developed regulations at 36 CFR 216, 219, and 295. Under these regulations OHV use can be restricted or prohibited to minimize: 1) damage to soil, watershed, vegetation, or other resources of the public lands; 2) harm to wildlife or wildlife habitats; or 3) conflicts between the use of OHVs and other types of recreation.

Each of the action alternatives analyzed in this EIS makes substantial improvements in reducing redundant routes and minimizing resource impacts and use conflicts as required by 36 CFR 212.55 and EO 11644.

Executive Order 11988 of May 24, 1977

Floodplain Management

This order requires the Forest Service to provide leadership and to take action to: 1) minimize adverse impacts associated with occupancy and modification of floodplains and reduce risks of flood loss; 2) minimize impacts of floods on human safety, health, and welfare; and 3) restore and preserve the natural and beneficial values served by floodplains.

Hydrology: The Forest Service is proposing to reduce or maintain the number of roads within the riparian influence zone in every alternative except Alternative A, where motorized travel on existing undesignated routes would allow for additional impacts to floodplains.

Aquatic Biota: None of the alternatives would result in an increase in impacts within floodplain areas. Alternative A would result in a continuation of the current motorized travel management strategy across the Forest. All action alternatives would result in a decrease of impacts within floodplain areas, primarily through the elimination of undesignated travel within the hatched travel area on the Forest. Thus, all alternatives ultimately comply with the intent of Executive Order 11988.

Executive Order 11990 of May 24, 1977

Protection of Wetlands

This order requires the Forest Service to take action to minimize destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands.

Hydrology: The Forest Service is proposing to reduce or maintain the number of roads within the riparian influence zone in Alternatives B, C, and D. In Alternatives A and E, road density in the riparian influence zones would either increase or remain the same. In Alternative A, cross-country travel would allow for additional impacts to wetlands, while in Alternative E, road density in riparian influence zones would increase.

Aquatic Biota: Although Alternatives B, C, and E propose some new trail construction across streams, all action alternatives would result in an overall decrease of impacts within wetland and riparian areas, primarily through the elimination of the hatched travel area on the Vernal Ranger District. Thus, all alternatives ultimately comply with the intent of Executive Order 11990. Alternative A would result in a continuation of the current motorized travel management strategy.

Executive Order 12898 of February 11, 1994

Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations

Executive Order 12898 directs the agency to identify and address, "...as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations ...." In its outreach and scoping (public involvement) processes, the Forest did not identify any potentially disproportionately high and adverse human-health or environmental effects to minority or low-income populations.

None of the alternatives would result in changes that specifically impact minority or low income people or communities where they are concentrated.

All recreational and economic opportunities would remain available under all alternatives. None of the alternatives change the driving distance to various opportunities.

Executive Order 13186 of January 10, 2001

Responsibilities of Federal Agencies to Protect Migratory Birds

Executive Order 13186 directs federal agencies to protect migratory birds by integrating bird conservation principles, measures, and practices into agency activities and by avoiding or minimizing, to the extent practical, adverse impacts on migratory birds' resources when conducting agency actions. The Migratory Bird Treaty Act prohibits the taking of migratory birds, their parts, nests, eggs, and nestlings.

On August 1, 2007, the National Forests in Utah formalized an updated state-wide strategy for addressing migratory birds in Forest Service planning and project documents (MacWhorter 2007). Several species on the Birds of Conservation Concern and Utah Partners in Flight (PIF) Priority Species lists occur or have habitats within the Forest. These species are the black rosy-finch, black-throated gray warbler, sage sparrow, Brewer's sparrow, greater sage grouse, broad-tailed hummingbird, flammulated owl, burrowing owl, golden eagle, northern harrier, peregrine falcon, prairie falcon, three-toed woodpecker, Williamson's sapsucker, Lewis's woodpecker, loggerhead shrike, red-naped sapsucker, Virginia's warbler, pinyon jay, pygmy nuthatch, and gray vireo.

For this analysis, the flammulated owl, bald eagle, peregrine falcon, and three-toed woodpecker are sensitive species and are discussed in detail in the Sensitive Species section of this report. The greater sage grouse is both a sensitive species and an MIS and is discussed in the Sensitive Species section of this report. The red-naped sapsucker and golden eagle are MIS and are discussed in the MIS section of this report. Refer to those sections in this report for analysis on those species.

The National Historic Preservation Act of 1966 Section 106 (NHPA)

The Act's implementing regulations (36 CFR Part 800) require that federal agencies take into account the effect of their undertakings on Historic Properties and that agencies provide the Advisory Council on Historic Preservation (ACHP) or State Historic Preservation Officer (SHPO), and the relevant American Indian Tribes, an opportunity to comment on those undertakings.

Ashley National Forest is consulting with the Ute Tribe and the Eastern Shoshone Tribe regarding potential effects to historic properties which are of significance to the Tribes as required by 36 CFR 296.7 and 36 CFR 800 Section 101(d)(6)(B). Consultation with the Tribes will be conducted in a manner befitting the Government-to-Government relationship between federal agencies and Native American Tribes as required by Executive Order 13084, legal agreements, federal treaties, and case law.

The proposed action has the potential to cause an adverse effect on cultural resources under any of the alternative proposals. Each proposed alternative would have a different level of potential effects. Alternative D would have the potential to affect the least number of cultural resources. Alternative C would have the potential to affect the greatest number of cultural resources through new or changed routes. Adverse effects to cultural resources resulting from any of the selected alternatives would require mitigation efforts in consultation with the State Historic Preservation Officer (SHPO) and concerned Tribes.

Because effects to cultural resources must be evaluated under the National Historic Preservation Act (NHPA) and any adverse effects must be mitigated, a separate effort under that law is being conducted in tandem with the requirements of the National Environmental Policy Act (NEPA). Road segments which are determined to potentially cause adverse effects to cultural resources would remain closed until the requirements under NHPA have been fulfilled. As NHPA requirements are completed for specific road segments, they would be opened for public use and added to the Motor Vehicle Use Map (MVUM). Because of time restraints and available funding to complete NHPA requirements, some newly designated routes authorized under this NEPA document may not be authorized for public use for several years because of cultural resource mitigation needs.

CHAPTER 4. CONSULTATION AND COORDINATION

4.1 Preparers and Contributors

The Forest Service consulted the following individuals, Federal, State, and local agencies, tribes and non-Forest Service persons during the development of this environmental assessment:

ID TEAM MEMBERS:

Kris Rutledge	**Forest Environmental Coordination**
Project Role and Responsibility	Interdisciplinary Planning Team leader and primary document writer
Degree	BS Wildlife Sciences, Oregon State University, 1988.
Experience	20 years with the Forest Service focusing on biological sciences, project planning, and NEPA.

Don Jaques	**Forest Partnership Coordinator**
Project Role and Responsibility	Cooperator outreach, co-writer/editor and co-project leader
Degree	BS Agribusiness Management/Business Administration, Animal Science minor, Utah State University, 1993.
Experience	3 years with the Ashley National Forest as partnership coordinator, 10 years with other federal agencies (FSA, FmHA, and FAA) and 4 years in private industry focusing on communication, program administration and management.

Omero Torres	**Vernal Ranger District Recreation and Lands Staff**
Project Role and Responsibility	Recreation resource analysis and co-project leader
Degree	BS Rangeland Resource Science, BS Natural Resources Recreation. Humboldt State University, 2000.
Experience	6 years with the Forest Service and 2 years with the Bureau of Land Management focusing on developed and dispersed recreation, and motorized and non-motorized trails management.

Ron Brunson	**Roosevelt/Duchesne Ranger District Fisheries Biologist**
Project Role and Responsibility	Fisheries and aquatic resource specialist
Degree	B.S. Fisheries and Wildlife Management, Utah State University, 1995.
Experience	3 years as fisheries biologist with the Ashley National Forest, Roosevelt/Duchesne Ranger District. 10 years as a native aquatic biologist with the Utah Division of Wildlife Resources; experience with conservation biology, fisheries management and research.

Bob Christensen	**Roosevelt/Duchesne Ranger District Wildlife Biologist**
Project Role and Responsibility	Terrestrial wildlife specialist
Degree	B.S. Fisheries and Wildlife Management, Utah State University, 1996.
Experience	8 years as wildlife biologist and 2 years as range management specialist with the Forest Service focusing in range and wildlife ecology.

Shauna Derbyshire	**Forest Lands and Minerals Program Manager**
Project Role and Responsibility	Lands and Minerals Resource Specialists
Training	National Lands Academy, 2000.
Experience	21 years with the Bureau of Land Management and 1 year with the Ashley National Forest focusing on Lands & Mineral Development, Land Use Planning, and NEPA.

Clay Johnson	**Forest Archaeological Technician**
Project Role and Responsibility	Cultural resource analysis
Degree	BS Anthropology, Utah State University, 2000.
Experience	9 years experience with the Ashley National Forest as an archaeological technician.

Helen Kempenich	**Forest Physical Scientist**
Project Role and Responsibility	Physical Scientist - watershed resource analysis
Degree	BS Biology, Utah State University, 2001.
Experience	7.5 years with the Ashley National Forest working with the watershed group focusing on biological and physical sciences.

Valton Mortenson	**Forest Civil Engineer**
Project Role and Responsibility	Forest Civil Engineer
Degree	BS Civil Engineering, Utah State University 1993, MS Civil and Environmental Engineering, Utah State University 1995
Experience	9 years with the Forest Service as an engineer. Licensed Professional Engineer in Utah.

Chris Plunkett	**Forest Hydrologist**
Project Role and Responsibility	Watershed resource analysis
Degree	BA Physical Geography, Georgia State University, 1993
Experience	11 years with the Forest Service as a hydrologic technician and hydrologist.

Diane Probasco	**Flaming Gorge and Vernal Ranger District Wildlife Biologist (transferred)**
Project Role and Responsibility	Terrestrial wildlife specialist
Degree	BS Wildlife Biology, University of Montana, 2003.
Experience	8 years with the Forest Service as a terrestrial wildlife biologist.

Gina Reese	**Forest Recreation Trails Manager**
Project Role and Responsibility	Field operations
Experience	30 years with the Forest Service providing technical work in Engineering and Recreation.

Jeffrey Rust	**Forest Archaeologist**
Project Role and Responsibility	Cultural Resource Specialist
Degree	MA Anthropology, Brigham Young University, 1999 BA Anthropology, Brigham Young University, 1993
Experience	9 years as federal agency archaeologist (National Park Service, U.S. Army, U.S. Forest Service). 6 years as archaeologist with private archaeological firms.

FOREST LEADERSHIP TEAM MEMBERS:

Name	Assigned Unit	Position
Kevin B. Elliott	Ashley National Forest	Forest Supervisor
Mike Elson (transferred)	Roosevelt/Duchesne Ranger District	Deputy District Ranger
Ivan Erskine	Ashley National Forest	Fire Management Officer
Louis Haynes	Ashley National Forest	Public Affairs Officer
Earl Kerns Donald R. Catron (acting)	Ashley National Forest	Ecosystem Management
Kathy Paulin	Ashley National Forest	Planning Staff Officer
J.R. Kirkaldie	Roosevelt/Duchesne Ranger District	District Ranger
Eileen Richmond Nicholas T. Schmelter (acting)	Ashley National Forest	Public Service Group Leader
Nicholas T. Schmelter Earl Kerns (acting)	Vernal Ranger District	District Ranger
Jeff Schramm (transferred) Rowdy Muir (acting)	Flaming Gorge Ranger District	District Ranger

The following is a list of the businesses, agencies, and individuals to whom this Final EIS for Travel Management Plan was sent. The list includes those who requested copies, required agencies, and other involved parties. Additional copies of this document are available by request, either by document form or CD, from the Ashley National Forest's offices in Vernal, Utah. This document is also available at http://www.fs.fed.us/r4/ashley/travel_management.

FEDERAL, STATE, AND LOCAL AGENCIES:

Bureau of Land Management (Department of Interior) [BLM Field Office] - Vernal UT
Bureau of Land Management (Department of Interior) [BLM Field Office] - Rock Springs, WY
Daggett County Commissioners - Mania, UT
Duchesne County Commissioners - Duchesne, UT

Duchesne County Planning Office - Duchesne, UT
Duchesne Water Conservation District - Duchesne, UT
Environmental Protection Agency - Denver, CO
Environmental Protection Agency - Washington DC
Sweetwater County Commissioners - Rock Springs, WY
Sweetwater Conservation District - Rock Springs, WY
Uintah County Commissioners - Vernal, UT
Uinta-Wasatch-Cache National Forest - Salt Lake City, UT
Utah Division of Game and Fish
Utah Dept. of Natural Resources - Salt Lake City, UT
Utah Public Lands - Salt Lake City, UT
US Fish and Wildlife Service (Department of Interior)
Utah State Parks - Salt Lake City, UT
Utah State Historic Preservation Office - Salt Lake City, UT
Utah Trust Lands - Salt Lake City, UT
Wyoming Department of Game and Fish
Wyoming State Historic Preservation Office - Cheyenne, WY

TRIBES:

Eastern Shoshone Tribes - Fort Washakie, WY
Ute Indian Tribes - Fort Duchesne, UT

OTHERS:

Alan Spencer
AJ Frandsen
Alice Kinch
Backcounty Horseman of America
Blue Ribbon Coalition
Bob Drapper
Buck Lazzell
Carl Robinson
Carole Bartholomew
Chad Wilkerson
Clark Tucker
Craig Collett
Curt Kennedy
Dale Patterson
David Jorgensen
Dennis Glines
Derek Dowsett
Don Boyer
Doug Barlow
Enos Bennion
Eric Leionardt
Estella Richens
Flaming Gorge Resort
Floyd Barlett
Garth Heaton
Guy Webster
Herve O'Mara
High Uintas Preservation Council
Jack and Kathy Blair
James Spencer
Jean Mold
Jim Thompson
Kent Atwood
Kirk McFarlane
Linda Van der Veer
Lynn Gould
Mathew Smith
Maretta Bair
Margaret Pettis
Mark Anderson
Mathew Linden
Matt Black
Paul Wannacott
Petros Environmental Group
Philip Kennicott
Richard Bell
Richard Rathvum
Robert Hoonakker
Robert Riddle
Roland McCook
Russ Anderson
Shane Goddard
Shawn McGuire
Sirl Atwood
Tami Ferguson
Tony Roberts
Utah Environmental Council
Uinta Mountain Club
Uinta County Trails Coalition
Western Resource Advocates
Wildlands CPR
Vince Desimone

4.2 Distribution of the Environmental Impact Statement

This environmental impact statement has been distributed to individuals who submitted a substantive comment on the draft and did not request that we not send them a copy of the FEIS. In addition, copies have been sent to the Federal agencies, federally recognized tribes, State and local governments, and organizations listed above representing a wide range of views regarding the proposed designation of motorized routes on the Ashley National Forest.

This page intentionally left blank

Chapter 5 - Response to Comments

5.1 Introduction

The Draft EIS for the Ashley National Forest (ANF) Motorized Travel Plan was released for public review on April 3, 2009; the Notice of Availability was published on April 16, 2009 followed by legal notices published in the *Uintah Basin Standard* and *Rocket Miner* on April 14, 2009, and the *Vernal Express* on April 15, 2009. The comment period was scheduled for 45 days. Due to tremendous public interest and the length of the DEIS the comment period was extended an additional 45 days. The extended comment period closed July 16, 2009, giving a total on 90 days for review and comment on the DEIS. Public review of the DEIS generated 548 responses from individuals, non-government organizations, and from federal and state agencies. Comments were received in the form of letters, e-mails, faxes, maps and verbal remarks and one petion was received, during the legal comment period. Four responses were received after the close of the comment period. All written comments received on the DEIS were entered into a database.

The Forest received many comments that addressed specific routes or proposals. Some of these comments provided new rationale for adopting or not adopting a route. The new information was considered and used to adjust proposal descriptions if needed. Other comments included modifications of existing proposals. If the modification could be assessed with the field data already on hand, the change was considered. If field reviews would be required to fully evaluate the proposal, consideration was deferred to a future update of the Motor Vehicle Use Map. Comments on individual routes are not addressed in this appendix, but are maintained as part of the project record.

5.1.1 Methods

The processing and analysis of the comments follows the procedures developed by the National Forest Service Content Analysis Team (CAET August 2003). Each sender and letter was assigned a unique identification number for tracking in the CAETv1 ORACLE database. Comments within each correspondence were given a code to group like comments by the type of action requested, the rationale provided, and by site-specific location if referenced. Each individual comment was then entered into the CAETv1 database work-for-word, except for the correction of spelling and minor grammatical errors. As processed, the 548 letters received contained 1601 comments. These data were then exported to a Microsoft Excel database which allows the Forest to develop public concerns from the individual comments. The 1601 comments were grouped by specific resource topics and by specific routes or site locations. Thus, the 1061 comments were grouped into the public concerns that are attached in the following pages.

The content analysis process makes no attempt to treat comments as votes. In a vote, the number of people for or against an action is all that matters. In the content analysis process, the Forest Service is seeking to learn specifically how to improve the environmental analysis as the Final EIS is prepared and glean further information to help inform the decision. The content analysis process helps ensure that every concern is identified and responded to. The results of this process are documented in this “Response to Public Comments” section of the Final EIS. This document includes a summary of public comments; it is not intended to replace comments in their original form. The actual comments themselves are part of the project record and are available for public review.

The Forest Service has attempted to make no endorsement or criticism of the comments provided by the public. Rather, the forest has tried to provide fact-based responses that hopefully clarify and address the comments and questions submitted by the public.

5.2 Comments and Responses

5.2.1 Authority, Jurisdiction and Consistency with Other Plans

5.2.1.1 Authority to Make This Decision

Concern Statement: The Forest Service should not restrict access to public lands. These lands belong to the tax-payer, and government officials do not have the authority to decide which roads and trails are available for public use.

Response: The FEIS cites the regulatory direction and authorities for travel management in Chapter 1, Section 1.5 and Chapter 3, Section 3.13. The principle regulation directing this planning process is the 2005 Travel Management Rule (36 CFR Parts 212, 251, 261 and 295), which states that motor vehicle use on National Forest System roads, trails and areas "shall be designated by vehicle class and, if appropriate, by time of year" (36 CFR 212.51). The authority for the Travel Rule comes from Executive Orders 11644 and 11989, whose purpose is to "establish policies and provide for procedures that will ensure that the use of off-road vehicles on public lands will be controlled and directed so as to protect the resources of those lands, to promote the safety of all users of public lands, and to minimize conflicts among the various uses of those lands." In addition, 16 USC 551 directs the Secretary of Agriculture to "make provisions for the protection" of national forest and provides penalties for violation of rules and regulations made for that purpose."

5.2.1.2 Jurisdiction and Rights-of-Way

Concern Statement: The Forest Service should determine whether or not R.S. 2477, reserved or outstanding rights of way exist before making a travel management decision, because it may not have jurisdiction over these roads.

Response: No R.S. 2477 right-of-way claims crossing lands managed by the Ashley National Forest have been adjudicated to date. Until legal documentation is produced for an R.S. 2477 right-of-way claim, the route is subject to the designation process and prohibitions on motorized use under the travel management rule. However, designation or non-designation does not reflect a determination by the Forest Service regarding potential validity of any claim under R.S. 2477 nor does it affect future claims under R.S. 2477. Should legal documentation of a public right-of-way be produced in the future, the route would be removed from application of the travel management regulations because it would no longer be an NFS route by definition (FEIS Section 1.11.2.4).

Where there are legally documented easements or rights-of-way that allow for motorized use which exist as a matter of law, pursuant to reserved or outstanding rights, the owner is not subject to a prohibition of motorized use on that route under the exception at 36 CFR 261.13(h). The route does not have to be designated under 36 CFR 212 in order for the owner of the right-of-way to have access. Roads on National Forest lands for which there is no legally documented right of way to a public road agency are subject to travel management planning (36 CFR 251.5, 36 CFR 212.51), therefore general public access to routes with outstanding and reserved rights-of-way may still be designated and displayed on a Forest Service motor vehicle use map as described in 36 CFR 261.13."

Concern Statement: The Forest Service should not close roads in the Anderson Creek area for which R.S. 2477 claims are pending.

Response: Documentation related to an R.S. 2477 claim on certain routes in the Anderson Creek area is being reviewed by Forest Service personnel. Two are currently unauthorized routes; one would be designated as a motorized trail under Alternatives B, C and E and the other is not proposed for designation. A third route is currently a system road and would remain so under all alternatives. Until a determination is made regarding the right-of-way status for these routes, they are subject to designation under 36 CFR 212. If a public right-of-way is legally established for any of these routes in the future, they will be removed from the travel management regulations at that time. See Section 1.11.2.4 for a discussion of R.S. 2477 in relation to travel management planning.

Concern Statement: The Forest Service should disclose whether or not any routes are being designated partly because of R.S. 2477 claims.

Response: No R.S. 2477 right-of-way claims crossing lands managed by the Ashley National Forest have been adjudicated to date. A decision to designate, or not to designate, a route for motorized use does not affect future claims under R.S. 2477 (FEIS Section 1.11.2.4). Therefore R.S. 2477 rights-of-way issues were not analyzed in depth, and were not used as a criterion for determining which routes should be included or excluded from the motorized travel plan.

Concern Statement: When acknowledging or granting a right-of-way, the Forest Service must provide for a width adequate to allow for maintenance and accommodate design dimensions needed to provide for safe and efficient enjoyment of that grant.

Response: The terms and conditions of any right-of-way are addressed in the legal documentation for that right and are outside the scope of this project. See FEIS Section 1.11.2.4.

Concern Statement: The Forest Service should not set regulations for dispersed camping or road use on private lands.

Response: The ANF did not intend to set regulations on private land. The alternative maps will be corrected to remove management designations from the portions of roads and trails that are located on private property.

5.2.1.3 Consistency with County Land Use Plans

Concern Statement: The Forest Service should ensure that the alternatives are consistent with County land use plans and polices and do not affect rights that may exist under R.S. 2477.

Response: The National Environmental Policy Act (NEPA) directs federal agencies to evaluate and disclose inconsistencies between their proposed actions and local land use plans and policies (40 CFR 1502.16 (c) and 1506.2 (d)). If the inconsistency cannot be resolved, the decision maker retains the authority to go forward with the proposal, despite the potential conflict. However, he must explain (in the Record of Decision) any decision to override land use plans, policies or controls for the area (46 Fed. Reg. 18026 (1981)). Consistency with County land use plans was addressed in the FEIS in Chapter 1 Section 1 .12.1 Relationship to Other Plans, Decision documents, and Regulatory Authority.

The decision of the Forest Service to designate, or not designate, a route for motorized use does not affect future claims under R.S. 2477 (FEIS Section 1.11.2.4).

5.2.1.4 Consistency with the Forest Plan

Concern Statement: The DEIS egregiously omits key management objectives and direction, namely, to "retain" travel routes. (ANF Plan at IV-14.) This omission is particularly arbitrary because it is recognized as of paramount importance in the current travel management plans. Flaming Gorge Travel Management Environmental Assessment. p.3 (1995) ("Retain needed access").

Response: The Forest Plan Objectives for Recreation state "Allow public access and manage all travel to protect other resources, provide for public safety, and minimize conflicts with other users" (FP IV-14). The guideline which states "retain travel routes" goes on to say that roads and trails may be restricted to protect wildlife habitat, if the road or trail shows signs of vegetative damage or soil displacement; if the road or trail is located in such a way that siltation caused from use reaches live streams; or if the road or trail is interrupting or degrading the natural value or function of unique ecosystems (FP IV-14 - IV-15). The same section goes on to state that roads and trails may be obliterated and excluded from the Forest's transportation system if the road or trail is not necessary to meet Forest Service management objectives; or if the road or trail and its associated use is causing resource damage (FP IV-16). The Flaming Gorge Travel EA summarizes the four FP Standards and Guidelines related to Recreation. 1) Retain needed access; 2) Obliterate unneeded routes or routes causing resource damage; 3) Close or restrict areas for public safety, resource protection, and 4) Achieve a variety of recreation opportunities (Flaming Gorge Travel Management EA, p. 3, 1995).

Concern Statement: The EIS should be consistent with Forest Plan direction for the Flaming Gorge NRA, including the supplemental direction in Appendix A and its "roaded natural" classification in the Recreation Opportunity Spectrum.

Response: Supplemental Forest Plan management direction for the Flaming Gorge NRA directs us to “provide a high quality, varied recreation experience” while recognizing that the area has a capacity that may be exceeded before demand is fully satisfied. Furthermore, the recreation experience is “a direct function of the diverse natural characteristics of the land and landscape. Maintaining the undeveloped character of most of the NRA will be necessary...” (p. A-1; see also A-7 and A-10). Specific management direction to provide access to the shoreline and provide for recreation use must be balanced with other direction to limit motor vehicle travel to existing roads, take corrective actions necessary to prevent resource damage, minimize conflicts with other uses, and provide for public health and safety. The FEIS cites this supplemental direction in Section 1.6. The “roaded natural” classification is a term used in the Forest Service's Recreation Opportunity Spectrum (ROS) analysis, and is not Forest Plan management direction. As explained in Section 3.1.5 of the FEIS, the ROS is an inventory tool that can be used to assess the impacts of various management alternatives on recreation values available in an area.

Concern Statement: The Forest Service should consider an alternative that increases recreation access and motorized opportunities on the Flaming Gorge NRA, consistent with management direction that emphasizes recreation in this area.

Response: As shown in Table 2.5.1 of the FEIS, all four action alternatives would increase the miles of road open to mixed traffic (i.e., open to both highway-legal and non-highway legal vehicles; FEIS Section 2.2.1) on the Flaming Gorge District, which includes the NRA. Three of the four action alternatives would increase the miles of motorized trail open to the public on the Flaming Gorge District. Existing unauthorized routes are currently closed to public use and would remain so unless specifically adopted in the decision.

Concern Statement: The Forest Service should consider the desired future condition described in the current Forest Plan, which indicates that recreation will be emphasized and facilities (including trails) will be provided to meet public demand.

Response: The desired future condition in the Forest Plan (p. IV-3) describes in general terms the types of recreation expected to occur in the future, and the desire to provide and maintain facilities that meet public needs for developed and dispersed recreation. Motorized recreation is not specifically mentioned in this part of the Plan. This broad desired condition description is the basis for management goals, objectives, standards and guidelines that lay out in more specific terms how recreation is to be managed on the Forest. Forest Plan direction relevant to recreation and travel management planning is summarized in Sections 1.5, 1.6 and 3.1.4 of the FEIS. Consistency with Forest Plan direction is addressed by alternative under Recreation Issue 1 (Conflicts) in Chapter 3 of the FEIS.

Concern Statement: The Forest Service should consider the draft Forest Plan DFC and forest-wide recreation conditions and trends documented as part of Forest Plan revision.

Response: Work done as part of the Ashley's Forest Plan revision process included descriptions of resource conditions and trends. These reports identified motorized recreation as an important and growing recreation activity, along with a variety of other visitor activities. At the same time, the Ecosystem Diversity Report noted that roads and trails were sources of erosion in a number of different ecological systems on the Forest. Section 3.1 of the FEIS notes these same trends and issues.

Although preliminary desired condition descriptions were drafted as part of the Ashley's plan revision process, they have not been thoroughly reviewed either internally or publicly and do not affect management actions on the Ashley. No objectives have been drafted as part of revision. The 1986 Forest Plan is the master planning document guiding management at this time. Current Forest Plan goals, objectives, standards and guidelines pertinent to travel management and a summary of relevant desired future condition language is found in Section 1.5 and 1.6 of the FEIS.

Concern Statement: The Forest Service should not close roads to stock ponds because this would be inconsistent with the Forest Plan and draft revised desired future condition.

Response: The Forest Plan states that public access should be managed "to protect other resources, provide for public safety, and minimize conflicts with other users" (p. IV-14). The related standards and guidelines cite circumstances under which roads or trails may be closed to stop or prevent resource damage or because the route is unnecessary. The draft desired conditions developed as part of Forest Plan revision have not been thoroughly reviewed or adopted and do not guide management at this time. Access to stock water ponds can be provided under the grazing permit as needed. The road need not be open to the general public for the range improvement to be maintained. The two examples cited in this comment would not be new road closures; both are unauthorized routes that are not currently open to the public. Under the action alternatives both would remain closed because of resource concerns and availability of alternate routes in the same area.

Concern Statement: The Forest Service should not restrict motorized use until Dispersed Recreation Limits of Acceptable Change indicators mentioned in the Forest Plan are present.

Response: The Forest Plan's Limits of Acceptable Change direction states that no management action is required at low impact levels, but does not prevent the Forest Service from implementing proactive measures to prevent further degradation (Forest Plan, Appendix D).

5.2.3 NEPA Process

5.2.3.1 Public Involvement

Concern Statement: The Forest Service should involve and engage the Counties and local public more in the Travel Planning Process.

Response: The public was allowed to participate in the designation of National Forest System roads per 36 CFR 212.52 and 40 CFR 220. Between March 2007 and the publishing of the Notice of Intents (NOI) in November 2007, 26 workshops, open houses, field trips, and meetings were held. The audience at these meetings included the general public, special interest groups, county and state governments, and other federal agencies. The meetings, open houses and workshops were held in Vernal, Duchesne, Manila, Green River, Lapoint, and Salt Lake City. Field trips were conducted on all the Ranger Districts. Newspaper articles and press releases were published in the Uinta Basin Standard, Green River Star, Rocket Miner, Vernal Express, and Salt Lake Tribune. Radio ads, news articles, the ANF Web site, and flyers were used to announce the times and dates of the public events. A Notice of Availability (NOA) of the DEIS was published in the Federal Register on Friday, April 17, 2009, starting a 90-day legal comment period. The DEIS and maps were sent to individuals, Tribal governments, cooperating agencies, federal, state and local government agencies, and organizations and special interest groups. Four public meetings were held in Duchesne, Manila, and Vernal, UT and in Green River, WY in May and June, 2009. The Forest developed cooperating agency status with the State of Utah and the four counties where Forest land occurs, Sweetwater County, WY; and Daggett, Uintah, and Duchesne Counties in UT. Cooperating agency representatives participated in the review of public comments, identification of issues and alternatives, briefings, and document reviews with the project NEPA Coordinator and Forest Supervisor. (FEIS Chapter 1 Section 1.10 Public Involvement).

Concern Statement: The Forest Service should use the public input they've received.

Response: Section 1.10 described public involvement opportunities and how public input was used in preparation of the DEIS. Many comments and proposals were received, and all were carefully reviewed and considered. Public input is reflected in the proposals in Appendix A and the issues tracked throughout the analysis. However not every proposal or comment could be used. Some recommended actions that were inconsistent with law or policy, or were outside the scope of the project purpose and need.

Concern Statement: The Forest Service should consider petitions, and wrongfully told the public it would not do so.

Response: The content of each comment received, including the text of petitions, was considered during preparation of the FEIS. Comments are not treated as votes, and establishing the number of people for or against an action is not the objective of the comment analysis process. It may be that Forest Service employees, while shopping in local businesses, tried to explain this. However no Forest Service employee acting in an official capacity discouraged local citizens from signing or promoting petitions related to this project.

Concern Statement: The Forest Service should give local governments cooperating agency status in this planning process.

Response: The Forest developed cooperating agency agreements with the State of Utah and the four counties (three in Utah and one in Wyoming) where Ashley National Forest lands occur (FEIS Section 1.10.1).

Concern Statement: The Forest Service should have made the DEIS and maps more available to the public.

Response: The alternative maps and DEIS have been available at all of our office locations, upon request by mail, at all of our public meetings and on our internet site. Copies of the DEIS and maps were also sent directly to everyone on our project mailing list. News releases always included information on how to obtain more information or copies of the documents. See FEIS Section 1.10 for more information on public involvement with this project.

Concern Statement: The Forest Service should extend the comment period. The DEIS is long, the alternatives are difficult to understand, there are many roads and trails to review, and interest in the project is very high. The public therefore needs more time to prepare their comments.

Response: The comment period was extended for an additional 45 days, giving the public a total of 90 days to submit comments.

5.2.3.2 Level of Documentation

Concern Statement: The Forest Service should prepare an Environmental Impact Statement (EIS) and provide an opportunity for public comment.

Response: The Notice of Intent to prepare an EIS was published in the Federal Register in November 2007. Notice of the availability of the draft EIS for public comment was published in April 2009.

Concern Statement: The Forest Service should write an Environmental Assessment to address cross-country motorized use.

Response: The 2005 Travel Management Rule requires specific designation of roads, trails and areas that are open to motor vehicle use. The background information in the Rule states that the magnitude and intensity of motor vehicle use have increased to the point that the intent of executive orders regarding use of off-road vehicles on public lands cannot be met while still allowing unrestricted cross-country travel. Therefore motorized cross-country travel as a management designation is not allowed under the Rule.

Provision for limited motor vehicle use within a specified distance from certain designated routes is at the discretion of the local responsible official. This discretion is to be used sparingly. The alternatives in this FEIS include consideration of motorized travel within 150' of designated routes in Utah, and 300' of designated routes in Wyoming, in locations where it will not cause resource damage or conflict with a developed campground (Section 2.2.1.2). Therefore off-road motorized use consistent with the intent of the 2005 Travel Rule is already addressed in this FEIS.

5.2.3.3 Purpose and Need

Concern Statement: The Forest Service should develop the plan based on policy and resource concerns, not on an amalgamation of favored travel routes and campsites.

Response: Policy was used to develop both the purpose and need as shown in chapter 1, 1.4, and Alternative B, the Proposed Action. The issues, outlined in 1.11.1, were used to develop alternatives to the proposed action and to refine the proposed action. Public involvement and specialist input were also considered throughout the development of alternatives. The alternatives are responsive to the existing condition in that few new routes would be constructed, rather, routes would follow existing routes.

Concern Statement: The Forest Service should recognize that the most significant purpose for Travel Management Planning would be to provide more motorized access. This should be clearly stated as the focus of the plan.

Response: The focus of the Travel Management Plan is stated in the FEIS in Chapter 1 Section 1.4, Purpose and Need and Section 1.7, Project Scope: "Focus is on deciding the location of routes open to public motorized use, the class of vehicle appropriate for each route, and the timing of use (e.g. seasonal restrictions)." When making these decisions, the Travel Management Rule requires that many different factors be taken into account (36 CFR 212.55). These include effects on natural and cultural resources, public safety, access needs, potential for conflicts between users, and the resources available to administer and maintain routes as well as the need to provide recreation opportunities. The goal is to designate a sustainable system of routes and areas for motorized use that balances all these considerations.

Concern Statement: The Forest Service should rephrase the purpose and need with respect to dispersed camping corridors. The purpose should be to determine the appropriate corridor width, not to change it to 150 feet.

Response: The purpose and need has been clarified in the FEIS (See "Changes Between the Draft and Final EIS" in the FEIS Summary). Section 1.4 explains that the purpose is to designate a sustainable system of roads, motorized trails and areas that are open for public motor vehicle use and to designate distances for off-road dispersed camping that are consistent with other National Forests in Utah and Wyoming. This system of roads, trails and areas will address recreation needs while taking other management needs and resource values into consideration. The proposed distance which vehicles could travel off-road for dispersed camping is identified in the alternatives (see Sections 1.5 and 2.2.1.2).

Concern Statement: The Forest Service should not include the need to be "consistent with other National Forests in Utah". The need for consistency in this case is neither a public nor environmental benefit of any kind and should not be a consideration in the management plan.

Response: Section 1.5 of the FEIS addresses the need to consider consistency in this planning process. Provision for cross-country travel for dispersed camping is left to the discretion of the local official, but such provision is expected to be used sparingly, on a local or state-wide basis (Federal Register, Vol. 70, No. 216 p. 68285; 36 CFR 212.51(b)). Forest Service manual directs the Regional Foresters to coordinate the designation of specified distance off forest roads or trails for the purposes of dispersed camping or retrieval of game (FSM 7715.74 (3). Forest Supervisors within the State of Utah have decided to restrict dispersed camping to 150 feet from designated routes. Therefore the part of the Ashley National Forest within Utah will change from 300 feet to 150 feet for motorized dispersed camping in all alternatives. Motorized dispersed camping within the State of Wyoming will remain at 300 feet, as this is the standard established by the forests in Wyoming. By identifying only those areas appropriate for dispersed camping resource damage will be minimized. By increasing the consistency of uses between National Forest within States it will be less confusing for Forest users as they travel between Forests. At each step of the planning process we have worked to balance the purpose and need with our multiple-use mission.

5.2.3.4 Scope of Decision

Concern Statement: The Forest Service should publish a revised notice of intent to prepare an environmental impact statement as the first notice of intent stated a travel management plan would be prepared and now the Forest Service is stating that the decision would be limited to summer OHV use.

Response: The ANF did not change or redefine the proposed decision. As clearly stated throughout the FEIS the ANF proposes to update the current motorized travel plan by designating a system of roads, trails, and open use areas consistent with federal regulation 36 CFR 212.51 from the Travel Rule released

on November 2, 2005 (FEIS Summary pg1). The purpose of this project has been from the start, to improve management of public summer motorized use by designating a sustainable system of roads, motorized trails and areas that are open for public motor vehicle use and designating distances for off-road dispersed camping areas that are consistent with other National Forest in Utah and Wyoming (FEIS Section 1.4.1, Project Initiation Letter 2006). The Notices of Intent published in the Federal Register in November 2007 stated that the decisions on motorized travel would not include motorized over-the-snow travel. The criteria established by FSH 7709.55 direction and federal regulations (36 CFR 212) have been met throughout this planning process (FEIS Section 1.5 Management Direction).

Concern Statement: The Forest Service should plan and analyze future access needs to ensure that needed access is maintained or that such access is removed and resulting disturbances reclaimed.

Response: See the EIS, Chapters 1-3, especially Chapter 3, Section 3.1 Recreation Resources. Existing and future access needs were a consideration in this analysis, as well as all other listed criteria in FSM 7715.5&6. Other than approximately one mile of FST 028 (see the resource damage photo under EIS Section 3.1.7) and the gully rehabilitation mitigation that would occur if Proposal #2090 were to be adopted as a motorized trail under Alternative C (see the EIS, Appendix A, Proposal #2090), this travel plan does not contain any plans to actively rehabilitate or reclaim closed routes. This type of action would have to be addressed in future site-specific analyses and would be dependent upon available funding.

5.2.3.5 Alternatives

Concern Statement: The Forest Service should analyze an alternative which does not allow motorized uses in inventoried roadless areas and closes trails leading to or entering adjacent potential wilderness, to address resource related concerns and non-motorized recreation opportunities.

Response: An alternative that would eliminate all motorized travel in IRAs was considered but not carried forward for detailed analysis (FEIS Section 2.4). This alternative did not meet the purpose and need to address current and anticipated recreation needs, nor would it be consistent with adjoining public lands. Furthermore, decommissioning existing motorized routes (i.e., trails and low standard roads that occur within IRAs) would fragment the Forest's transportation system. Consistent with the 2008 NEPA regulations (36 CFR §220.5(2)) the FEIS considered the effect of each management proposal on the undeveloped character of IRAs and potential wilderness areas, as explained in section 3.4 of the FEIS. Road construction is an action that has the potential to substantially alter the undeveloped character of these areas and was addressed as such when considering proposals within roadless areas. Currently any project that involves road construction or reconstruction in an Inventoried Roadless Area must be reviewed by the Secretary of Agriculture prior to a decision and implementation; however none of the alternatives in the FEIS involves new road construction or designates previously unauthorized roads within IRAs. Low standard roads that were already in the Forest's transportation system at the time the 2001 inventory was completed are included in the current analysis (see the 1995 Travel Maps available in the Project Record). The alternatives do include designation of new motorized trails for use by all vehicles. These trails are typically engineered to a lesser degree than roads, or not at all, and in most cases are short spur trails used to access dispersed camping areas (FEIS Section 2.2.1 and Appendix A). Neither the 2001 Roadless Rule nor the current roadless area review process precludes motorized travel on existing system routes or on trails in IRAs.

Concern Statement: The Forest Service should have analyzed a wider range of alternatives. Additional alternatives, for example involving such proposals as the retention of the 300-foot dispersed camping rule or opening all existing roads to ATVs, would be better for the recreating public in this area.

Response: **S**ee the FEIS, Summary and Chapter 2, for a review of the alternatives. The alternatives developed provide a reasonable range of management options that meet the project purpose and need and are responsive to the key issues identified through scoping. In addition to the no action baseline alternative (Alternative A) and the preferred alternative (Alternative B), the Forest Service developed Alternatives C, D, and E to respond to issues raised by motorized groups, non-motorized groups, County governments, and others. The 300-foot dispersed camping rule would be retained under Alternative A, the no action alternative. All action alternatives would change the allowable distance off-road for motorized dispersed camping to 150 feet in Utah and 300 feet in Wyoming to be consistent with other National Forests on a statewide basis (FEIS, Chapter 1, Section 1.7 Project Scope, second bullet). Opening all existing routes to ATVs would not meet the purpose of and need for the project or the Travel Rule (36 CFR 212 and 261; see also Chapter 1, Section 1.11.2 Issues Not Analyzed in Depth, Access section). For additional alternatives considered but eliminated from detailed study, see the FEIS, Chapter 2, Section 2.4.

Concern Statement: The Forest Service should have developed an alternative based on the costs of transportation system maintenance and administration, as directed by the Travel Management Rule.

Response: The costs of managing the transportation systems proposed under each alternative were tracked as a key issue (FEIS Section 1.11.1.4, Table 2.5.2, and Section 3.1). The action alternatives ranged from ranged from lower long-term cost (Alt. D) to an estimated $150,000 additional cost for management (Alt. C) compared to the current transportation system. Therefore Travel Management Rule direction to take maintenance and administration needs in to consideration was met.

Concern Statement: The Forest Service should have developed an alternative that eliminated cross-country travel entirely (or nearly so), and relied on designation of individual sites for dispersed camping instead.

Response: This alternative was considered but not analyzed in detail because it did not respond to Forest Plan direction to provide opportunities for dispersed camping and would be costly to administer (FEIS Section 2.4.2). All action alternatives complied with the Travel Management Rule direction to use cross-country travel sparingly, and only on selected routes, by identifying and removing any areas where a resource conflict would occur and areas within 1/4 mile of a developed campground (FEIS Section 2.2.1). The action alternatives also reduce the distance vehicles may travel off designated routes from 300 feet to 150 feet over most of the Forest (FEIS Section 2.2.1.2). Additional dispersed camping access is provided through designation of motorized spur routes where practical."

Concern Statement: The Forest Service should have developed an alternative that included road decommissioning and obliteration because of the resource benefits associated with these actions.

Response: The purpose of the Travel Management Rule is to establish a system of roads, trails and areas for motorized use (36 CFR 212.50). This is reflected in the project-level purpose and need description, which is to designate a sustainable system of roads, motorized trails and areas for public motor vehicle use and to designate distances for off-road dispersed camping areas (FEIS Section 1.4.1). The decision to be made includes selection of routes to include in the Motorized Travel Plan, identification of design features for these routes, methods of accessing dispersed camping sites, and the overall balance of recreation opportunities and management costs (FEIS Summary). Routes not designated for motorized use in this decision may be stabilized or obliterated (FEIS Section 2.2.1). However, ground-disturbing work associated with physical route closures would require additional site-specific NEPA analysis which is beyond the scope of this project.

Concern Statement: The Forest Service should include all the proposals submitted by the public in its alternatives.

Response: Every proposal received from the public was carefully reviewed to determine if it met the project purpose and need, was consistent with other applicable management direction such as the Forest Plan, and fit within the designation criteria specified in the Travel Management Rule. Proposals that met these criteria were included in one or more alternatives. Other proposals would result in unacceptable resource damage, were redundant, or conflicted with other proposals that were submitted and were therefore not carried forward in any alternative. Appendix A tracks every proposal that was received and explains how it was handled in the FEIS.

Concern Statement: The Forest Service should use the Uintah County Transportation Plan as an Alternative. Instead many of the roads and trail from the plan were dropped from consideration, as they do not appear in any of the alternatives.

Response: During the comment period for the draft EIS, Uintah County officials expressed a desire to see the entire County Travel Plan included as a stand-alone alternative. This proposal was considered but not carried forward in the FEIS because adopting the County Plan in its entirety would be inconsistent with the purpose and need for this project, existing management direction in the Forest Plan and other recreation program documents, and designation criteria in the Travel Management Rule. The County Travel Plan includes many existing unauthorized routes that are infeasible due to resource concerns or the potential for user conflicts, as well as requiring a high investment in maintenance, mitigation and administration. However, the County Travel Plan also includes routes that would be sustainable and meet project objectives. Instead of adding it as a separate alternative, Forest Service team members met with County officials to determine which routes in the County Travel Plan were both feasible and a high priority for consideration. This review showed that many of the routes identified as high priority by County officials were already included in one or more existing alternatives. Others were addressed by incorporating modifications to existing proposals into the final EIS (for example, to provide alternate access to dispersed camping on the west side of Paradise Reservoir).

Concern Statement: The Forest Service should have an alternative that addresses the 300 foot dispersed camping area. Restricting dispersed camping to 150 feet will lead to inconsistencies between the ANF, the BLM and two other Forests. Had the Forest considered such an alternative, the direct, significant impacts such as health, safety, and environmental would have been disclosed.

Response: Alternative A addressed the 300 foot dispersed camping limit off designated routes, for that is the current regulation. While the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain forest roads or trails for the purposes of dispersed camping or retrieval of game (36CFR 212.51 (b), the Forest Service Manual directs the Regional Forests to coordinate these designations to promote consistency within states and among adjoining administrative units (FSM 7715.74 (3) (2009)). Forest Supervisors for National Forests within the State of Utah have decided to restrict dispersed camping to 150 feet from designated routes. Forest Supervisors for National Forests within the State of Wyoming have decided to restrict dispersed camping to 300 feet from designated routes (FEIS Section 1.5 Management Direction). The effects of reducing the dispersed camping areas from 300 feet off designated routes to 150 feet off designated routes was analyzed within Chapter 3 Affected Environment and Effects Analysis.

Concern Statement: The Forest Service should choose Alternative B because it would be the best balance between motorized and non-motorized uses and would effectively manage the environmental impacts of motorized use. Although some parts of Alt. B may not be ideal, overall it is a good choice.

Response: Comment noted. The final decision may be a single alternative as written, or may include aspects of several different alternatives in response to comments and issues addressed in this FEIS.

Concern Statement: The Forest Service should not choose Alternative B because does not meet the current and anticipated "need" for motorized access and recreation.

Response: Comment noted. The FEIS analyzes a range of alternatives representing varying levels of motorized access. The Deciding Official will consider the need to provide an appropriate mix of sustainable recreation, both motorized and non-motorized, when selecting from those alternatives.

5.2.4 Availability and Quality of Documentation

Concern Statement: The Forest Service should have better documentation for the routes and closures in the areas open for travel on existing routes (hatched area).

Response: All known routes in use within the open areas (hatched areas), including specific routes brought forward by the public were mapped and considered for designation.

Concern Statement: The proposal numbers should be the same as the road numbers.

Response: The proposal numbers are temporary and are not a part of either the road or trail numbering system on the Forest. The proposal numbers were developed in order to have a unique number for each proposed change in route travel. Some of the current road numbers on the Forest repeat on different districts. The proposal numbers reduce the chance of error in identifying where the proposals would occur and what is proposed by alternative. Additionally, they allow the identification of both road and trail travel types, regardless of the original route type.

Concern Statement: The Forest Service should make the information on alternatives simpler and easier for the public to understand

Response: The alternatives are indeed complex and difficult to understand quickly. Chapter 2 provides and overview of each alternative and a comparison of alternatives in order to help with understanding them. The detailed information from the maps and appendix gives route specific information. Travel planning does require this level of detail to ensure that reasonable alternatives are developed.

Concern Statement: The Forest Service should include more data, including a list of routes that would not change and a list of campsites that would be eliminated by alternative.

Response: Alternative effects to camping opportunities are displayed in the comparison tables in Chapter 2, and in the recreation section (3.1) of chapter 3. Since it would be impossible to develop exact numbers for dispersed camp sites, only estimates of available camping areas are provided.

Concern Statement: The Forest Service should display all the proposals listed in Appendix A on the alternative maps, so that the public can comment on them.

Response: All proposals submitted to the team were evaluated using the criteria in the Travel Management Rule and local knowledge of the routes involved. Proposals that were carried forward in the analysis were displayed on one or more alternative maps. Some proposals did not meet purpose and need, were redundant, would create problems with other resources, or would cause user conflicts. These proposals were not carried forward into any alternative and were not displayed on the maps. They are

listed in Appendix A so that the public could see the full range of proposals considered and the rationale for excluding them from the alternatives.

Concern Statement: The Forest Service should begin the process again because the maps and proposal tables are difficult to read and understand, and they contain errors.

Response: Other methods of presenting the information were considered; the map and table presentation seemed to be among the simplest presentations for so much data. If you have difficulty with the maps and tables, please contact us for help from personnel who are familiar with them. Errors in the information have been corrected where found.

Concern Statement: The Forest Service should not expect the public to be able to respond to the maps and proposals because not everyone understands or uses maps when they go to the Forest to camp or travel.

Response: Yes, not everyone who uses the Forest uses or understands maps. Still, all have been allowed public participation through the public meetings, field trips, and the availability of people in Forest Service offices to answer phone calls or meet with individuals and groups about specific areas or routes of concern. Maps remain the clearest method that we are aware of to reasonably display locations of routes and other resource information.

Concern Statement: I would like copies of the maps as I am unable to read them with my web browser; they are too blurry.

Response: Hard copy maps from the EIS are posted at Forest Service offices in Green River, Manila, Dutch John, Vernal, Roosevelt, and Duchesne. Please visit our office so that we can help you with the maps.

Concern Statement: The Forest Service should provide the most up to date maps at each meeting in order to let people know whether comments were incorporated into the alternatives.

Response: When additional routes are proposed they become a part of the project record whether they become a part of alternatives or not. After analysis they may be included for use in some or all alternatives. Display maps for the EIS are among the last steps in preparing the FEIS for publication. This is different from the DEIS process, which included multiple versions of the proposed action and alternatives.

Concern Statement: The maps, appendices, and DEIS have incorrect information.

Response: Several map and data errors were pointed out to us in comments. Other edits and errors were found for the DEIS. These comments were very helpful in reducing errors in the information between the DEIS and FEIS. These have been fixed where the information can be edited (base map information cannot be edited and is not relevant to the decisions).

Concern Statement: The Forest Service should correct the dispersed camping restrictions shown on the maps. Some of the best and most used camping areas are shown as not allowing camping, while areas where the terrain would not allow anyone to leave the road with a trailer are not shown as closed. The existing condition map should not show restrictions that do not currently exist.

Response: Based on public input and further Forest Service review the areas shown as restricted to camping by alternative have been reduced.

Concern Statement: The Forest Service needs to provide detail for Section 2.3.1 regarding proposals common to all alternatives and for all the summary tables in Chapter 2.

Response: Chapter 2 has been reviewed and found to have the level of detail necessary for summarizing the alternatives and comparing the alternatives by resource issue and measure. The parts of chapter 2 are described in the chapter heading. The introductory paragraph of each section describes where further subject information can be found in the document or other sources.

Concern Statement: The Forest Service should not include the following statement because it is confusing. "Should conflicts occur between standards and guidelines, the conflict will be resolved in favor of the direction which produces the greatest degree of multiple use value."

Response: The sentence has been removed and is not included in the FEIS.

Concern Statement: The Forest Service should change the description of proposal 2278 from undesignated route/mixed use road because it is actually a hiking trail.

Response: Proposal 2278 refers to a route that is not currently designated for motorized use. We received a proposal to make this a mixed use road, which was reflected in the proposal description in Appendix A. However this proposal was not used in any alternative. The route will remain closed to motorized use.

Concern Statement: The Forest Service should show both the proposal number and the route number for the unauthorized routes on the Alternative maps to make it easier for the public to see and comment on what is being proposed, and to understand what roads will be closed.

Response: Unauthorized routes by definition do not have route numbers. Unauthorized routes are only shown on the alternative maps if there is a proposal to add them to the transportation system and allow public use. Unauthorized routes that are not included in any alternative would remain closed, as they are now.

Concern Statement: The Forest Service should indicate areas appropriate for motorized dispersed camping on the alternative maps. By not showing these areas it is confusing and impossible to make comments.

Response: For the purpose of clarity on the action alternative maps used for this planning effort, only areas proposed to be closed to motorized dispersed camping were highlighted in brown on the maps. This approach was used based on the limited areas proposed to be closed to dispersed camping and the large amount of information already on the map. On the final Motor Vehicle Use Map (MVUM) areas open to dispersed camping will be highlighted, consistent with the policy of signing those routes and areas that are open to motorized use. Regarding conflicts between the information in Appendix and on the alternative maps, a few errors have been found in the DEIS which will be resolved in the FEIS. The public was still able to comment since it was clear which routes and areas would be affected by various proposals. Comment letters could and did indicate which management scenario was preferable to the responder."

5.2.5 Analysis Issues

5.2.5.1 Consistency with Roads Analysis

Concern Statement: According to the Ashley's Forest Plan, roads should not be obliterated unless they have been identified as unnecessary to meet Forest Service management objectives or are causing resource damage. The Forest Service should use a roads analysis to make that determination.

Response: The Forest Plan standards and guidelines that describe when to retain or close a road refer to roads on the District Travel Plans (Forest Plan p. IV-14), which are National Forest System (NFS) roads. It does not specify how the determination is to be made. A roads analysis addresses NFS roads and is an appropriate tool for informing this decision (36 CFR 212.5), as is the travel analysis that informs designation decisions (36 CFR 212.51).

Where the FEIS states that unauthorized roads may be stabilized, reclaimed or obliterated, it refers to roads that are not part of the NFS and are therefore not included in the roads analysis process.

Concern Statement: The Forest Service should provide a cross reference that includes both the proposal numbers and the FSR numbers. Without this cross reference it is not possible to evaluate the roads to be closed against the previous work done in 2005. The Forest Service assumption that it has the discretion to prepare a travel plan while ignoring its underlying roads in travel analysis or by not fully disclosing it, is wrong.

Response: All the Alternative Maps, including Alternative A include the FSR number as well as the proposal number, where available. In many cases the route proposed will not have a FSR number as it is currently an unauthorized route. In this case only a proposal number will be shown on the Alternative maps. Also Alternative A is the No Action Alternative and represents the 2005 Travel Map referred to. The ANF used the 2005 Travel Maps for the baseline for this Travel Planning process (FEIS Section 1.3 Background). The ANF did not ignore either its Roads Analysis, not the current Travel Planning regulations. This analysis tiers to Forest Plan standards and guidelines, and the Travel Rule. This document also follows Forest Service Manual direction where applicable and the Forest Recreation Site Facility Master Plan and Recreation Niche recommendations and utilized the 2005 ANF Roads Analysis (FEIS Section 1.5 Management Direction).

Concern Statement: The Forest Service should complete a roads analysis which to the degree practicable involves a broad spectrum of interested and affected citizens, other state and federal agencies, and tribal governments in the roads analysis. 36 C.F.R §212.5(b)

Response: There are two types of travel analysis: one which identifies issues and benefits, problems, and risks to inform decisions related to identification of the minimum road system per 36 CFR 212.5(b)(1) and another which informs designation of roads, trails and areas for motor vehicle use per 36 CFR 212.51 (see FSM 7712). These two processes may be conducted concurrently or separately, and each can be used to inform the other.

The Ashley completed a roads analysis in 2005 (including a written report) that complies with the requirement to conduct a science-based analysis at the appropriate scale under 36 CFR 212.5(b). Public involvement is to be used to the degree practicable in this analysis; however, it is not a decision making process. The Ashley's roads analysis was conducted at a fairly broad scale (involving higher standard roads only) and did not result in a need to amend the Forest Plan or any other action that would have triggered public involvement.

This travel plan FEIS contains the analysis required under 36 CFR 212.51. The 2005 roads analysis was one of the information sources used to develop the proposals being considered, and is part of the project

record. There was extensive public involvement in development of the proposed action and throughout preparation of the draft and final EIS (FEIS Section 1.10).

5.2.5.2 Use of Issues and Indicators

Concern Statement: The Forest Service should provide clear and meaningful indicators to help the reader to evaluate alternatives. The DEIS uses mileage and acre indicators to compare alternatives and then cautions reviewers to "focus on site-specifics and substance rather than on summary statistics." This is confusing.

Response: The indicators are the basis for analyzing the impacts of each alternative on various affected resources. In most instances, mileages and acres were the best way to quantify impacts. The cautionary statement in Section 2.2 in the DEIS has been reworded to clarify that site-specific details and the distribution and location of routes across the landscape as displayed on the maps should be considered along with summary mileages and acres when comparing alternatives.

Concern Statement: The Forest Service should update the issues presented in Chapter 1 to reflect the issues presented in Chapter 3; specifically, Recreation Issue 5, Enforcement, which had not been included in Chapter 1. The effects table (2.5.2) needs to include a comparison of changes to the Recreation Opportunity Spectrum (ROS).

Response: Thank you for catching these omissions. Enforcement was added as an issue in Chapter 1. The ROS was not included in table 2.5.2 as it was not an indicator used to measure change. However the change in ROS within Recreation Niches was shown in Chapter 3.

5.2.5.3 Adequacy of Roads and Trails Data

Concern Statement: The Forest Service should not rely solely on its Infra database as the baseline for this project. Infra is known to have errors and include roads that are, for various reasons, not suitable for public motor vehicle use. Only routes that have previously been analyzed as required by NEPA should be included in the baseline.

Response: The baseline roads and trails data for this project were drawn from a variety of sources, including but not limited to the Infra database, to prepare an Alternative A map that corresponds to current travel maps being provided to the public (FEIS Section 1.3, 2.3.2). These travel maps are the collective result of prior travel management decisions based on the appropriate NEPA documentation.

Concern Statement: The Forest Service should have used the 1995 Forest Plan maps plus any roads that have been added to the system under a NEPA process since then as the starting point for this analysis.

Response: The current Ranger District Travel Maps, regulating motorized summer and winter travel on the Forest were published in 2005. While these maps appear different than the maps that were printed along with the Travel Map and Plan revisions in 1999, they adhere to the same travel regulation and routes. The 1999 maps were printed to reflect the three travel plans for the Forest: the Vernal Ranger District Travel Map Revision, signed 1990, and supplemented in 1994; and the Flaming Gorge and Roosevelt/Duchesne Travel Map and Plan revisions, signed 1995. The purpose of the 2005 reprinting was to make the maps easier to read and understand, not to change route designations. Where errors were found between the two printed copies, the original NEPA decision stands. The 2005 Travel Maps for the ANF is the baseline used for this Travel Planning process.

Concern Statement: The Forest Service should not use travel maps that were unlawfully created without public involvement.

Response: The 2005 travel map did not change any management designations (see the above Response), it simply displayed prior NEPA decisions about various roads and trails using different symbolization than the previous map had used. The intent was to provide the public with a map that was easier to read and understand (FEIS Section 1.3). Producing a new map without changing the management depicted is not subject to NEPA.

Concern Statement: The Forest Service should not rely on the public to identify all the unauthorized routes they would like to see open. The public does not have the time, equipment, nor resources needed to present all of the areas that they use on the Forest. Nor should it be their responsibility to do this.

Response: The objective of the planning process is not to analyze all existing undesignated routes, it is to establish a system of designated routes and areas that will provide for access, safety, resource protection, and recreation (both motorized and non-motorized). The Forest's past travel management decisions are the starting point for travel analysis and travel management decisions (FSM 7715.03, 7715.11). The public had the opportunity to suggest specific new routes for designation based on their personal knowledge and experience, if they wished to do so.

Concern Statement: The Forest Service needs to know how many miles of unauthorized routes will be closed in order to do a proper analysis of the impacts of this project.

Response: By definition unauthorized routes are already unavailable to the public over most of the Forest (the exception is the Vernal District hatched areas). However unauthorized routes that currently exist and are being used illegally are part of the existing condition and are described in Section 1.4.2.3, along with the methods used to estimate mileage of such routes on each District. The purpose of these mileage estimates is to help understand the scope and effects of unmanaged motorized travel, and to illustrate the need for a system of designated routes. They do not represent motorized opportunities that would be lost, since motorized use of these routes is currently illegal.

Concern Statement: The Forest Service should address the current public use of roads and trails classified as 'unauthorized' and therefore closed to public access. The Forest Service did not enforce the alleged closures for last 23 years. Consequently, the public and public officials cannot be expected to understand that the use of roads and trails is unlawful or that they have always been closed, as recently claimed by the ANF Supervisor.

Response: The objective of the planning process is not to analyze all existing undesignated/unauthorized routes, it is to establish a system of designated routes and areas that will provide for access, safety, resource protection, and recreation (both motorized and non-motorized). The Forest's past travel management decisions are the starting point for travel analysis and travel management decisions (FSM 7715.03, 7715.11). Routes not designated as open on our current Travel Plan (2005) and that are outside the hatched areas on the Vernal Ranger District are unauthorized routes and their use has been and will continue to be illegal unless designated open in this planning process. The FEIS discusses the illegal use of these routes and associated resource problems in the existing condition description, and points out that this is different from the No Action Alternative (FEIS Chapter 2 Section 2.3.2 Existing Condition). The existing condition is not an alternative; it is a description of conditions on the ground that provides context for understanding the purpose and need for the project. The current travel maps clearly state that using any type of vehicle on roads unless such use is allowed by posted signs on the ground or as shown on the official travel map is prohibited. These prohibitions have been enforced since the 1990s.

Concern Statement: The Forest Service should have inventoried all existing routes and uses on the ground, including all user-created, non-system routes and currently used dispersed camping areas, and used this inventory for the framework of the EIS. This should have been done for the following reasons: 1) to ensure a complete analysis, including compliance with NEPA and RS-2477 laws, 2) to accurately reflect the traditional, local uses/routes on the ground, many of which appear on maps and are used for firewood collection and game retrieval, and 3) to give the public a feel for the reduced available mileage that the action alternatives present.

Response: The Forest Service is not required to carry out a complete inventory of unauthorized routes and uses when conducting travel analysis. Travel analysis is based on the current inventory of National Forest System (NFS) roads, trails, and areas on NFS lands that are managed or proposed for motor vehicle use (FSM 7712.1 and Federal Register Vol. 70 No. 216, p. 68268-68269). User-created routes were developed without agency authorization, environmental analysis, or public involvement and do not have the same status as NFS roads and trails included in the forest transportation system (Federal Register Vol. 70 No. 216, p. 68268). Specific unauthorized routes may be identified through travel analysis, and considered for designation if appropriate and consistent with 36 CFR 212.55. Alternatives B, C, and E include proposals to adopt numerous miles of current non-system routes, many of which access traditionally used dispersed camping areas (see the FEIS, Chapter 2, Section 2.5 Comparison of Alternatives and Section 3.1.7, Environmental Consequences for Recreation). Some areas are currently closed to dispersed camping due to existing closure orders. However, the Alternative A map in the DEIS erroneously showed proposed restrictions as well. This has been corrected in the FEIS.

Some confusion among the public has arisen due to the fact that some maps of the forest, including 7.5 minute quads, National Geographic Trails Illustrated maps, and Forest Visitor maps may display some non-system routes. These maps are not official Forest motorized travel maps and are not presented as such. The Forest Visitor map, for example, contains the following statements: ". . . areas and routes open to off-highway vehicles are designated and shown on the Travel Map provided by the local Forest office. Please obtain and study the Travel Opportunities/Restrictions carefully . . . . [and in another section of the map] . . . . Obtain travel information from a Forest Service or BLM office or other public land agency. Learn the rules and follow them." Also, the National Geographic Trails Illustrated maps state "Contact the local Forest Service Ranger District office or consult the appropriate National Forest Travel Map to obtain current information or trail use designations . . . . [and in another section of the map] . . . . Carefully regard signing and a Forest Travel Map." These other maps are useful reference tools; however, the Forest Travel Maps are the official maps to refer to for motorized travel.

Many members of the public seem to be under the incorrect assumption that currently unauthorized routes are available for motorized use and that the no action alternative would continue to allow this. This is not the case. The "no action" alternative does not include making unauthorized routes available for motorized use; travel management under this alternative would continue as it currently stands – only authorized routes would be available for motorized use. Therefore unauthorized routes that are not designated for motorized use do not represent a reduction in available mileage, because those routes are not currently available. The exception is the "hatched" area of the Vernal Ranger District in which motorized travel is currently allowed on existing, undesignated routes as long as resource damage is not occurring. All action alternatives would limit motorized travel in these areas to designated routes, which would result in fewer miles of motorized routes. This is quantified and discussed in Section 3.1.7 of the FEIS.

The decision of the Forest Service to designate, or not designate, a route for motorized use does not affect future claims under R.S. 2477 (FEIS, Chapter 1, Section 1.11.2).

Firewood harvest and any associated need for off-road travel would be authorized through the firewood permitting process (EIS, Chapter 1, Section 1.11.2 Issues not Analyzed in Depth, and Chapter 2, Section 2.2.1 Features Common to All Action Alternatives, Management Actions and Requirements – Exemptions to off-road travel section.

See the EIS, Chapter 1, Sections 1.5 and 1.11.2, for a discussion of game retrieval. Currently, motorized game retrieval is allowed up to 300 feet off designated routes. All alternatives except no action would prohibit this activity; game retrieval off of designated routes would be achieved through non-motorized means only.

Concern Statement: The Forest Service should maintain an inventory of previously legal roads that have been closed, to facilitate potential addition in future years.

Response: Previously legal (i.e., designated roads that are or have been part of the Forest transportation system and are subsequently closed) are tracked in the Forest transportation and Infra databases. Whether or not such roads would be considered for re-addition to the travel plan depends on the reason for the original closure.

Concern Statement: The Forest Service should not claim that Alternative B the Preferred Alternative increases access. Any expansion claimed in the DEIS is limited to the narrow class of roads recognized by the Forest Service. The DEIS and the ANF deliberately omit the fact that the TMP will close at least 480 miles of travel routes in the FGNRA.

Response: Within the Flaming Gorge National Recreation Area all action alternatives would designate more miles of roads and trails than are currently designated. Public use of unauthorized routes within the FGNRA is currently prohibited. The 480 miles of routes referred to are unauthorized and therefore currently closed. Nothing in the Travel Rule requires reconsideration of any previous administrative decisions that allow, restrict, or prohibit motor vehicle use on NFS roads and NFS trails or in areas on NFS lands and that were made under other authorities.

Concern Statement: The Forest Service should not include the following route types in Alternative A which is the starting point of this analysis: Any road that is listed as temporary, closed (MU), open for administrative use only, decommissioned, converted to another use, user-created routes (or other non-Forest Service routes such as tribal roads, private ways, and any other routes of unknown origin that may be listed in Infra), intermittent storage, or short-term service should not be included as part of the baseline system. These routes have, at some point in the past, been determined not to be necessary or appropriate for motorized travel open for public use. These routes should not be treated as system routes merely because they exist on the ground or have been entered into Infra.

Response: The ANF has included all NF system routes including administratively closed routes. The base layer includes the current travel designations and administratively closed roads are not open for motorized public travel in this layer. Roads and trails under the jurisdiction of other entities (such as counties) were not analyzed in this document, but were shown on maps of the alternatives to display how routes are connected on the landscape (FEIS Section 1.7 Project Scope).

Concern Statement: The Forest Service must conduct an inventory of all existing unauthorized routes because the effects of closing these routes would clearly be significant. This inventory is necessary to comply with NEPA and allow for meaningful public comment.

Response: This is addressed in the FEIS in Chapter 1, section 1.4.2.3, which notes that wheeled motorized travel by the public is currently not permitted off system routes (with the exception of the hatched areas on the Vernal District) and states, "The exact mileage of unauthorized and undesignated routes existing on the Forest is unknown and obtaining a complete inventory of all unauthorized and undesignated routes is not considered reasonable due to the extensive number of routes over the entire forest and the exorbitant cost and amount of time that would be associated with such an inventory. In addition, the Travel Rule does not require such an inventory." The Department of Agriculture determined

that reviewing and inventorying all roads, trails, and areas without regard to prior travel management decisions would be unproductive, inefficient, counter to the purpose of the travel management rule, and disrespectful of public involvement in past decision-making (Federal Register Vol. 70, No. 216, p. 68268).

The objective of the planning process is not to analyze all existing undesignated routes, it is to establish a system of designated routes and areas that will provide for access, safety, resource protection, and recreation (both motorized and non-motorized). The Forest's past travel management decisions are the starting point for travel analysis and travel management decisions (FSM 7715.03, 7715.11). When information is incomplete or unavailable NEPA does not require that that information be obtained if the cost is exorbitant. NEPA does required that within the EIS a statement be made that this information is incomplete or unavailable (40 CFR 1502.22). In lieu of an inventory the Forest has provided estimated miles of unauthorized routes by District (FEIS Section 1.4.2.3) for purposes of impact analysis. These roads are displayed as new closures because they are not open to the public now.

Concern Statement: The Forest Service should develop data regarding service levels and number of vehicles using roads during high recreation use seasons such as summer months and hunting season.

Response: Service levels are assigned to National Forest System roads and stored in agency databases. Traffic count data are generally not collected, though if needed for a specific project counters may be used. These types of information are not collected on unauthorized routes because such routes are not part of the Forest's transportation system. A complete review and inventory of unauthorized routes is not required for this analysis because the starting point for travel management planning is our current travel plan (Federal Register, Vol. 70, No. 216, p. 68268; FSM 7715.03).

5.2.5.4 Adequacy of Recreation Niche Analysis

Concern Statement: The Forest Service should change the Rugged Backcountry Recreation Niche Area setting description provided in 3.1. The description states that the area often provides greater opportunities for solitude than wilderness.

Response: The Rugged Backcountry Niche Area does include many motorized routes. The setting description is taken directly from the Recreation Niche developed for the ANF in 2005. The description "Opportunities for solitude" refers to a sense of remoteness and the potential for minimal encounters with other visitors. The description is not inconsistent with motorized travel opportunities.

5.2.6 Resource Impacts

5.2.6.1 General Concerns

Concern Statement: The Forest Service should not state "Focus is on access to those dispersed camping areas which are appropriate in location to minimize resource damage." In order to "minimize resource damage" no vehicles, domesticated animals, or humans should be allowed to enter the area covered by the management plan at all.

Response: The 2005 Travel Rule requires all Forests to designate a system of those roads, trails and areas that are open to motor vehicle use and part of the designation includes the criteria to consider effects on the following with the objective of minimizing; Damage to forest resources (36 CFR 212.55). The ANF is looking to minimize damage with the careful selection of routes and areas that access dispersed camping, not eliminate damage.

Concern Statement: The Forest Service must close and re-vegetate temporary roads within 10 years of completion of project, unless those roads are re-evaluated and determined to be necessary for the minimum road system.

Response: The purpose of this project is to designate roads, trails and areas that will be open to motor vehicle use for the public (FEIS Section 1.4.1, 1.7). Closure and re-vegetation of temporary roads is outside the scope of the analysis and decision. However, if existing temporary roads are proposed and found to meet the designation criteria in 36 CFR 212.55 per the analysis in this FEIS, they may be added to the Travel Plan.

Concern Statement: The Forest Service needs to analyze the following: 1) impacts on fish and game management, such as the ability to control fish and game populations and the increase of fishing and hunting pressure on more accessible areas; 2) effect on the quality of outdoor experience in the more accessible areas. 3) impacts from loss of access on management capabilities, including but not limited to fire protection, timber harvest, weed control, watershed management, the ability to use fire wood and other forest product permits for thinning and fuels reduction and wildlife.

Response: Access required for fire or other emergency activities, or associated with special use or grazing permits, and limited administrative use by the Forest Service for management purposes is not subject to the designations made in this planning process (36 CFR 212.51). The effect of each alternative on the quality of the outdoor experience is addressed in Chapter 3, Section 3.1.

Concern Statement: The Forest Service needs to show what analysis was done in considering any new proposal.

Response: Proposals for changes to the plan have been examined to see how they meet the purpose and need outlined in the DEIS. Each proposed change has been analyzed by a variety of resource specialists to determine the impacts involved. These impacts were measured using field visits, aerial photography and geographic information system layers and considered in the decision to include in each alternative. Reasons for proposing designation or closure on individual routes are presented in Appendix A. Resource impacts are addressed by alternative in Chapter 3.

Concern Statement: The Forest Service should address closure of existing designated routes that have known resource impacts.

Response: Existing and anticipated resource impacts are addressed in Chapter 3. Where existing routes are causing problems, mitigation or closure is proposed in one or more alternatives. See Appendix A for examples of routes proposed for closure.

Concern Statement: The Forest Service should address the impacts and benefits of each route that is likely to cause resource impacts or user conflicts. Where such problems exist, the analysis should consider other alternatives for providing access.

Response: Appendix A identifies individual route proposals that have resource issues or potential for user conflicts. These issues were considered in the impact analyses presented in Chapter 3 of the FEIS. Appendix A also notes the reasons a route is being proposed (i.e. the benefits or purpose it would serve).

Concern Statement: The Forest Service should conduct a more site-specific analysis of routes and areas being designated.

Response: Roads and trails were assessed in the field by a variety of resource specialists to determine the impacts involved. The impacts were measured using field visits, aerial photography and geographic information system layers and considered in the final decision to designate or not to designate the road or trail. The impacts measured for the most part were very visible in the form of physical resource damage in riparian and other sensitive areas, or were due to repetitive routes fragmenting wildlife habitat. We considered the appropriate uses of these areas in our decision in keeping with our multiple use mission and the understanding that all activities do not fit everywhere.

Concern Statement: The Forest Service should not limit dispersed camping to within 150' of designated routes because there is no evidence that this will reduce impacts when compared to the current 300' limit.

Response: Cross-country motorized travel is recognized as having the potential to impact many forest resources as well as creating user conflicts (FEIS Sections 1.2, 1.4.2; see also Executive Order 11644). Limiting this activity to a smaller area will also constrain the geographic scope of its impacts. Other reasons for using a 150' dispersed camping corridor width are provided in Section 1.5 of the FEIS.

Concern Statement: The Forest Service should not lump administratively closed roads together with decommissioned/obliterated roads. The effects of removing a road versus keeping it on the transportation system are very different.

Response: The purpose of this project is to designate routes and areas that are to be open to public motor vehicle use. In the context of public access, administrative closure and obliteration are similar actions. The FEIS explains that while this decision will address the management designation of routes and areas, the method of closure may require additional site-specific environmental analysis (FEIS Section 2.2.1.3).

Concern Statement: The Forest Service should only allow off-road-vehicles where they do not excessively interfere with other recreational uses or damage natural resources or adversely affect wildlife, and explain how this will be accomplished and measured in the final EIS.

Response: The Travel Management Rule requires that resource impacts of route and area designations be considered with the objective of minimizing adverse effects to soil, watershed, vegetation, wildlife, and other forest resources as well as avoiding user conflicts (36 CFR 212.55). The FEIS addresses these concerns by identifying resource issues to be analyzed in depth, assigning indicators to each issue, and addressing them in detail under each alternative (FEIS Sections 1.11.1, 2.5 and Chapter 3). Monitoring, mitigation and project design features were also identified to help minimize potential impacts (FEIS 2.2.3, 2.2.4, 2.2.5).

Concern Statement: The Forest Service needs to analyze all the unauthorized routes for environmental impacts prior to designating them for motorized use.

Response: Thorough analysis was conducted for routes proposed for motorized use. The routes were carefully considered using the criteria outlined by 36 CFR 212.55. Chapter 3 of the FEIS explains the environmental effects and consequences of designating routes proposed in each alternative. Each resource area in Chapter 3 describes what issue was examined, the units of measure that were used as indicators of effects, and the methods of analysis. Individual resource report and field analysis available in the Project Record contain additional information. Appendix A contains notes on individual route proposals, indicating the concerns that were taken into consideration when evaluating that proposal.

5.2.6.2 Soil and Water Concerns

Concern Statement: If an action alternative is chosen, the Forest Service should choose Duchesne County Government's preferred action alternative, Alternative C, because it poses the same beneficial impact to water resources, by five of the eight measures, as Alternative B, the Forest Service's preferred alternative.

Response: The proposed alternatives are being analyzed and their effects compared based on a number of disciplines. Soil and water resources are among those disciplines.

Table 3.2.10 within the Soil and Water Resources Direct and Indirect Effects portion of the DEIS (section 3.2.6) summarizes the proposed alternatives with respect to their potential effects on water resources. Section 3.2.7 of the document also contains a narrative comparing the potential cumulative effects to water resources by alternative.

Concern Statement: The Forest Service should address compliance with the Clean Water Act and disclose effects on 303(d) listed waters due to the increased mileage of designated routes under most of the alternatives.

Response: Water quality is one of the issues analyzed in depth in the FEIS (Section 1.11.1). The existing condition with respect to water quality is described in Section 3.2.4.2; including disclosure of 303(d) and 305(b) listed waters. Effects to water quality are addressed in Sections 3.2.5 and 3.2.7, including miles of unpaved motorized routes in 303(d) watersheds (Table 3.2.8). Table 3.2.9 addresses specific proposals that would require a stream alteration permit under the Clean Water Act. Section 2.2.3 specifies that Best Management Practices for soil and water resources would be applied to maintenance of routes and to route closures.

Concern Statement: The Forest Service should address the effect of this project on areas with existing significant soil and water impairment. Both the scope of the project and the proposed designation of various routes within these impairment areas is of concern to the EPA, and led to a rating of "EC-1" for the DEIS.

Response: By the rating "EC-1" the EPA rates the adequacy of the DEIS as "Adequate: EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis of data collection is necessary but the reviewer may suggest the addition of clarifying language or information."

The EPA rates the environmental impact of the action as "Environmental Concerns: The EPA Review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce these impacts" due to concerns regarding routes involved in the Travel Plan analysis associated with existing significant soil and water resource impairment.

Through GIS analysis and site specific field visits, the Forest Service identified a number of routes proposed for system designation which posed varying levels of risk to soil and water resources. Appendix A of the DEIS contains proposals which were dropped from all alternatives when resource concerns were considered significant. Table 3.2.9 and Section 3.2.6 of the DEIS disclosed other routes carried forward within an alternative which had potential risks to soil water resources requiring maintenance or mitigation before the proposals could be implemented in an alternative. Within this and other sections of the document some mitigation prescriptions were given for these and other routes. All identified mitigation and project design features must be implemented before a route can be displayed on the Motor Vehicle Use Map for public use (FEIS Sections 1.7.3, 2.2.1.2).

Concern Statement: The Forest Service should not restrict motor vehicle use in wet areas because people have always used these areas in the past.

Response: Motor vehicle use has the potential to adversely affect water resources and riparian habitats, as explained in Section 3.2 of the FEIS (see especially Section 3.2.2, issues and indicators). Restricting use within a certain distance of water is a standard conservation practice, and the 100' restriction used in this FEIS is taken from Forest Service Handbook direction for managing dispersed recreation areas (FSH 2509.22).

Concern Statement: The Forest Service should restrict motorized dispersed camping within 200' of water sources rather than 100'. The larger buffer zone is consistent with "Tread Lightly" recommendations and would better protect water resources.

Response: The 100' buffer is consistent with the Soil and Water Conservation Practices Handbook (FSH 2509.22) and is expected to result in improved conditions compared to the existing situation (Chapter 3, Section 3.2.5).

Concern Statement: The Forest Service shouldn't have roads in karst areas. In particular, the Forest Service should recognize the importance of the Dry Fork municipal watershed and address sedimentation concerns there.

Response: The potential for increased sediment delivery was an issue analyzed in depth in the FEIS (Sections 1.11.1, 3.2.2). Karst systems are highly resilient to sediment loads. Within a couple of years of the Dry Fork failure in 1997, the springs in both Dry Fork and Deep Creek had recovered from massive sediment loading far greater than any sediment delivered by roads in the area.

Concern Statement: The FS should close motorized access to wet areas.

Response: Known wet areas such as meadows and riparian corridors were analyzed and discussed by alternative (Chapter 3, Section 3.2.6.) In wet areas or stream crossings where field visits indicated issues with route placement, mitigation measures were outlined to protect the soil and water resource (Chapter 3, Table 3.2.9). For routes already on the current travel map, the Soil and Water Resource Report in the project record has a list of maintenance mitigation by proposal number. In addition, restricting dispersed camping to 100 feet away from water bodies, not allowing meadow and live stream crossings, and seasonal closures will all help protect wet areas.

5.2.6.3 Social and Economic Concerns

Concern Statement: The Forest Service should address more than just environmental impacts. The analysis needs to consider other factors in order to be fair and balanced.

Response: Recreation, social and economic issues were identified in Chapter 1, section 1.11 and addressed in Chapter 3, sections 3.1, 3.5, 3.6. Of 14 issues analyzed in depth, six focused on impacts to Forest visitors and local economies.

Concern Statement: The Forest Service should consider the cost of signing the open routes.

Response: The costs associated with implementing each alternative are addressed under Recreation Issue # 4, as described in Section 1.11.1, 3.1.3 and 3.1.7 of the FEIS.

Concern Statement: The Forest Service should consider the negative economic effects of shutting down motorized dispersed camping and ATV trails. Local businesses are more reliant on recreation and tourism now that the oil fields are shutting down. Reducing the areas available for motorized uses will discourage campers and reduce the number of visitors buying gas, food, ATV parts, tires, and other recreation items.

Response: The overall effect of travel management on the economies of surrounding areas is tracked as Economics Issue 2 (Section 1.11.1.5, 3.5.2, and throughout 3.5.6), and considered the potential for a change (either upwards or downwards) in the number of visitors participating in motorized recreation.

Concern Statement: The Forest Service should fund mitigation for newly designated routes to provide for public access as soon as possible, not make it a low priority as the EIS suggests.

Response: Recreation Issue 4 in Chapter 3 Section 3.1.3 states, "Implementing and managing the travel plan will require signing, installing barriers, patrolling and monitoring, mitigation, and maintenance of roads and trails. The cost of these activities may be prohibitive to adding new routes or routes that would require high maintenance or mitigation costs." This statement simply indicates that costs are a factor when deciding which and how many new routes can be adopted in the final decision. While annual funding levels do affect the overall rate of implementation, nothing in the FEIS indicates that new routes would be a lower priority than other recreation projects.

Concern Statement: The Forest Service should have considered the economic benefits of connecting various small towns to the Forest via motorized trails, rather than limiting that discussion to the town of Manila.

Response: The economic effects of the alternatives on Daggett County were selected as an indicator because this County is more dependent on National Forest recreation than any other county in the project area (FEIS Section 3.5.5.4). The town of Manila is located closer to the Forest boundary than most other communities in the project area, and comments received from Daggett County officials specifically requested that connecting trails be considered. Proposal #1007 was submitted as a desirable opportunity for Manila. The economic effect of this proposal was assessed and although positive, it was too small to be a discernable part of the overall County economy. Connecting trails were not specifically discussed for other communities, and given that Forest recreation is a smaller part of the overall economy outside of Daggett County, such trails would not be likely to make a substantial economic impact.

Concern Statement: The Forest Service should issue passes on the Flaming Gorge NRA to generate revenue for enforcement and improvements, and report back to the public about how fees were used.

Response: Management of fee programs is outside the scope of this project. Passes are already required on the Flaming Gorge National Recreation Area and the revenues generated are used for a variety of purposes related to facilities, visitor services, and recreation management. An annual report regarding fees collected and how they were used is available on the Ashley's web site.

Concern Statement: The Forest Service should not charge the public a fee for using public lands.

Response: The purpose of this project is to improve management of public summer motorized use by designating a sustainable system of roads, motorized trails and areas that are open for public motorized use. Establishing fees is not part of any alternative.

Concern Statement: The Forest Service should not consider the cost of maintaining all the roads that are designated. The majority of roads do not need regular maintenance. Instead, the Forest Service should focus on maintaining the main roads and only work on others when problems occur.

Response: The Travel Management Rule specifies that the availability of resources to maintain and administer routes should be considered in the designation process (36 CFR 212.55). Roads are assigned an intended maintenance level based on factors such as service level, management objectives, and resource needs, so not all roads are maintained to the same standard. Waiting until a problem arises is not feasible because of safety and resource protection concerns. In addition, it is often more expensive to repair damage than to do preventive maintenance.

Concern Statement: The Forest Service should require OHV users to pass a test and obtain and pay for a license to operate OHVs.

Response: The states are responsible for OHV licensing and registration requirements. The Forest Service does not have the authority to charge fees for general forest access unless the area is designated as a high impact recreation area or the area contains each of the following amenities: designated developed parking, permanent toilet facility, permanent trash receptacle, interpretive sign, exhibit, or kiosk, picnic tables, and security services.

Concern Statement: The Forest Service should select Alternative C because it would increase tax and licensing revenue for the local Counties and provide funds for road and trail maintenance.

Response: The effects of each alternative on the number of persons participating in motorized recreation, and the corresponding effect on local economies, is considered in Section 3.5.6 of the FEIS. Funds received by local governments from license fees and taxation are not available to the Forest Service for road and trail maintenance.

Concern Statement: The Forest Service should use recreation fees to fund baseline studies of impacts.

Response: Use of fees collected under the Federal Lands Recreation Enhancement Act to fund biological monitoring on Federal recreational lands and waters under the Endangered Species Act of 1973 for listed or candidate species is prohibited. In addition Forest Service guidelines direct recreation fees to be used only for expenditures in the following categories:

a. Repair, Maintenance, and Facility Enhancement – these expenses must directly relate to visitor enjoyment, visitor access, and health and safety. They include the day-to-day facility maintenance, facility deferred maintenance, capital investments in facilities, including sites reviews, permits, surveys and design; and facility related expenses that meet current agency guidelines

b. Visitor Services – expenses associated with interpretation, visitor information, visitor service, visitor needs assessment, and signs.

c. Habitat Restoration – expenses directly related to wildlife dependent recreation that is limited to hunting, fishing, wildlife observation, or photography.

d. Law Enforcement – costs related to public use and recreation at fee sites and areas.

e. Direct operation expenses – expenses directly related to management and delivery of a recreation fee program including direct operation and capital costs. This category includes cost of collection which is capped at 15% for fiscal year 2005.

f. Fee management agreements

Concern Statement: The Forest Service should use recreation fees to improve facilities and ATV trails before trying to implement the travel management plan.

Response: The Ashley National Forest uses recreation fees to improve the areas where a fee is charged. The forest does not charge a fee for use of ATV travel routes and therefore fee revenues would not be used to construct ATV trails. In 2005, the Forest Service published a new rule for providing motor vehicle access to national forests and grasslands. This rule requires each national forest and grassland to designate those roads, trails, and areas open to motor vehicle use FEIS Section 1.2). Therefore waiting to until recreation facilities are improved to implement the Travel Plan is not an option.

5.2.6.4 Wildlife

Concern Statement: The Forest Service should analyze the effects of adopted illegal roads to wildlife, rather than dismissing them because the direct habitat loss has already occurred.

Response: The complete analysis for wildlife is contained in the Specialist Report, Biological Assessment, and the Biological Evaluation. This analysis calculated the acres of habitat per species that would be directly lost by the roads/trails proposed in the action alternatives, as well as the effects to individual species by noise disturbance. A table for each species is provided in these reports depicting the acres of habitat affected and the buffer of area expected to be effected by noise disturbance. These calculations included routes that currently exist, but that are undesignated. Therefore the analysis took into account the direct impacts to habitat from those existing routes that are being proposed to be designated routes in the action alternatives as well as the impacts from noise disturbance. We acknowledge that the amount of habitat lost as a result of the existence of these routes, will not be recoverable if they become designated routes. However, as the analysis demonstrates, in every case, this loss would be far less than 1% of available habitat on the Forest for each species. The analysis also acknowledges that effects to wildlife occur beyond the mere footprint of the routes, and analyzes indirect effects such as noise disturbance. The FEIS has been clarified to reflect this analysis.

The impacts are assessed and compared to Alternative A, which reflects the current Travel Plans on the Ashley and provides a baseline for analyzing effects (FEIS Section 1.3, 1.7.3, 2.3.2). The routes shown in the current travel plan were analyzed in prior NEPA documents and there is no need to reconsider previous administrative decisions to allow, restrict or prohibit motor vehicle use, including decisions made on prior travel plans (Federal Register Vol. 70, No. 216, p. 68268).

Concern Statement: The Forest Service should consider motorized trails in its assessment road density and impacts to wildlife.

Response: The road density analysis did include motorized trails. See Section 3.3.5.4 of the FEIS.

Concern Statement: The Forest Service should not rely on road density analysis to make decisions about the continued use of roads, because the density standards are not meaningful.

Response: Use of road density analyses as one measure of the impacts of roads is well established in the scientific literature. It is not the sole basis for assessing impacts to wildlife, but is used along with other indicators to provide an assessment of the likely impacts to those species that are sensitive to roads and traffic (FEIS Section 3.3).

Concern Statement: The Forest Service should consider noise disturbance to elk, deer, and other wildlife from motorized travel.

Response: The Wildlife Specialist Report analyzes direct habitat loss from the action alternatives as well as indirect disturbances to wildlife, such as noise disturbance. The report also calculates road densities in elk and deer critical habitat and compares it with the recommended road density threshold for elk (Christensen 1993). Disturbance to wildlife is one of the issues analyzed in depth for each alternative. The FEIS summarizes the analysis. Refer to the Specialist Report for further information.

Concern Statement: The Forest Service should evaluate loop routes on a case-by-case basis. Not all loop routes need to be closed for wildlife protection.

Response: Routes were evaluated on several levels including case-by-case basis as well as road densities and cumulative effects. Loop routes provide a sought-after recreation opportunity and were included in alternatives where doing so would not create other resource problems or conflicts (FEIS Section 3.1.7, Appendix A).

Concern Statement: The Forest Service should not assume that habitat exists somewhere on the Forest for displaced individuals.

Response: The Wildlife Specialist Report, Biological Evaluation, and Biological Assessment contains more in depth analysis than the DEIS. The DEIS was only a summation of the analysis and directed the reader to these other reports for further information on the analysis. These reports were available upon request during the comment period for the DEIS and remain available. A full analysis is provided in the reports and summarized in the DEIS and FEIS on the effects the existing undesignated roads/trails proposed for designation may have on wildlife (including acres of lost habitat on the adoption of these routes).

Analysis was done to determine the amount of miles of motorized roads/trails that intersected habitat of those wildlife species discussed in the FEIS and Wildlife Specialist Report. Acres of these species habitat directly affected by roads/trails proposed for designation were then calculated by Alternative, including those existing roads/trails proposed that are currently undesignated. The acres of habitat by species was compared to Alternative A, the no action alternative, to determine the amount of habitat that has been lost by undesignated routes proposed for designation and permanently lost if these routes are adopted as designated roads/trails. In every case, the acres of species habitat being directly affected by the action alternatives was far less than 1% of the amount of available habitat on the Forest for the particular species. That would leave 99% of the habitat that would not be affected by the action alternatives. We acknowledge that if individuals are displaced into habitats that are already occupied, there would be increased inter-specific and intra-specific competition and stress on individuals. However, this possibility is assuming that all available habitats on the Forest would already be occupied. Given the amount of habitat for these species on the Forest, and the small amount of their habitat that would be affected by the action alternatives, this would be an unlikely scenario. Also, it should be acknowledged that the determinations for each species were based on several factors, and “ample habitat on the Forest for possible displaced individuals” was only one of them.

Concern Statement: The Forest Service should correct errors in the wildlife section of the EIS. The Forest Service should do a full analysis of the effects to wildlife.

Response: The errors that are mentioned to occur in the wildlife section of the DEIS were unfortunately overlooked. However, these errors did not occur in the Wildlife Specialist Report, which was completed prior to the release of the Draft EIS. The Wildlife Specialist Report was available upon request during the comment period for the DEIS, and remains available. The errors in the DEIS have been corrected in the Final EIS.

We acknowledge that there is some repetitiveness of paragraphs amongst species analysis. This is a result of the effects to species from the action alternatives being quite similar, but at variable levels. It was considered to lump species together under the analysis for each potential effect. However, to demonstrate that the Forest took a hard look at the potential effects from the action alternatives to each species, it was decided to separate the species and address effects to each species separately. Thus, the same effects were addressed for each species with the same or similar verbiage. This may have given the appearance of redundancy, but it clearly shows that each species was given full consideration of the potential effects from the action alternatives. Refer to the Specialist Report, Biological Assessment, and Biological Evaluation for further information on the analysis.

Concern Statement: The Forest should not allow motorized access on the Swett Ranch Loop. These are important elk calving and deer fawning areas.

Response: All motorized trails on the Vernal and Flaming Gorge Ranger Districts would be seasonally closed from November 20th to June 15th, which includes the Swett Ranch Loop. This would avoid disturbance to elk and deer in this area during the majority of the calving/fawning season.

Concern Statement: The Forest Service should address the effects of this project on wildlife movements, habitat integrity, habitat corridors, and habitat fragmentation.

Response: Section 3.3.1 acknowledges that roads affect wildlife in a variety of ways, including altering movements and fragmenting habitat. The analysis applies to proposed changes in the motorized routes open to the public, as compared to the current system, and miles of road and acres of affected habitat were used as indicators of overall impacts to each species of concern or interest. Where appropriate, effects occurring within key habitat areas such as winter range or breeding sites were discussed by species. The FEIS contains a summary of the analyses and conclusions reached. Details of the wildlife impact analysis are available in the Wildlife Specialist Report in the project record.

5.2.6.5 Climate Change

Concern Statement: The Forest Service should address the effects of climate change in the EIS, especially with respect to cumulative effects.

Response: Climate change analysis is meaningful if a cause/effect relationship exists between climate change and the proposal, the effects can be quantified, and those effects vary substantially between alternatives. A discussion of climate change has been added to section 3.13.1 of the FEIS.

5.2.6.6. Sensitive Plants

Concern Statement: The Forest Service should perform field surveys for sensitive plants and include the information obtained in the FEIS.

Response: The Biological Evaluation for sensitive plants provides species-specific analysis of potential impacts and the rationale for effects determinations. The BE is part of the project record and is available for public review on request.

5.2.6.7. Safety

Concern Statement: The Forest Service should address the safety concern raised by concentrating ATV use on fewer routes.

Response: Miles of routes available for ATV use would be the same or greater, compared to the No Action alternative, over 90% of the Forest under all action alternatives. Motorized routes would be reduced on the 10% of the Forest where travel is currently allowed on any existing route, whether designated or not (the hatched area). The undesignated routes in the hatched area were not located or designed for ATV use and are not maintained, which creates safety concerns. Restricting motorized use to designated routes which have been evaluated as suitable for such use should improve safety (FEIS Section 3.1.1).

Concern Statement: The Forest Service should consider the safety hazard created by restricting cross-country travel for dispersed camping to 150' from designated routes. Small children would be at risk due to traffic on nearby roads.

Response: Section 3.1.7.1 notes that motorized dispersed camping nearer a road (within 150' vs. 300') may pose safety concerns if the camp site is along a busy road and/or a road allowing faster vehicle travel. This concern is common to all action alternatives. However, there are many opportunities for dispersed camping along low-standard roads with light traffic, and in sites further than 150' from main roads which are accessed by spur routes designated for that purpose. Campers also have the option of parking at 150' and walking further in to set up their camp area.

5.2.7 Availability of Motorized Opportunity

5.2.7.1 Maintaining or increasing motorized opportunity

Concern Statement: The Forest Service should consider an alternative that provides more motorized recreation, in order to respond to increasing demand for this use. This alternative should include upgrading or maintaining roads and trails to address resource issues rather than closing or omitting them from the system.

Response: The ANF did consider such an alternative in detail. Alternative C responds to issues raised by motorized user groups and county governments. The intent of this alternative is to maximize opportunities for motorized travel to address the need to accommodate current motorized use as well as anticipated future motorized use (FEIS Section 2.3.5). Alternative C does not include all roads and trails that currently exist on the ground as part of the designated system. Routes identified during the scoping period by field personnel, county governments, and the public as potential motorized routes were considered. However, many unauthorized or undesignated roads and trails have sustainability or manageability issues that preclude inclusion as system routes (e.g. erosive soils that prevent the route from being adequately maintained over time; mitigation or reconstruction requirements whose cost outweighs its benefits; routes that would not provide access to a dispersed site, loop opportunity, or vista; and/or routes that would not contribute to a well-designed system that encourages responsible use). This Alternative responds to the Forest needs identified in Chapter 1 Section 1.4 Purpose and Need and Subsection 1.11.1 Issues Analyzed in Depth by finding opportunities for the following actions:

- Increase miles of motorized routes to accommodate OHVs over 50 inches.
- Create longer ATV routes that connect to or are in close proximity to smaller communities.
- Create a diversity of routes that match skill levels.
- Increase designate dispersed camping opportunities that allow ATV access from the camping area to ATV trail.
- Increase the number of loop routes of varying distances.
- Consider alternative routes that may require new construction, but access a desirable destination.

- Maintain roads for public use that end at or access private or Tribal lands.
- Identify dispersed camping opportunities by designating routes that access sites greater than 150' from current NFS roads and trails.
- Designate short ATV loop routes around or near some dispersed camping areas.
- Mitigation of resource concerns instead of closing routes where possible. Mitigation may include, but are not limited to hardened stream crossings, hardened or sloping road surfaces, barriers which effectively block or redirect motorized traffic, seasonal closures, and interpretive signs.

Concern Statement: The Forest Service should allow ATVs to travel on Forest roads. The safety concern is not supported by accident statistics, and can be addressed with proper signing.

Response: The alternatives include a variety of proposals to allow mixed use on more Forest roads (see Appendix A for examples). However, mixed use is not appropriate on all roads. Safety concerns are a significant issue on certain mixed use routes, especially where traffic is heavy, sight distances are poor, or posted speed limits are higher than other areas on the Forest. This issue is described in Section 1.11.1 and discussed further in Section 3.1.7.1 of the FEIS.

Concern Statement: The Forest Service should choose Alternative C in order to better provide motorized recreational access to the local communities of this area. Some of the respondents who expressed this opinion supported Alternative C as a first choice and others as a second choice after Alternative A.

Response: Comment noted. Alternative C would designate the most miles of motorized routes, followed by Alternatives B, E, A, then D.

Concern Statement: The Forest Service should increase motorized use, not decrease it. Additional restrictions as in alternative D would be unfair to the vast majority of the public that uses motorized vehicles to access the Forest.

Response: The range of alternatives was developed to give the Responsible Official a wide array of choices for providing an appropriate mix of sustainable recreation while protecting ecological resources. The Responsible Official may also select components from several alternatives to include in his decision. Alternative D would designate fewer miles of motorized routes than other alternatives, while alternatives B, C and E would result in more miles of designated motorized routes than currently exist. All action alternatives would specify the same dispersed camping corridor widths, though some would adopt more spur routes to dispersed sites than others. All action alternatives would also eliminate travel on existing undesignated routes in certain portions of the Vernal Ranger District (the "hatched areas"; Section 3.1.7.1). Sections 2.3, 2.5 and Chapter 3 of the FEIS compare the alternatives in detail.

Concern Statement: The Forest Service should not close routes that have been open for hundreds of years.

Response: The proposed closures only limit motorized access. The Forest is not limiting historic travel methods such as horseback riding, horse packing, or hiking. Even though some routes on the Forest have been in place for over one hundred years (since about 1860) they have not been used by motorized vehicles for that length of time. Intensive use of roads by 4x4 vehicles and ATV's has been a part of the road use for 20-30 years.

Concern Statement: The Forest Service should provide for a variety of uses, including different types of recreation as well as agricultural and industrial uses. This is in keeping with the agency's multiple use mission.

Response: A range of alternatives was developed to give the Responsible Official a wide array of choices for providing an appropriate mix of sustainable recreation opportunities while protecting ecological resources (FEIS Section 1.4.1). The Responsible Official may also select components from several alternatives to include in his decision. Sections 2.3, 2.5 and Chapter 3 of the FEIS compare the alternatives in detail. Access needed for other uses such as grazing is provided through the appropriate permits and/or rights of way, and is not covered by this decision (FEIS Section 1.2, 1.11.2.1).

Concern Statement: The Forest Service should let us use the Forest because we pay for it. Public lands need to be open to the public.

Response: The Travel Management Plan does not close any portion of the Forest to public access. The project does designate which areas are appropriate for motorized travel. In 2005, the Forest Service published a new rule for providing motor vehicle access to national forests and grasslands. This rule requires each national forest and grassland to designate those roads, trails, and areas open to motor vehicle use. Designated routes and areas will be identified on a motor vehicle use map.

The Ashley National Forest already has a system of designated roads and trails, with no cross-country travel allowed. This policy has been in place since the1990's and is on the current travel map and in Alternative A of the DEIS.

The purpose of the current planning effort is to review our travel map and make changes where necessary. Our goal is to find the right balance of motorized and non-motorized opportunities while protecting the natural resources of the Forest. All alternatives would keep over 1400 miles of designated roads and trails open to motorized use; most would add more miles of designated routes compared to the existing travel plan.

Concern Statement: The Forest Service should choose the no action alternative, Alternative A. No changes should occur to motorized route designations because the local citizens of this area enjoy all the existing roads and trails on the Forest for such activities as recreation, woodcutting, dispersed camping, and big game retrieval and don't want any more regulations. Also, some of these respondents felt that Alternative A should be chosen because some local businesses depend on the sales of motorized recreational vehicles, including ATVs, to motorized recreationists. Others felt that choosing any other alternative other than Alternative A would be a "punishment" of the majority for the indiscretions of a few motorized users. Several others voiced a preference for Alternative A in order to retain the 300-foot dispersed camping rule for safety reasons and to have better quality motorized camping experience.

Response: Comment noted. Alternative A, while providing a useful baseline, would not meet the purpose of and need for this project (EIS, Summary section and Chapter 2, Section 2.3.2 Alternative A – No Action. While reviewing the public comments in this concern category, it became apparent that many of the public are not differentiating between the no action alternative and the existing condition of all motorized routes, including unauthorized routes, on the ground. The no action alternative is the current authorized management situation (refer to existing travel management maps for each district) and does not include all user-created and other unauthorized routes on the ground. The current mileage of unauthorized motorized routes on the Forest is estimated at 373 miles on the Roosevelt-Duchesne Ranger District, 480 miles on the Flaming Gorge Ranger District, and 215 miles on the Vernal Ranger District. Motorized uses of these unauthorized routes are violations of current management. (See the EIS, Chapter 1, Section 1.4 Purpose and Need for Action, Motorized use of undesignated routes is contributing to resource damage section.) The Vernal Ranger District also has an additional 368 miles of "undesignated" routes within the

hatched travel area, on which motorized use is currently allowed as long as resource damage is not occurring. 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. Effects of the existing condition and the no action and action alternatives are discussed in Chapter 3 of the EIS.

Firewood harvest and any associated need for off-road travel would be authorized through the firewood permitting process (EIS, Chapter 1, Section 1.11.2 Issues Not Analyzed in Depth, Access section and Chapter 2, Section 2.2.1 Features Common to All Action Alternatives, Management Actions and Requirements – Exemptions to Off-Road Travel section).

See the EIS, Chapter 1, Sections 1.5 and 1.11.2, for a discussion of game retrieval. Currently, motorized game retrieval is allowed up to 300 feet off designated routes. All alternatives except no action would eliminate this allowance; game retrieval would be achieved through non-motorized means only.

See the EIS, Chapter 3 for discussions of affected environments and effects analyses for the various resource areas, including recreation and economics.

Concern Statement: The Forest Service should keep more roads open to enable more people to use it. The Forest can generate money by using the resources that are on the forest rather than shutting it down. Let the public enjoy it and it will be a better place for all.

Response: The purpose and need for this project is to designate a system of roads and trails where Off-Highway-Vehicle (OHV) use is appropriate and sustainable. The use of other resources to generate revenue is not included in this planning effort.

Concern Statement: The Forest Service should not build or open any new roads, campgrounds, or ATV trails or should do so only after careful analysis. There is already plenty of motorized access.

Response: Building new campgrounds is outside the scope of this project. Regarding any new construction of roads or ATV trails, some alternatives would involve a very limited amount of alternative route construction to bypass current routes that provide access to desirable destinations but are unsafe or not available due to resource concerns (see the EIS, Chapter 2). Alternative B, for example, would allow for the new construction of approximately 1.2 miles of motorized trail; Alternatives C and E would allow for the new construction of approximately 2.2 miles of motorized trail.

Regarding the opening of roads and trails that are on the ground but that are currently unauthorized and closed to motorized use, all action alternatives would open varying amounts of these routes (see the EIS, Chapter 2).

The interdisciplinary team developed the alternatives in response to scoping and conducted a careful analysis of potential effects (see the EIS, Chapter 3 Affected Environment and Effects Analysis).

Concern Statement: The Forest Service should not eliminate or reduce access to dispersed camping,

Response: Overall access to dispersed camping will not be eliminated under any alternative. The current travel management plan on the Ashley National Forest allows motorized dispersed camping (camping outside of developed campgrounds) up to 300 from a designated route. All action alternatives would change dispersed camping distances by providing motorized access up to 150 feet from designated motorized routes. Many popular, well-used dispersed camping areas located beyond 150 feet from current designated routes were inventoried and appear as proposals in the action alternatives for potential designation. The effects of changing to 150 feet were addressed in the FEIS Chapter 3 under all resource Environmental Consequences sections. The draft EIS showed proposals to prohibit access to dispersed camping locations. These proposals were revised

based on feedback from staff and public comments. The final EIS will have fewer restrictions that prohibit access to motorized dispersed camping opportunities.

Concern Statement: The Forest Service should not reduce access in Wyoming to Flaming Gorge Reservoir.

Response: The purpose and need for this project is to designate a system of roads and trails where Off-Highway-Vehicle (OHV) use is appropriate and sustainable. All action alternatives designate more trails and roads than the current Travel Plan regulations in Wyoming. Motorized Dispersed Camping on the Ashley National Forest is changing to 150 feet to be consistent with other Utah forests. Within Wyoming motorized dispersed camping will remain at 300 feet to be consistent with other Wyoming Forests.

5.2.7.2 Limiting or Decreasing Motorized Opportunities

Concern Statement: The Forest Service should choose Alternative D because it would limit motorized use and protect other resources, including values found in roadless areas.

Response: Comment noted. Alternative D was developed to respond to issues raised by non-motorized users relative to a need for more non-motorized opportunities, as well as conservation groups with concerns about road densities, water quality, fragmentation, and protection of critical habitats for wildlife (EIS, Chapter 2, Section 2.3.6 Alternative D). Alternative D would provide for the least amount of motorized routes and associated motorized dispersed camping opportunities.

Concern Statement: The Forest Service should choose an alternative that reduces motorized use in order to protect resources and provide more non-motorized recreation opportunities.

Response: A range of alternatives was developed to give the Responsible Official a wide array of choices for providing an appropriate mix of sustainable recreation while protecting ecological resources. The Responsible Official may also select components from several alternatives to include in his decision. Alternative D would designate fewer miles of motorized routes than other alternatives, while alternatives B, C and E would result in more miles of designated motorized routes than currently exist. All action alternatives would reduce the dispersed camping corridor width form 300' to 150', though some would adopt more spur routes to dispersed sites than others. All action alternatives would also eliminate travel on existing undesignated routes in certain portions of the Vernal Ranger District (the "hatched areas"; see Sections 2.2.1 and 3.1.7.1). Sections 2.3, 2.5 and Chapter 3 of the FEIS compare the alternatives in detail.

Concern Statement: The Forest Service should close the Forest to cross-country-travel. This will aid in stopping the spread of exotic plants and noxious weeds. Soil compaction and erosion will also be reduced.

Response: Cross-country travel is currently limited to areas within 300' of designated motorized routes. The action alternatives would reduce this distance to 150' (FEIS Section 2.2.1).

Concern Statement: The Forest Service should consider comments from less vocal interest groups and individuals.

Response: The content of each comment received is considered during preparation of the FEIS. Comments are not treated as votes, and establishing the number of people for or against an action is not the objective of the comment analysis process.

Concern Statement: The Forest Service should preserve all recreational opportunities and provide areas that are free of conflict for each type of user.

Response: The FEIS recognized potential user conflicts Recreation Issue 1 (FEIS section 1.11.1 and section 3.1) and responded to Forest Plan direction to provide areas and opportunities for all types of recreational user experience and to separate identified conflicting recreation uses (Forest Plan p.IV-18, FEIS section 1.6).

Concern Statement: The Forest Service should structure this planning process to achieve a balance of recreational uses, not to optimize the motorized recreation experience.

Response: The purpose of this planning process is to improve management of summer motorized use by designating a sustainable system of roads, trails and areas as required by the 2005 Travel Management Rule. That Rule specifically requires the Forest Service to designate routes and areas for motor vehicle use (36 CFR 212 subpart B). The intent, as described in Section 1.4.1 of the FEIS, is to provide for a variety of recreation opportunities that is responsive to current and expected needs while considering other management concerns and resource needs. A range of alternatives was developed to give the Responsible Official a wide array of choices for providing an appropriate mix of sustainable recreation while protecting ecological resources. Alternative D would designate fewer miles of motorized routes than other alternatives, while alternatives B, C and E would result in more miles of designated motorized routes than currently exist. All action alternatives would reduce the dispersed camping corridor width from 300' to 150', though some would adopt more spur routes to dispersed sites than others. All action alternatives would also eliminate travel on existing undesignated routes in certain portions of the Vernal Ranger District (the "hatched areas"; see Sections 2.2.1 and 3.1.7.1). Sections 2.3, 2.5 and Chapter 3 of the FEIS compare the alternatives in detail.

5.2.7.3 Opening All Existing Routes

Concern Statement: The Forest Service should designate roads in Wyoming for motorized travel as recommended by the Wyoming Game and Fish Department. This would allow the continued access to private and state lands, and would not limit dispersed camping.

Response: WGFD recommended all routes that gave access to the reservoir be left open to provide access for anglers and other sportsmen. Many of these routes are not on the Flaming Gorge Ranger District Travel Map and travel on them is currently prohibited. Because the Purpose and Need for this Travel Management Plan is more encompassing than recognized by the WGFD many unauthorized routes were not included in any alternative (FEIS Chapter 1 Section 1.4 Purpose and Need for Action). Exemptions to off-road travel as described in 36 CFR 212.51(a) would be allowed under all alternatives. Exemptions fall into three categories: emergencies, administrative activities, and activities allowed under special use permits. Examples of emergency exemptions include fire, law enforcement, and search and rescue activities. Administrative activities include noxious weed control, wildlife management, and vegetation management (timber, fuel reduction). Activities allowed under special use permits include firewood gathering, wildlife research, livestock operations, access to private lands, leased lands, permitted occupancy land and permitted use lands, and outfitter-guide operations associated with assigned campsites. This last category of exemptions allowed under special use permits requires specific authorization from the appropriate Line Officer, detailing when, where, who, and under what circumstances motorized travel is allowed.

Concern Statement: The Forest Service should leave the roads and trails as they are. All the roads and trails are used for recreation and the closure of any routes, including unauthorized routes, will limit access to areas.

Response: Many public comments expressed confusion and frustration about the existing condition and No Action Alternative. Many respondents stated that they preferred Alternative A because they wanted continued access to all the routes on the ground. Current motorized travel regulations prohibit public motorized use off existing, established forest system roads and trails with the exception of the Vernal Ranger District hatched area. Because the objective of the planning process is not to analyze all existing undesignated routes, rather to establish a system of designated routes and areas that will provide for access, safety, resource protection, and recreation (both motorized and non-motorized) (FEIS Section 1.4. Purpose and Need), the starting point for the

analysis is the current travel plan. Existing unauthorized routes are not currently available for motorized travel, and will only be added to the transportation system on a case-by-case basis.

Concern Statement: The Forest Service should not close a single road or trail. Doing so would create crowding, and would not provide for current and future recreation demands. Allowing motorized users to disperse across the Forest reduces user conflicts, minimizes unsafe crowding and congestion, limits the potential for violations, and improves the quality of the motorized recreational experience.

Response: The FEIS Section 1.2 addresses the primary reason for the travel rule and Section 1.4 gives the reason for the analysis of a designated system of roads and trails and areas for motorized use. As stated in the need for this analysis motor vehicle use has changed since the 1980's in both type and amounts of use. With the increased popularity in OHV use, the demand for motorized OHV routes has also grown exponentially. As the overall miles of unauthorized and undesignated roads and trails increase, the overall quality of the transportation system declines since these roads and trails are not managed and maintained. In addition, because system routes were developed historically for different purposes, the design and location of routes often do not serve today's recreation needs. We acknowledge that the closure of some routes may increase crowding within the Vernal hatched area, however since the majority of the routes that would be "closed" elsewhere (including many referred to by WFGD) currently prohibit motorized use, effects should be minimal. Impact analyses for other resources indicate that providing a designated system of roads and trails and prohibiting unmanaged motorized recreation will provide needed resource protection.

Concern Statement: The Forest Service should designate the currently unauthorized routes because they are being used by the public and for resource management, and therefore are needed.

Response: Although FEIS acknowledges that these routes are being used, it also discloses that a variety of resource impacts are occurring (FEIS Section 1.4.2.3 and 3.1.1). The Travel Management Rule requires that many different factors be taken into account when designating roads, trails and areas for motorized use (36 CFR 212.55). These include effects on natural and cultural resources, public safety, access needs, potential for conflicts between users, and the need to administer and maintain routes as well as the need to provide recreation opportunities. The goal is to designate a sustainable system of routes and areas for motorized use that balances all these considerations. Designating all unauthorized routes would not meet that goal.

5.2.7.4. Addressing Recreation Demand

Concern Statement: The Forest Service should consider that as human intrusion into the Forest increases, the non-human resources become more endangered and more valuable. The fact that human motorized use has increased does not automatically mean that more and more of the Forest should be dedicated to that use.

Response: The Travel Management Rule requires that many different factors be taken into account when designating roads, trails and areas for motorized use (36 CFR 212.55). These include effects on natural and cultural resources, public safety, access needs, potential for conflicts between users, and the need to administer and maintain routes as well as the need to provide recreation opportunities. The goal is to designate a sustainable system of routes and areas for motorized use that balances all these considerations. The FEIS identified a variety of issues to be tracked throughout the analysis, including impacts to soil, water, wildlife, economics, and cultural resources as well as recreation demand. These issues are addressed in detail in Chapter 3.

Concern Statement: The Forest Service should explain how increased ATV sales and registrations relate to Forest recreation use rates, and why recreation management must be adjusted in response to it.

Response: ATV sales and registrations are one indication of the popularity of motorized recreation. Survey data cited in Sections 3.1.1 and 3.5.5 indicate that public lands, including Forest Service lands, are places where people want to engage in motorized recreation. This is relevant to recreation management because the

Ashley's Forest Plan directs us to consider public needs, along with other factors, in our recreation program. Likewise the Travel Management Rule lists provision of recreation opportunities and access as factors to be considered when designating routes for motor vehicle use. However, other factors must be considered as well. The FEIS states that striking a balance between motorized and non-motorized uses is an integral part of the travel management planning process (Section 3.1.1).

Concern Statement: The Forest Service should extend the width of motorized trails to accommodate the increasing popularity of side-by-side OHVs by "senior" citizens and other users.

Response: All action alternatives would provide opportunities for the new, wider Utility Terrain Vehicles by designating more roads as open to mixed traffic and designating some trails as open to all vehicles. However, not all trails are suitable for UTV use due to terrain and other site factors.

Concern Statement: The Forest Service should include more of the findings in the USU survey of Public Lands and Utah Communities in the EIS, especially with respect to local land values and area residents' desire to have a voice in management decisions.

Response: Social and economic values are addressed in Section 3.5 of the FEIS. This section has been expanded to include additional summarized data from the USU survey of Public Lands and Utah Communities. The added discussion summarizes the opinions of people from Daggett, Duchesne, and Uintah Counties about motorized travel and other land management topics relevant to this project. Equivalent data has not been found for Wyoming Counties, however other sources of information on social values have been cited where possible (e.g., the report titled "Aspects of Beliefs and Values Regarding the Resources and Management of the Ashley National Forest,' which was prepared for the Ashley's Forest Plan revision project).

Concern Statement: The Forest Service should open additional trails and areas to offset the loss of any that are closed in this process.

Response: The Travel Management Rule requires that many different factors be taken into account when designating roads, trails and areas for motorized use (36 CFR 212.55). These include effects on natural and cultural resources, public safety, access needs, potential for conflicts between users, and the need to administer and maintain routes as well as the need to provide recreation opportunities. The goal is to designate a sustainable system of routes and areas for motorized use that balances all these considerations. The only areas that will have a reduction of motorized opportunity are the "hatched" areas on the Vernal District, which represent about 10% of the Ashley (excluding the High Uinta Wilderness). On the other 90% of the Forest, there will be the same or more miles of motorized routes available for public use under all action alternatives. Reducing the dispersed camping corridor width would be offset by adding many spur routes across the Forest to provide access to additional camp sites.

Concern Statement: The Forest Service should provide data to support its claim that non-motorized use has increased on the Forest. The data provided in the DEIS showed that motorized use was increasing, but there were no corresponding data for non-motorized uses.

Response: Section 3.5.5.3 of the FEIS states that the counties within the analysis area have experienced rapid population growth, and that growth is expected to continue. Hiking and walking are among the most popular activities occurring on the Forest (FEIS Section 3.1.1) so as local populations grow, we expect to see more people participating in these activities. Although motorized recreation may be growing more rapidly than other uses, it is not the only use to be considered in this analysis.

Concern Statement: The Forest Service should provide more motorized opportunities, consistent with demand and with the recreation goals in the Forest Plan.

Response: The Forest Plan has a recreation goal to "provide a broad range of recreation opportunities within land capabilities and according to recognized public need" (Forest Plan, p. IV-14). A "broad range" includes but is not limited to motorized uses. Likewise, public need must be balanced with land capabilities. This is consistent with the Travel Management Rule (36 CFR 212.55) which lists a variety of criteria for designating routes. With this in mind, the FEIS presents a range of alternatives that would designate varying amounts of roads, trails and areas for motorized use, including alternatives that would increase the miles of designated motorized routes by adopting some of the existing, unauthorized routes. Only the hatched areas on the Vernal District, representing a small portion of the total Forest area (about 10% of the non-Wilderness lands on the Forest), would have an overall decrease in motorized opportunity compared to the current travel plan.

Concern Statement: The Forest Service should reconsider its plans to reduce the land area available for dispersed camping and decrease the miles of roads and trails available for motorized use. This decrease of motorized use should not occur because it would not meet the purpose of and need for the project as stated in the DEIS, Section 2.4.1 – "to better accommodate motorized use and address future growth."

Response: The purpose of this project is to improve management of public summer motorized use by designating a sustainable system of roads, motorized trails and areas that are open for public motorized use (FEIS Section 1.4). This system will take into account a variety of management and resource concerns in addition to recreation needs, as stated in the FEIS (Section 1.4) and specified in the Travel Management Rule (36 CFR 212.55). The FEIS presented a range of alternatives that balanced these concerns in different ways.

The change from 300 to 150 feet off of designated routes would reduce the total land area available for motorized dispersed camping. However, Alternatives B, C, and E include proposals to adopt numerous routes, many of which access traditionally used dispersed camping areas (FEIS, Section 2.5 and 3.1.7). All three of these alternatives would involve an increase, rather than a decrease, of the total mileage of designated routes available for motorized use. There are currently approximately 1,436 miles of non-system routes on the Forest. However, only 368 miles or 26% of these have been available for motorized use; this is due to their location in the current "hatched" area of the Vernal Ranger District (see EIS, Section 1.4). The remaining 1,068 miles of non-system routes are unauthorized and have not been open to motorized use. Alternatives B, C, and E would adopt some of these routes.

Concern Statement: The Forest Service should keep the 50" or less designation on motorized trails because they were not designed for wider vehicles. The restriction will prevent damage from occurring.

Response: Routes proposed for use by UTV's and other vehicles greater 50" wide were selected on a case-by-case basis, and took existing route width and potential for resource damage into consideration. Details are provided in the proposal descriptions in Appendix A. Motorized routes not suitable for UTV use due to terrain or trail design, are designated for ATV use as defined in Section 2.2.1."

Concern Statement: The Forest should designate more trails specifically for ATV and UTV use. The wider UTVs in particular are a new use and need to be accommodated.

Response: Alternative B, our preferred alternative was created from public comments from a variety of user groups and designates more all-terrain-vehicle (both ATV and UTV) trails than our current travel plan. All other alternatives designate more or nearly the same amount of trails and roads as the current Travel Plan. Opportunities for UTV's have increased over our current Travel Plan, as shown in Section 2.5 of the FEIS.

Concern Statement: The Forest Service should develop more mountain bike trails.

Response: The purpose of the Travel Management Rule is to establish a system of roads, trails and areas for motorized use (36 CFR 212.50). Therefore this project addresses the routes and areas that are appropriate for motorized use, while taking the need to balance motorized and non-motorized uses into consideration. New construction of non-motorized trails targeting specific user groups is outside the scope of this analysis.

5.2.8 Route Management

5.2.8.1 Mitigation and Maintenance

Concern Statement: The Forest Service should inventory the dispersed camping we have now and administer the sites with district personnel in order to deal with resource damage as it occurs, rather than limiting dispersed camping to 150' from roads and excluding all meadows and stream corridors across the board.

Response: The Travel Management Rule (Sec. 212.51 (b)) states: 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 dispersed camping or retrieval of a downed big game animal by an individual who has legally taken that animal. Proposed designations for limited motor vehicle use for the purpose of dispersed camping are consistent with the rule. The specific routes where this corridor would be applied were based on local resource conditions identified through field reviews and current resource imagery. Dispersed camping corridors are limited to areas where data indicate it would not cause unacceptable resource impacts. Criteria for identifying areas where dispersed camping is not appropriate are described in Section 2.2.1 of the FEIS. The Ashley's travel plan will be reviewed annually; if new data show that these criteria are not present in an area that has been closed to dispersed camping, the map can be adjusted at that time.

Concern Statement: The Forest Service should do a better job of maintaining motorized trails. There would be better compliance with travel regulations, and acceptance of occasional closures, if the remaining routes were maintained.

Response: The cost of administering and maintaining the motorized trails is addressed in Recreation Issue 4. The FEIS acknowledges that only a portion of the roads and trails on the Forest are maintained to standard each year (Section 3.1.7.1, Alternative A, Issue 4). This is in part due to poorly located or constructed trails currently on the system, which require higher than normal investment to maintain. If these trails were relocated or closed more funds would be available for other trails. The analysis in Chapter 3 also addresses the possibility of obtaining grants or other outside funding to assist with maintenance needs.

Concern Statement: The Forest Service should engage volunteers and consider their proposals for maintaining motorized trails and enforcing regulations.

Response: The cost of administering and maintaining trails is addressed under Recreation Issue 4. Enforcement is tracked under Recreation Issue 5. Both are compared across alternatives in Table 2.5.2. The amount of volunteer labor that will be available in any given year is difficult to predict or to estimate by alternative, so this is not tracked in the analysis. However, volunteers are acknowledged as important resources for accomplishing trails work in Section 3.1.7.

Concern Statement: The Forest Service should only close routes where demonstrated, documented, and substantiated adverse impacts have occurred and that the impacts cannot be mitigated by other management methods.

Response: To wait until adverse impacts have occurred before reacting to the situation would not be responsible stewardship by the ANF. Resource specialists are skilled professionals that are trained to recognize areas where resource damage is most likely to occur. By preventing the damage before it happens there is less environmental harm and less cost to the Forest. There are also other concerns besides resource damage that could lead to a road or trail closure, such as conflicts among user groups and safety of the user.

Concern Statement: The Forest Service should specify what mitigation measures are required prior to implementation, and not show routes on the Motorized Vehicle Use Map until the mitigation is completed.

Response: Mitigation measures and project design features are described in Section 2.2.5 and 2.2.3 respectively. Chapter 3 addresses mitigation associated with specific proposals under each alternative. Section 1.7.3, Administrative Scope, states that full implementation of the selected alternative would not occur until all federal legal requirements, regulations, consultations, and mitigation is met. Section 2.2.3 specifies that newly designated roads and trails would not be authorized or placed on the Motor Vehicle Use Map until on the ground assessments are made and applicable project design features are implemented.

Concern Statement: The Forest should not close roads due to resource concerns, but rather correct individual problems on certain roads.

Response: The objective of the planning process is establish a sustainable system of roads, and trails. This system of roads, trails and areas will address current and anticipated recreation needs, provide a variety of recreation access opportunities, consider management concerns (such as public safety, maintenance costs, and consistency with adjoining public lands), reduce impacts to forest resources, recognize reserved or outstanding rights, and reduce conflicts between recreational uses on the ANF. Allowing continued use on roads that are causing unacceptable levels of resource damage does not fit the purpose and need of this planning effort, and continued maintenance of these roads would often not be a wise investment for the Forest. Where mitigation and/or increased maintenance are logistically and economically feasible, such routes have been included in one or more alternatives (see Appendix A for examples). Where these costs would be prohibitive, the route is not proposed under any alternative. The rationale and effects of closing system routes were addressed in the FEIS Chapter 3 under all resource Environmental Consequences sections. Chapter 3.1, Recreation Resources, addresses costs associated with managing Forest system roads and trails.

5.2.8.2 Closure

Concern Statement: The Forest Service needs to be consistent in its statements about road closures. The EIS Section 2.2.1 states “Non-system routes that are not displayed on the Motor Vehicle Use Map would be closed and stabilized, reclaimed, or obliterated as funds allow. Further site-specific environmental analysis is not needed to close the route but may be conducted to determine the appropriate method of closure.” This contradicts the Forest Supervisor’s statement during the June 30, 2009 that any closures would require additional NEPA analysis."

Response: Both the EIS and the Forest Supervisor were correct. The management decision to close of routes would not require additional NEPA, as this Travel Management Plan is the correct tool to identify routes that need closure. However, additional NEPA may be required to identify the correct method by which to close the route, i.e. gate, berm, obliteration. The Forest Supervisor did not state that additional NEPA analysis would be required for any road closures (Notes from June 30, 2009 meeting).

Concern Statement: The Forest Service should consider designating more unauthorized routes since the impacts to wildlife habitat have already occurred.

Response: Impacts to wildlife are not the only consideration when deciding whether or not to designate an existing unauthorized route (FEIS Section 1.4.2.3, 36 CFR 212.55). Motorized use of these routes often leads to compaction and rutting through wet meadows and across riparian areas, which in turn increases sedimentation into streams by channeling drainage and run-off, which affects water quality. Trampling of vegetation by vehicles disturbs sensitive soils; damages riparian, meadow, and alpine areas; and increases compaction, which prevents native plants from thriving and increases water run-off. Noxious weeds are often spread along these unauthorized routes as weeds often thrive in disturbed areas. Noxious weeds have the potential to change native plant communities. Because these unauthorized routes are not part of the Forest transportation system, they are not maintained. Therefore resource damage and the spread of noxious weeds

can continue to worsen over time. In addition, the mix of recreation opportunities and potential for user conflicts must be considered. These criteria illustrate why unauthorized routes are not always appropriate for motorized use and must be considered on a case-by-case basis.

Concern Statement: The Forest Service should not obliterate unauthorized routes because that would prevent them from being considered for inclusion in future travel plans.

Response: Although no additional NEPA is required to establish the management status of unauthorized roads as closed, there would typically be a site-specific analysis of the methods used to physically close any roads (FEIS Section 2.2.1.3). This would involve public scoping and provide an additional chance for interested parties to submit comments.

Concern Statement: The Forest Service should not reward illegal use by designating user-created routes. This would favor motorized users at the expense of non-motorized users.

Response: The starting point for travel planning is the current travel map, showing designated routes. Unauthorized routes are considered for addition to the designated system when they meet the criteria in 36 CFR 212.55, which include effects to natural and cultural resources, safety, recreational opportunities, access needs, user conflicts, and costs of administration and maintenance. Striking a balance between motorized and non-motorized uses is an integral part of this process (FEIS Section 3.1.1).

Concern Statement: The Forest Service should prepare a plan for accomplishing closure of unauthorized routes, including a method for prioritizing and grouping routes for efficiency. Conservation groups would be willing to provide labor and expertise for this work.

Response: The FEIS states that “non-system routes will be closed and stabilized, reclaimed, or obliterated as funds allow. Further site specific environmental analysis is not needed to close the route but may be conducted to determine the appropriate method of closure” (FEIS Section 2.2.1.3). Implementation of physical closures will therefore be affected by funding and ability to accomplish additional environmental analysis needed for ground-disturbing closure methods, and is outside the scope of this decision.

Concern Statement: The Forest Service should retain the Vernal Ranger District hatched area.

Response: As stated in the FEIS Section 2.3.2 Alternative A: within the hatched travel area of the Vernal Ranger District quantifying resource damage and restricting travel on the undesignated routes is difficult, as there is no complete inventory of the existing, undesignated routes. Within these areas, travel impacts may be concentrated, but as described in Chapter 1 Section 1.4 Purpose and Need for Action, the extent is unknown and the number of motorized routes is continuing to increase on a yearly basis. Retaining these hatched travel areas would not meet the intent of the Travel Rule to designate a sustainable system of roads and trails which enhance motorized recreation experiences on NFS lands and minimize resource concerns.

Concern Statement: The Forest Service's use of the “hatched travel area” as an analysis feature is confusing and does not allow the public an opportunity to comment on individual roads in this area. The FEIS must disclose the direct and indirect effects of closing roads in the vaguely defined hatched area.

Response: The term “hatched travel area” is defined in Section 2.2.1.2 of the FEIS. It refers to a designation shown on the current travel map for the Vernal Ranger District, which allows travel on any existing route (including unauthorized routes) within area marked with cross-hatching on the map. The miles of motorized travel opportunity and square miles of motorized dispersed camping opportunity provided by unauthorized routes within the hatched areas was estimated and disclosed in Alternative A, to allow meaningful comparison with other alternatives (FEIS Sections 2.3, 2.5, 3.1.7). Specific unauthorized routes within the hatched were considered for designation in this planning process if they were identified through internal or public review as

important or desirable (for example, to create a loop route) and if they were not redundant or causing resource damage.

5.2.9 Dispersed Camping

5.2.9.1. Distance Off Designated Routes

Concern Statement: The Forest Service misled the Wyoming public when it represented that the ANF TMP would not change dispersed camping limits in Wyoming. Casper Star Tribune On-Line (May 20, 2009). To the contrary, all action alternatives propose reducing the distance to 150 feet throughout the ANF. (DEIS at 315.)

Response: The DEIS was released to the public on April 17, 2009. This was approximately one month prior to the Wyoming meeting. At that meeting the ANF did state that there would be changes between the DEIS and FEIS. One of the changes would be that the dispersed camping limits in the Wyoming portion of the ANF would remain at 300 feet to increase consistency between Forests within that state.

Concern Statement: The Forest Service needs to show the Utah Forest Service directive requiring or encouraging the use of the 150 foot dispersed camping rule.

Response: The Travel Rule states that the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain forest roads or trails for the purposes of dispersed camping or retrieval of game (36CFR 212.51 (b). Forest Service Manual directs the Regional Forests to coordinate these designations to promote consistency within states and among adjoining administrative units (FSM 7715.74 (3) (2009)). Forest Supervisors for National Forests within the State of Utah have decided to restrict dispersed camping to 150 feet from designated routes. Forest Supervisors for National Forests within the State of Wyoming have decided to restrict dispersed camping to 300 feet from designated routes. Forest Supervisors in Utah and Wyoming and the Utah Division of Wildlife Resources (UDWR) support the prohibition of motorized travel off of designated routes for game retrieval. All National Forests in Utah that have completed their Travel Management Plans after the release of the 2005 Travel Rule have designated a 150 foot dispersed camping area restriction from designated routes.

Concern Statement: The Forest Service should clarify that the 150' dispersed camping corridor only pertains to motorized travel. Other areas may still be used for camping if accessed by non-motorized means.

Response: It is true that the 150' dispersed camping restriction only pertains to motorized travel. This has been clarified in the FEIS.

Concern Statement: The Forest Service should limit motorized dispersed camping to 150 feet from designated roads and trails as well as designate roads and trails to traditional dispersed sites that are greater than 150 feet from current roads.

Response: The ANF is proposing to allow motorized access to dispersed campsites via routes that terminate in dispersed camp sites as well as limited motorized access within 150 feet of designated system roads and motorized trails where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage.

Concern Statement: The Forest Service should not allow motorized dispersed camping at either 150' or 300' because it may cause resource impacts. A history of use does not justify designation of dispersed camping areas since they were created illegally.

Response: The current travel regulations allow motorized dispersed camping within 300' of most designated routes. In addition, the "hatched area" on the Vernal District allows motorize travel on any existing route. See Sections 2.3.2 of the FEIS. Use that is occurring consistent with these regulations is legal. Under the 2005 Travel Management Rule (Sec. 212.51 (b)) the responsible official may include 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 dispersed camping. Proposed designations for limited motor vehicle use for the purpose of dispersed camping are consistent with the rule. The specific routes where this corridor would be applied were based on local resource conditions identified through field reviews and current resource imagery. Dispersed camping corridors are limited to areas where data indicate it would not cause unacceptable resource impacts. Criteria for identifying areas where dispersed camping is not appropriate are described in Section 2.2.1 of the FEIS.

Concern Statement: The Forest Service should not limit dispersed camping to areas within 150' of roads and trails. Other surrounding Forests (Uinta-Wasatch-Cache NF in Utah, Medicine Bow NF, Routt and Caribou-Targhee NF, in Wyoming and White River NF in Colorado) are using the 300' dispersed camping rule.

Response: The final travel management rule includes a provision in 212.51(b) (2008) which allows the responsible official to include in the designation of a road or trail the limited use of motor vehicles within a specified distance of certain designated routes solely for the purposed of dispersed camping. The Forest Service Manual (FSM 7715.74 2009) states that the Regional Forester should coordinate these designations within states (FEIS 1.5).

Route and White River National Forests are in Colorado, and the Caribou-Targhee National Forest is in Idaho. These Forests will coordinate the designation of limited use of motor vehicles within a specified distance off certain forest roads and forest trails where motor vehicle use is allowed within those states, and as needed.

Forests in Utah that have completed travel management plans after the release of the 2005 Travel Management Final Rule, including most Districts on the Uinta-Wasatch-Cache NF, have established 150 feet dispersed camping limits along selected routes.

Forests in Wyoming, including that portion of the Ashley National Forest that is in Wyoming, that have completed their travel management plans have established a 300 foot dispersed camping distance from designated routes. In the Medicine Bow NF the 300 foot distance is only allowed along specified routes within the Forest, many designated routes further restrict dispersed camping to 100 feet or eliminate it altogether. No off road dispersed camping is allowed within the Grasslands.

Concern Statement: The Forest Service should not limit dispersed camping to areas within 150' of roads and trails. The current 300' distance should be retained in order to disperse impacts, accommodate demand for sites, not crowd dispersed camping sites together, retain access to popular areas, and allow families to get further away from roads for safety and aesthetic reasons.

Response: Allowing motorized travel up to 300' off roads and trails for dispersed camping would not meet the purpose and need for consistency among National Forests in Utah. The effects of changing to 150' were addressed in the FEIS Chapter 3 under all resource Environmental Consequences sections, including quantitative estimates of the area available for dispersed camping under each alternative. The action alternatives also addressed access to traditional dispersed camping areas that would be further than 150 feet from a designated route through adoption of spur roads and trails, consistent with FSM 7715.74(5). This approach was used for areas identified during public input and field review of these sites.

Retaining motorized travel up to 300 feet off roads and trails for dispersed camping in Wyoming would meet the purpose and need for consistency among National Forest in that state. The FEIS section 1.4 Purpose and Need for Action will address this change from the DEIS in all alternatives.

5.2.9.2. Relationship to Developed Sites

Concern Statement: The Forest Service should allow dispersed camping within 1/4 mile of pay campgrounds. This is not allowed under any of the action alternatives. If campgrounds were full and other dispersed camping access standards are met then dispersed camping should be allowed next to the pay campground.

Response: Closure orders currently restrict dispersed camping up to 1/4 mile from Forest Service pay campgrounds. The rational behind the closure is to ensure that the facilities paid for by those staying in the campgrounds are available to the paying customers and are not being utilized by dispersed campers staying right outside the campground boundaries.

Concern Statement: The Forest Service should consider designating all unauthorized routes that access dispersed camping sites, and allow camping within 1/4 mile of developed campgrounds.

Response: The objective of the planning process is not to analyze all existing undesignated routes, it is to establish a system of designated routes and areas that will provide for access, safety, resource protection, and recreation (both motorized and non-motorized). The Forest's past travel management decisions are the starting point for travel analysis and travel management decisions (FSM 7715.03, 7715.11). With respect to dispersed camping areas greater than 150' from a road, when field reviews or public comment identified a site that was desirable and where this type of use would not cause unacceptable damage, the Forest considered designating a spur route to provide access to it. Dispersed camping is currently not allowed within 1/4 mile of a developed campground. The rationale for this closure is to ensure that the campground facilitates are available to those users who have paid to stay there and are not being utilized by campers staying right outside the campground.

Concern Statement: The Forest Service should develop more campgrounds if they are going to limit dispersed camping.

Response: We acknowledge that dispersed camping would be more limited with the restriction of 150 feet from a designated road or trail in Utah. Bearing that in mind the ANF is proposing to allow motorized access to dispersed campsites via over 200 designated routes that terminate in dispersed camp sites that are traditional family dispersed sites, where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage. Constructing new developed campgrounds is beyond the scope of this project.

Concern Statement: The Forest Service should improve and/or build more designated campgrounds. Improving conditions in designated campgrounds should be considered as an alternate way of meeting the need for more camping opportunities.

Response: The purpose of this project is to designate a sustainable system of roads, trails and areas that are open for motorized public use (FEIS Section 1.4.1). Construction or improvement of campground facilities is beyond the scope of the project.

Concern Statement: The Forest Service should not make everyone camp in pay campgrounds. Many people can not afford to stay nor do they enjoy staying in pay campgrounds.

Response: The ANF is proposing to allow motorized access to dispersed campsites via routes that terminate in dispersed camp sites as well as within 150 feet of designated system roads and motorized trails where slope, vegetation type, and resource conditions would permit such use without causing unacceptable levels of damage.

Concern Statement: The Forest Service should not prohibit camping in boat launches because there are not enough camping spots.

Response: The Flaming Gorge District has one of the largest amounts of campsites of any Forest Service Unit in the Intermountain Region. Currently the Flaming Gorge District has a total of 37 developed campgrounds with over 800 campsites. The newly renovated Buckboard Campground has a very low occupancy rate and is rarely full, even on holiday weekends. There is not a lack of camping opportunities and the entire area is open to dispersed camping next to designated roads with very few exceptions. Camping within a 1/4 mile of most boat launches and developed sites has been prohibited for many years. Boat launches were developed specifically for day use and the space needs to be available for boat launch parking, therefore camping is prohibited.

5.2.9.3 Dispersed Camping Impacts

Concern Statement: The Forest Service should comply with the survey requirements of the NHPA and the EIS should contain detailed analysis of the impacts of dispersed camping on any cultural resources in the Basset Springs, Little Brush Creek Knob, Dutch Charles and Little Lake.

Response: Potential impacts to cultural resources are addressed in Section 3.7 of the FEIS. Prior travel management decisions which are incorporated into this analysis with no change do not require additional review. New routes or routes with proposed changes that have the potential to affect cultural resources were analyzed as described in Section 3.7.

Concern Statement: The Forest Service should institute some form of regulation that limits dispersed camping opportunities where those areas can be strung together and become large noisy OHV playgrounds that encourage unauthorized incursion and damage in nearby non-motorized areas, such as Bassett Springs, Little Brush Creek Knob, Dutch Charles and Little Lake.

Response: The ANF has analyzed various scenarios for dispersed camping as part of route designation. All action alternatives offer an array of dispersed camping opportunities including the opportunity for large OHV groups such as those mentioned above as well as for remote dispersed camping opportunities. All action alternatives would limit motorized access to within 150 feet of either side of certain designated routes for the purpose of dispersed camping. Dispersed camping would be permissible within 150 feet of designated roads and motorized trails 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, seep, springs, bogs, and streams; crushed and uprooted vegetation; damage to cultural and archaeological resources; and disturbance and/or harassment to fish and/or wildlife.

The action alternatives vary in the number and miles of routes accessing historic dispersed camping area that would be designated. No motorized access would be allowed off previously unauthorized routes until archaeological surveys are completed. After surveys and consultation with the State Historical Preservation Office and Tribes is completed, corridors for the purpose of dispersed camping may be designated and delineated on subsequent publications of the MVUM.

A complete description of motorized access for dispersed camping is included in the FEIS.

Concern Statement: The FS should not decrease dispersed camping to 150 as it will create more resource damage by concentrating use within a smaller area.

Response: Resource damage from dispersed camping should decrease with fewer feet allowed (150 in Utah versus the current 300). The potential to camp anywhere along a designated route with no protection for sensitive areas such as meadows, alpine, lakes and streams, as in the current travel plan, opens more area to dispersed camping and potential resource damage. Designating dispersed camping areas along a route, placing

100 foot restrictions along and around water bodies, prohibiting crossings of streams, alpine and meadow areas will offer more protection for the resource than is currently in place (Chapter 2, section 2.2.1).

5.2.9.4 Other Camping Restrictions

Concern Statement: The Forest Service should adopt a 30-foot restriction for motorized dispersed camping from perennial streams and natural lakes rather than the proposed restriction of 100 feet, because camping near water is appealing for a number of reasons, as was recognized in the DEIS, and today's recreational vehicles are self contained.

Response: Dispersed motorized camping in close proximity to live water can pose impacts to water quality and aquatic resources. While proper use of trailers with self-contained facilities for waste material and gray water can reduce the risk of contamination to nearby water bodies, repeated vehicle and trailer camping at undeveloped non-hardened sites near natural lakes and live streams tends to produce areas devoid of vegetation with compacted soils, prone to rutting and erosion. Proximity of these sites to water increases the likelihood of sediment and other contaminants reaching the streams and impacting water quality.

5.2.9.5 Traditional Use

Concern Statement: Although Alternative E would accommodate many of the motorized route proposals important to Duchesne County, the Forest Service should not choose this alternative as it would have less motorized route and associated motorized dispersed camping opportunities than some of the other alternatives.

Response: Comment noted. Alternative E was developed in recognition of the importance of decreasing road densities; however, this alternative would limit those areas to specific locations of resource concern, such as sensitive land types, rather than across the districts as outlined in Alternative D (EIS, Chapter 2, Section 2.3.7 Alternative E)."

Concern Statement: The Forest Service should not close dispersed camping areas that have been used historically

Response: The proposed closures only limit camping with motorized vehicles. The Forest is not limiting other types of camping (horseback, backpacking, etc.). Camping areas which have existed before the Forest was created were not used by motorized vehicles because vehicle use only became common in the 1910's and 1920's. The dispersed camping restriction in this decision are specifically meant to address the potential damage from motorized vehicles which is substantially more damaging than camping activities associated with backpacking and horse camping.

Concern Statement: The Forest Service should not take away dispersed camping opportunities. There should be the same or more opportunities in order to meet demand.

Response: Motorized dispersed camping will still be available on the Ashley National Forest. Dispersed camping will be allowed along most open roads under all alternatives. To make motorized dispersed camping uniform within the State of Utah that part of the Ashley National Forest within Utah will change from 300 feet to 150 feet for motorized dispersed camping in all action alternatives. Motorized dispersed camping within the state of Wyoming will remain at 300 feet, as this is the standard established by the Forests in Wyoming. The DEIS showed proposals to prohibit access to dispersed camping in certain locations. These proposals were revised based on feedback received during the public comment period, and in internal staff review. The FEIS has more areas where motorized dispersed camping would be allowed. In addition, all alternatives include designation of spur routes to access dispersed camping sites further than 150' from a road which were identified as desirable and sustainable.

5.2.9.6 Limiting Dispersed Camping Areas

Concern Statement: The Forest Service should not propose hundreds of miles of currently undesignated short spur roads in order to access dispersed camping sites further off the road than 150 feet. There are ample areas available to disperse camp without a new road system and there is no evidence offered to suggest that the areas available are not adequate to meet dispersed camping needs. Most of these routes were previously undesignated and are illegal routes.

Response: Many Utah National Forests have designated short spur routes to access areas that have a history of dispersed camping use per FSM 7715.74. The Forest recognizes that motorized dispersed camping is a highly popular recreational experience. While there is not a complete inventory of the available dispersed camping areas or typical occupancy rates, this project includes the site specific NEPA required to designate motorized routes and areas based on suitability for that use regardless of past levels of use.

Concern Statement: The Forest Service should restrict dispersed camping access corridors to certain designated routes based on site-specific analysis, to be consistent with the intent of the Travel Rule. Dispersed camping should not be allowed along every designated route, nor should consistency with other Forests be a decision factor when identifying where dispersed camping will be allowed.

Response: Consistency with other Utah Forests was considered when setting the dispersed corridor width in the action alternatives. The FEIS in Chapter 1, section 1.5 (management direction) states, "While the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain forest roads or trails for the purposes of dispersed camping or retrieval of game (36CFR 212.51 (b), the Forest Service Manual directs the Regional Foresters to coordinate these designations to promote consistency within states and among adjoining administrative units (FSM 7715.74 (3) (2009)). The Regional Forester and Forest Supervisors for National Forests within the State of Utah have decided to restrict dispersed camping to 150 feet from designated routes." Motorized dispersed camping within the state of Wyoming would remain at 300 feet from designated routes since it is the established standard for forests in Wyoming.

However, the specific routes where this corridor would be applied were based on local resource conditions. Dispersed camping corridors are limited to areas where this activity would not cause unacceptable resource impacts. Criteria for identifying areas where dispersed camping is not appropriate are described in Section 2.2.1 of the FEIS. Furthermore, the Forest did not rely solely on the use of dispersed camping corridors to address this use. There are many areas where short access roads were proposed instead of cross-country travel zones, consistent with FSM 7715.74(5).

Concern Statement: The Forest Service should restrict dispersed camping access corridors to certain designated routes based on site-specific analysis, to be consistent with the intent of the Travel Rule. Dispersed camping should not be allowed along every designated route, nor should consistency with other Forests be a decision factor when identifying where dispersed camping will be allowed.

Response: Consistency with other Utah Forests was considered when setting the dispersed corridor width in the action alternatives. The FEIS in Chapter 1, section 1.5 (management direction) states, "While the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain forest roads or trails for the purposes of dispersed camping or retrieval of game (36CFR 212.51 (b), the Forest Service Manual directs the Regional Foresters to coordinate these designations to promote consistency within states and among adjoining administrative units (FSM 7715.74 (3) (2009)). The Regional Forester and Forest Supervisors for National Forests within the State of Utah have decided to restrict dispersed camping to 150 feet from designated routes." Motorized dispersed camping within the state of Wyoming would remain at 300 feet from designated routes since it is the established standard for forests in Wyoming.

However, the specific routes where this corridor would be applied were based on local resource conditions. Dispersed camping corridors are limited to areas where this activity would not cause unacceptable resource impacts. Criteria for identifying areas where dispersed camping is not appropriate are described in Section 2.2.1 of the FEIS. Furthermore, the Forest did not rely solely on the use of dispersed camping corridors to

address this use. There are many areas where short access roads were proposed instead of cross-country travel zones, consistent with FSM 7715.74(5).

5.2.10 Access Concerns

5.2.10.1 Physically Challenged Forest Users

Concern Statement: The Forest Service should not close any motorized routes because they are needed to provide access for those who have physical limitations that make walking difficult or impossible. Closing roads would discriminate against the elderly, disabled and families with small children.

Response: The Ashley National Forest travel management plan applies equally to all members of the public and is not discriminatory towards persons with disabilities or any other group. The Agency is bound by Federal law to protect the rights of disabled individuals in a non-discriminatory manner; therefore all alternatives address this issue by assuring that reasonable restrictions on motor vehicle use are applied consistently to everyone. All alternatives provide a diversity of access options including open roads and motorized trails for those with physical limitations. Most alternatives provide more miles of designated motorized routes for public use than are currently available. See FEIS section 1.11.2, for a more detailed discussion of this issue.

5.2.10.2 Game Retrieval

Concern Statement: The Forest Service is right to prohibit motorized cross-country travel to retrieve game, because it is not the traditional way to hunt and may cause resource damage.

Response: Comment noted. Although the travel rule allows local decision makers the discretion to permit limited use of motor vehicles for game retrieval (36 CFR 212.51(b)), this provision is to be applied sparingly, on a local or state-wide basis, to avoid undermining the purposes of the final rule and to promote consistency in implementation (Federal Register, Vol. 70, No. 216, p. 68285; see also FSM 7715.74). The Forest Supervisors in Utah, in consultation with the Utah Division of Wildlife Resources, have chosen to prohibit motorized travel off designated routes for purposes of game retrieval. Forest Supervisors in Wyoming have also chosen to prohibit motorized cross-country travel for game retrieval. This is addressed in Sections 1.5 and 1.11.2 of the FEIS.

Concern Statement: The Forest Service should clarify that game may be retrieved using non-motorized means only, rather than saying “game retrieval will not be allowed.

Response: A discussion of motorized cross-country travel for purposes of big game retrieval in the DEIS incorrectly stated that big game retrieval would not be allowed in Utah under the new travel plan. This has been corrected to say that motorized travel off of designated routes for game retrieval would be prohibited.

Concern Statement: The Forest Service should maintain off-road access for big-game retrieval. Prohibiting motorized travel for game retrieval will lead to spoiled game and may cause people to quit hunting because it is too difficult to pack out downed game.

Response: Current travel regulations allow hunters to use motor vehicles to retrieve downed game within 300' of designated routes. The Travel Management Rule gives local officials the discretion to allow limited use of motor vehicles for game retrieval (36 CFR 212.51(b)), but this provision is to be applied sparingly, on a local or state-wide basis, to avoid undermining the purposes of the final rule and to promote consistency in implementation (Federal Register, Vol. 70, No. 216, p. 68285; see also FSM 7715.74). The Forest Supervisors in Utah, in consultation with the Utah Division of Wildlife Resources, have chosen to prohibit motorized travel off designated routes for purposes of game retrieval. Forest Supervisors in Wyoming have also chosen to prohibit motorized cross-country travel for game retrieval. This is addressed in Sections 1.5 and 1.11.2 of the FEIS.

5.2.10.3 Non-recreation Access Needs

Concern Statement: The Forest Service should not close roads because they are needed for emergency services and management activities such as weed control.

Response: Motor vehicle use for emergency purposes (including fire suppression) and law enforcement is exempt from the designations in this plan. Limited administrative use by the Forest Service for management purposes is also exempt (36 CFR 212.51(a)). Additional emergency and management access is available via administratively closed roads. See Section 1.2 of the FEIS for a list of motorized uses that are exempt from management designations in this project.

Concern Statement: The Forest Service should not close roads because those who have permits for livestock grazing, guiding, mining and other business purposes would be financially impacted.

Response: Activities authorized by a permit (e.g., grazing, guiding and associated access needs) are governed by the terms of that permit. Motor vehicle use that is specifically provided for under such permits is not affected by the restrictions proposed in this plan (36 CFR 212.51(b); see also Sections 1.2 and 1.11.2 of the FEIS).

Concern Statement: The Forest Service should not restrict cross-country travel to 150' from roads and trails because it will prevent firewood permit holders from getting the wood they need to heat their homes. Restricting firewood cutting will also leave more dead wood in the forest and increase fire risk.

Response: The distance that a firewood permit holder may drive off of roads and trails is not part of this decision. The terms and conditions applicable to firewood harvesting, including off-road travel, are specified in the firewood permit. This is addressed in Section 1.11.2 of the FEIS.

5.2.10.4 Other Special Uses Considerations

Concern Statement: The Forest Service should address the number of special use permits that would be available to allow access for various activities, and the conditions under which those permits would be issued.

Response: The purpose of the Travel Management Rule is to establish a system of roads, trails and areas for motorized use (36 CFR 212.50). Therefore this project addresses the routes and areas that are appropriate for motorized use. The Special use permitting process is outside the scope of this analysis.

Concern Statement: The Forest Service should not open the road in Sols Canyon and across Long Park dam because reducing existing restrictions on public access will decrease the security of this high hazard dam. In order to reduce the potential for terrorism, the Dams Sector within the Federal Department of Homeland Security recommends limiting public and vehicular access to high hazard dams.

Response: The discussion of costs and benefits of this proposal has been amended to include the risk of terrorism and the need to incorporate Homeland Security recommendations into the required mitigation measures.

Concern Statement: The Forest Service should not open the road through Sols Canyon and across Long Park dam because public access poses a safety risk as well as significant administration, enforcement and maintenance costs. Vehicle traffic is likely to damage the dam and access road, and public access has been associated with increased vandalism in the past. This is a high hazard rating dam so there is a high probability of loss of human life and/or extensive economic loss in the event of dam failure.

Response: The costs and benefits of opening this road to public use are discussed in Section 3.1, Alternative B, Recreation Issue 1 (Conflicts) and are summarized in Appendix A, Proposal #1007. Three action

alternatives would reopen the road with a seasonal closure to help prevent damage to the road and dam, while the fourth (Alt. D) would retain the administrative closure. If the decision is to reopen this road, the Ashley National Forest would consult with the Utah Office of Dam Safety to discuss mitigating measures that would not only preserve the integrity of the Long Park Dam, but would insure public safety. Mitigation measures identified through this consultation would be implemented prior to opening the road. If mitigation required ground-disturbing activity, additional site-specific NEPA would be completed as appropriate.

5.2.11 Flaming Gorge National Recreation Area Issues

Concern Statement: The Forest Service should address the Flaming Gorge National Recreation Area separately from than the Ashley National Forest since they are so vastly different.

Response: The Ashley developed four recreation "niche" areas to characterize broad recreation conditions and use patterns on the Forest. One of those four areas is the Flaming Gorge NRA. The recreation effects analysis in Chapter 3 uses these niche areas to organize the discussion of impacts, so it is possible to see the effects of each alternative that are specific to the NRA.

Concern Statement: The Forest Service should allow unrestricted motorized travel in the Flaming Gorge National Recreation Area to access boating, fishing, and dispersed camping, and for ATV use. The area is not a National Forest or wildlife refuge, it is for recreation.

Response: The legislation establishing the NRA tasked the Forest Service with managing the area to meet three mission and management goals: 1) public outdoor recreation benefits; (2) conservation of scenic, scientific, historic, and other values contributing to public enjoyment; and (3) such management, utilization, and disposal of natural resources that will promote or are compatible with, and do not significantly impair the purpose for which the recreation area is established (Forest Plan A-1). While motorized recreation of the NRA is a legitimate use of the area it is not the only or even the primary use. The Forest Plan page A-1 further recognizes (1) that the area has a capacity determined by basic resource and social factors and that either or both may limit use of the area before demand is fully satisfied, and (2) maintaining the undeveloped character of most of the NRA will be necessary if the quality recreational experience is to be continued.

Concern Statement: The Forest Service should address how it will prevent OHVs from travelling cross-country along the Flaming Gorge shoreline at low water and accessing areas that are not open to travel.

Response: At Flaming Gorge Reservoir the land located below the high water line and above the actual water line is managed by the Bureau of Reclamation and is outside the scope of this planning effort. Routes from above the high-water-line to access the shoreline are considered in all action alternatives in the FEIS.

Concern Statement: The Forest Service should consider the enforceability and ecological impact of adding more miles of lakeshore access routes at Flaming Gorge.

Response: The ecological impacts of each alternative are addressed in Chapter 3. Soil and Water Issue 2 tracks effects to water quality, and specifically evaluates the miles of unpaved road within 300' of lakes greater than an acre (including Flaming Gorge Reservoir; 3.2.5). The wildlife effects analysis is presented in Section 3.3.5 and summarized in Table 3.3.4. Enforcement concerns are tracked as a key issue in the recreation section (3.1.7)."

Concern Statement: The Forest Service should continue to provide access to the shoreline of Flaming Gorge Reservoir for fishing and camping.

Response: Three of the four action alternatives (B, C and E) would substantially increase the designated routes available to access the reservoir for camping and water-based sports (FEIS Section 3.1.7.2). Alternative D would also adopt new access routes, though not as many as the other alternatives. The regulation that

prohibits camping within 100' of a lake does not apply to reservoirs, so would not limit camping on the shore of Flaming Gorge Reservoir (FEIS Section 2.2.1). Also, areas below the high water line are not regulated by the Forest Service and therefore are not affected by this decision.

5.2.12 Inventoried Roadless Areas and Potential Wilderness Areas

5.2.12.1 Consideration of Roadless Areas and Values

Concern Statement: The Forest Service requires the Secretary of Agriculture to approve or disapprove road construction or reconstruction in inventoried roadless areas according to Directive No. 1042-154.

Response: Errors concerning new designations in IRAs have been corrected between the draft and final EIS. No new roads would be designated under any alternatives in inventoried roadless areas.

Concern Statement: The Forest Service should close all dispersed camping area within the inventoried roadless areas. The Travel Rule requires that the Forest close areas to cross-country travel with the exception of small discrete open areas.

Response: The Travel Rule directs that in designating routes, the responsible official may include in the designation the limited use of motor vehicles within a specified distance of certain forest roads and trails where motor vehicle use is allowed (36 CFR 212.51(b). The Forest Service manual directs the Regional Forests to coordinate the designation of specified distance off forest roads or trails for the purposes of dispersed camping or retrieval of game (FSM 7715.74 (3). Forest Supervisors within the State of Utah have chosen to restrict dispersed camping to 150 feet from designated routes.

Concern Statement: The Forest Service should keep all roadless areas roadless. South Slope High Country, North Slope High Country, and Ashley Gorge potential wilderness areas (undeveloped areas) should be kept roadless, undeveloped, and non-motorized as a balance to motorized opportunities to the east of these areas, and to protect wildlife, watersheds, visual resources, and other resources from the effects of motorized uses.

Response: Prohibiting motorized routes in roadless was an alternative considered but not fully developed. The alternative, as described in the FEIS Section 2.4.1, would not meet the purpose and need for the project. Among the alternatives, Alternative D would reduce motorized routes in roadless and potential wilderness areas the most.

5.2.12.2 Consideration of Potential Wilderness Areas

Concern Statement: The Forest Service should close all motorized routes in areas with wilderness potential. Such routes are not appropriate.

Response: This proposal is partially addressed in the FEIS in Chapter 2, section 2.4 Alternatives Considered but Eliminated from Detailed Study, 2.4.1. Do not allow any motorized routes in roadless areas, and include decommissioning all routes within their boundaries. This proposal does not meet the purpose and need. The same would be true for areas with wilderness potential that are not part of the 2001 roadless inventory. Alternative D, however, does partially address this concern with fewer route designated in areas inventoried as potential wilderness.

Concern Statement: The Forest Service should not allow motorized travel in areas near the High Uintas Wilderness, in unique or fragile ecosystems like Ashley Gorge, in roadless areas, or in areas with potential for wilderness designation because such areas should be protected for their undeveloped qualities and opportunities for quiet recreation such as hiking.

Response: Prohibiting motorized routes in roadless was an alternative considered but not fully developed. The alternative, as described in the FEIS 2.4.1, would not meet the purpose and need for the project. Among the Alternatives, Alternative D would reduce motorized routes in roadless and potential wilderness areas the most.

Concern Statement: The Forest Service should not be creating or expanding wilderness by limit motorized access or access to dispersed camping in order to reduce effects to wilderness attributes. No authority exists for wilderness planning during travel planning, and the Forest Plan is currently enjoined.

Response: No wilderness is proposed; wilderness proposals or recommendations are outside the scope of this analysis. Wilderness attributes, in areas with wilderness potential are among the resources analyzed for effects from each of the proposals. This analysis is standard in NEPA, and displays effects to that particular resource. Effects to wilderness attributes from dispersed camping and from individual routes are discussed in chapter 3 of the FEIS and in Appendix C. Regarding the Forest Plan, it is not enjoined. The commenter is probably referring to the Forest Service's 2008 Planning Rule, which was recently enjoined so the provisions of the 2000 Planning Rule are now in effect. Regardless of which Planning Rule is in effect, plan revision and associated wilderness proposals are a separate process and outside the scope of this analysis.

Concern Statement: The Forest Service should not consider roadless in travel management, and should open inventoried roadless areas to active management because the Roadless Area Conservation Rule is no longer in effect due to the 9th Circuit Court ruling that the Rule was unlawfully promulgated.

Response: The definition of road construction under 36 CFR §294.11 has been superseded by later rule-making processes and no longer applies.

Section 3.4.1 of the EIS summarizes various court rulings, and the Forest Service obligation under NEPA to respond to public concerns and comments about effects to undeveloped areas with wilderness potential and/or inventoried roadless areas. No alternatives that restricted travel to non-motorized in inventoried roadless areas were developed in detail (see FEIS 2.4). Additionally, no proposals in alternatives would add roads in roadless.

Concern Statement: The Forest Service should not designate 3188 or 3194 or other proposals for motorized travel and dispersed camping access in High Uintas potential wilderness areas due to their high roadless values and proximity to the High Uintas Wilderness.

Response: Alternative D addresses these concerns; no new routes would be designated in this alternative. (Note: proposals 3188 and 3194 and others were mistakenly shown in High Uintas B in the DEIS Appendix C. They are actually in High Uintas A, as shown in the FEIS Appendix D. Conversely, many of the routes shown in High Uintas A are actually in High Uintas B).

Concern Statement: The Forest Service should not designate any new roads inside inventoried roadless areas. Only roads that were present prior to the Roadless Area Conservation Rule (RACR), or were added through proper NEPA analysis during a period then the RACR was not in effect, may be considered in the travel management process.

Response: The inventory protocol in use when the Roadless Area Conservation Rule (RACR) was developed allowed for inclusion of low standard system roads within inventoried roadless areas (IRAs). Only roads that were passable by a standard passenger vehicle were excluded. Accordingly, the inventory submitted by the Ashley NF at the time the RACR was finalized does include a number of system roads that were and are displayed on our travel maps. These roads are not visible on the IRA maps found at roadless.fs.fed.us because those maps only display IRA polygons and major highways. Likewise, excluded areas along higher-standard roads extending into IRAs (often referred to as “cherry-stems”) may not be visible on the web site maps due to the display resolution. Thus current system roads within IRAs, and included in Ashley’s travel management planning process, are not new road designations. Alternative A (the existing condition) mirrors the roads and

trails shown on the Ashley's 1999 Travel Map, as modified by the special order ending cross country travel in 2003.

The RACR has been enjoined outside of the 9th Circuit Court and New Mexico, and is no longer in effect for Ashley NF lands. The definition of road construction cited in this comment (36 CFR §294.11) has also been superseded by later rule-making processes and no longer applies. However, consistent with the 2008 NEPA regulations (36 CFR §220.5(2)) the FEIS considered the effect of each management proposal on the undeveloped character of IRAs, as explained in section 3.4 of the FEIS. Road construction is an action that has the potential to substantially alter the undeveloped character of an IRA and was addressed as such. None of the alternatives in the FEIS involves new road construction or designates previously unauthorized roads within IRAs. One existing system road in an IRA, which is currently administratively closed, would be opened up for public use.

Concern Statement: The Forest Service should not designate trails open to all vehicles in inventoried roadless areas because these better meet the definition of a road than of a trail, as defined in F.S. Region 4 guidance.

Response: The proposals in the preferred alternative that would be designated as trails throughout the Forest will be managed and maintained per the Region 4 definitions. Due to these expressed concerns, the definitions have been included in the FEIS in 2.2.1.

Concern Statement: The Forest Service should not let ATVs be used in wilderness.

Response: Management of the High Uintas Wilderness is subject to the Wilderness Act, Public Law 98-406, which explicitly prohibits motorized vehicles use.

Concern Statement: The Forest Service should not propose any of the potential wilderness areas for wilderness because, based on the miles of travel routes in them, they do not have the wilderness attributes of untrammeled by man, and are not natural and undeveloped.

Response: The concern is outside of the scope of this process. Wilderness attributes and potential have been analyzed for effects, but wilderness proposals are not being considered.

Concern Statement: The Forest Service should re-analyze the effects of proposed motorized routes in IRAs due to their evolution as unauthorized roads or trails that are damaging IRAs. If these routes are adopted they will be maintained and more heavily used. This will lead to further degradation of character.

Response: The analysis of wilderness attributes is based in a consistent evaluation protocol developed for the region, described in the FEIS 3.4. The protocol does consider effects from many types of uses. Wilderness attributes are unlikely to be affected given current recreation use trends.

Concern Statement: The Forest Service should retain approximately 10 percent of existing roadless areas.

Response: Motorized trails that would be designated in roadless areas would not change the 2001 roadless inventory.

Concern Statement: The Forest Service should take a hard look at the effects of motorized route designations in roadless areas for effects to species, wilderness potential, and other environmental attributes.

Response: Each proposal was analyzed by resource specialists from several disciplines for effects to natural, cultural, and recreation resources. This process occurred for proposals both inside and outside of inventoried roadless areas. The effects are disclosed in Chapter 3 of the FEIS and in the Appendices.

Concern Statement: The Roadless Area Conservation Rule prevents the Forest Service from designating roads, building roads, or improving roads in IRAs based on definitions in 36 CFR. 294.11.

Response: The definition of road construction under 36 CFR §294.11 has been superseded by later rule-making processes and no longer applies.

Section 3.4.1 of the EIS summarizes various court rulings, and the Forest Service obligation under NEPA to respond to public concerns and comments about effects to undeveloped areas with wilderness potential and/or inventoried roadless areas. None of the proposals in alternatives would add roads in roadless.

Concern Statement: The tables in Appendix C identify roads as a criterion for determining potential wilderness in each alternative.

Response: The document does not propose or assign wilderness or wilderness potential. The table is a supplement to the EIS Chapter 3.4, which describes the effects of the road and trail proposals on wilderness attributes in areas inventoried as potential wilderness in 2005 (with public input) and partially evaluated for wilderness potential in 2006-2008 as a part of Forest Planning.

Concern Statement: The trail portions of proposals 3062 and 3060 should be dropped from the preferred alternative because the part that is not in an IRA would be managed as a road, and the trail parts would likely be used as a road and eventually managed as one.

Response: The proposals in the preferred alternative that would designated as trails throughout the Forest will be managed and maintained per the Region 4 definitions. Due to these expressed concerns, the definitions have been included in the FEIS in 2.2.1.

Concern Statement: We like that the Ashley N.F. is maintaining the integrity of roadless areas.

Response: Chapter 3 of the EIS provides analysis of effects to areas with wilderness potential, and additional new motorized route designations in inventoried roadless are listed in the appendices.

Concern Statement: The Forest Service should not propose new roads inside Inventoried Roadless Areas. Contrary to information in the DEIS, there are many such proposals (for example, in the southeast corner of the Vernal Ranger District).

Response: The proposals and their status inside or outside of 2001 inventoried roadless areas are included in Appendix C of the FEIS. The analysis has been updated to reflect the IRA numbers (names) as recorded in the national Forest Service GIS layer. Several corrections were made to designations, and the national numbered maps are included in the FEIS, Appendix C.

The inventory protocol in use when the Roadless Area Conservation Rule (RACR) was developed allowed for inclusion of low standard system roads within inventoried roadless areas (IRAs). Only roads that were passable by a standard passenger vehicle were excluded. Accordingly, the inventory submitted by the Ashley NF at the time the RACR was finalized does include a number of system roads which were and are displayed on our travel maps. These roads are not visible on the IRA maps found at roadless.fs.fed.us because those maps only display IRA polygons and major highways. Likewise, excluded areas along higher-standard roads extending into IRAs (often referred to as “cherry-stems”) may not be visible on the web site maps due to the display resolution. Thus current system roads within IRAs, and included in Ashley’s travel management planning process, are not new road designations. Roads in the SE corner of the Vernal RD are examples of existing roads that would be retained under the alternatives.

Concern Statement: The Forest Service does not have the legal right to complete additional roadless reviews or to manage areas as de facto wilderness through additional roadless or non-roaded area reviews, based on the Utah Wilderness Act of 1984. Only Congress may designate additional wilderness.

Response: Chapter 3, Section 3.4 of the FEIS provides analysis of effects to areas with wilderness potential, and additional new motorized route designations in inventoried roadless are listed in the appendices. None of the alternatives proposes wilderness or wilderness management for areas. The effects analysis is provided in compliance with Forest Service NEPA regulations for disclosure of effects to resources.

Concern Statement: The Forest Service should have roads and trails in all areas for access, and not restrict travel with wilderness management or wilderness proposals; such areas should be called recreation areas and be open to motorized travel.

Response: There are no designated or proposed wilderness areas within the project area. The High Uintas Wilderness, designated by Congress, is the only part of the Ashley National Forest not considered in this travel planning effort, and motorized access options there are limited by legislative direction and resulting National Forest direction. The undeveloped character of Inventoried Roadless Areas and potential wilderness areas is considered in the effects analysis, but motorized routes are not categorically excluded from these areas (see Section 3.4).

5.2.13 Implementation

5.2.13.1 Monitoring and adjusting the travel plan

Concern Statement: The Forest Service should make it easy to add new roads to the travel plan in the future.

Response: As stated in Section 1.9 of the FEIS, the Travel Rule provides for revision of route designations as needed to meet changing conditions (36 CFR §212.54). The Forest Service Manual (FSM 7711.3) directs us to review and reissue MVUMs annually. Updates to reflect revisions to designations would be included in these annual re-issuances, after appropriate review, coordination and public involvement (FSM 7717.2).

Concern Statement: The Forest Service should develop, describe and implement a Travel Management Plan Monitoring and Evaluation Strategy. The strategy should include specific information on funding, monitoring and evaluation criteria, thresholds, and priorities and go beyond the project design features in Appendix B.

Response: Annual reviews and updates to the travel plan will use adaptive management strategies, and may draw on a variety of sources for monitoring information (FEIS Section 2.2.4). Ongoing monitoring programs such as annual road and trail condition surveys and Forest Plan monitoring activities are existing sources of information, and may be supplemented as needed based on information in this FEIS and received via public and agency comments. In addition, once the decision is made an implementation plan will be developed that includes information on monitoring strategies and costs. The Motor Vehicle Use Map (MVUM) is to be reviewed and reissued annually (FSM 7711.3, FEIS Section 1.9), which will provide an opportunity to assess monitoring results and take corrective actions if needed.

Concern Statement: The Forest Service should make it clear that motorized use is provisional, and the Forest Supervisor may close or restrict use whenever unacceptable resource damage or inappropriate use is occurring. The Forest Service should also monitor sensitive areas to ensure problems are detected and dealt with.

Response: Section 2.2.1, Features Common to All Action Alternatives, explains that public use is provisional and routes or areas may be closed if problems occur. Monitoring needs are discussed in Section

2.2.4 and in individual resource area discussions throughout the FEIS, and will be identified in the Record of Decision and/or implementation plan as appropriate.

Concern Statement: The Forest Service should seek public input on how the travel plan is working, and be responsive to feedback received.

Response: Public input will be collected on an ongoing basis, through contacts with Forest users in the field, conversations with local government officials and agencies, and contacts made when maps are dispensed at Forest Service offices. If these informal contacts indicate a need for more in-depth evaluation of the travel plan, additional methods of gathering public input would be used.

5.2.13.1 Enforcement

Concern Statement: The Forest Service should abandon this effort as it will only create more crime and headaches for the Forest Service.

Response: In Chapter 2 of the EIS, Table 2.5.2 discusses law enforcement by alternative. This project was initiated because the Forest recognized a need for improving management and enforcement of motorized use – off-highway vehicle (OHV) use in particular. There has been unanticipated growth in OHV use since the 1986 Ashley National Forest Land and Resource Plan was written (Forest Plan). Forest monitoring of motorized use, known conflicts and impacts, and enforcement issues form the basis of the need for change. As with any system of regulation we are looking for the support of the public as the first line of enforcement. By identifying appropriate places for the use of motorized vehicles we are highlighting areas that can also be damaged by motorized recreation thus informing and educating Forest users. The Ashley National Forest is designating a system of roads and trails where OHV use is appropriate and sustainable.

Concern Statement: The Forest Service should address the fact that compliance with any travel plan has always been an issue, and education has failed to solve the problem in the past. What specific measures will the Forest Service take to make education and enforcement more effective this time?

Response: The FEIS acknowledges that enforcement is and will continue to be a challenge. This is true of all alternatives, as shown in Table 2.5.2. To the degree that careful selection of routes and engineering for the targeted use can facilitate enforcement; those factors have been considered in the alternatives (see Section 3.1.7, Issue 5). Education and enforcement activities are also identified as project design features common to all alternatives (Section 2.2.3), which will be addressed during implementation. The Forest Service will prepare an implementation plan after the decision is made which will include the need for public outreach, education, and enforcement programs. Site-specific compliance issues that are causing unacceptable resource impacts or user conflicts can result in a closure, either through a special order or during the annual review of the MVUM (Sections 1.9, 2.2.1.1).

Concern Statement: The Forest Service should clearly identify which roads may be used by licensed OHVs and unlicensed OHVs.

Response: OHV's licensed for use on state and county roads may use all Forest System routes as if they were a licensed truck or car in Utah. Unlicensed OHV's are restricted to trails and roads that allow OHV use in keeping with width limitations on many of our motorized trails of less than 50 inches wide. In Wyoming on the Flaming Gorge Ranger District licensed and unlicensed OHV's may use all roads as long as they comply with state law. Trail width restrictions still apply on many of our motorized trails (less than 50 inches wide).

Concern Statement: The Forest Service should disclose the number of citations that were issued to ATV users in the past year, and what fines were assessed for first and second offenses.

Response: Although we track the number of citations issued on the Forest, it is not possible to separate the totals issued to ATV's for a given year. The fines vary depending on the type of offense, but typically range from $50 to $250. A second offense for the same violation typically results in a mandatory court appearance before a federal magistrate.

Concern Statement: The Forest Service should enforce the regulations already in place, and be more responsive when violators are called in by the public.

Response: The FEIS recognizes that there is a need to improve enforcement of travel regulations (see FEIS Summary and Section 1.4.2.2). The enforceability of each alternative was analyzed for each alternative (Sections 2.5 and 3.1.7). Public participation is key to successful implementation of any travel plan, and education is considered in combination with enforcement in the project design features (Section 2.2.3) and in the effects analysis (Section 3.1.7). By providing clear maps and route designations, and designating routes that are properly engineered for motorized use, we hope to facilitate compliance as well as enforcement.

Like all law enforcement agencies, the Forest Service depends on citizen reports of violations as a critical component of its enforcement program (Federal Register Vol. 70, No. 216, p. 68270). All reports of unlawful activity are taken very seriously and are forwarded to law enforcement officials for follow up.

Concern Statement: The Forest Service should increase its fines and punishments to those individuals that drive off-road and cause damage and destruction to the Forest.

Response: Forest Service law enforcement officers can issue a mandatory court appearance instead of the scheduled fine in an attempt to collect funds to rehabilitate any resource damage. In these cases the Forest Service would recommend an amount to the court to compensate damages. Further penalties and increased fine schedules for law and regulation violations, such as illegal access, are set by the US Courts or by Congress in legislation creating the law. The Forest Service only has the authority to recommend changes to the collateral forfeiture schedule for misdemeanor violations. Actions of the US Court system and Congress are outside the scope of this forest planning process.

Concern Statement: The Forest Service should mark all closed routes and areas on the ground. Relying on a map is not practical since many people have difficulty using maps in the field.

Response: The Motorized Vehicle Use Map will portray all routes that are open to motorized vehicle use. If a route is not on the map it is not open for motorized use. Areas closed to dispersed camping will be portrayed on the map since there are fewer areas closed than will remain open. It is the responsibility of the Forest user to know where they are located when on the Forest. The current travel plan utilizes a map only to designate open routes and areas across the Forest.

Concern Statement: The Forest Service should not designate motorized trails that result as incursions onto non-motorized trails or areas. Repeated incursions should result in the closure of the motorized trail accessing non-motorized trails.

Response: The goal of the Travel Management Plan is to identify those areas where OHV use is appropriate and sustainable while protecting natural resources. The decision to open or close trails and roads to motorized travel was reviewed by a team of specialists to identify the appropriate areas for motorized use while protecting natural resources. Management activities will include monitoring the use of motorized and non-motorized trails for use and future decisions to maintain motorized access will be made on a case-by-case basis to protect natural resources and avoid user conflicts. Public motorized use is provisional and may be restricted via closure orders if unacceptable resource damage or inappropriate use occurs (including incursions into non-motorized areas; Section 2.2.1).

Concern Statement: The Forest Service should not post "no camping" signs in areas closed to dispersed camping because signing so many small areas is impractical. It would be better to use the funds for road maintenance instead.

Response: To facilitate comparison of alternatives and help the public understand where changes would occur, the alternative maps show where dispersed camping would not be allowed alongside designated routes. However when the Motor Vehicle Use Map is published it will display areas where dispersed camping is allowed, which involves longer road segments than the closed areas. This will be easier to display on the map and to locate on the ground.

Concern Statement: The Forest Service should not restrict access for everyone because of the actions of a few who violate the rules. More law enforcement officers would be a better solution than new regulations.

Response: The travel plan does not make law enforcement staffing or budget decisions, nor does it set the penalties for violations (penalties are established by Federal statute; Federal Register, Vol. 70, No. 216 p. 68283). However travel planning can affect the need for law enforcement resources by considering the enforceability of each alternative. This has been addressed in Section 3.1.7 and Table 2.5.2 of the FEIS.

Concern Statement: The Forest Service should open all existing dirt roads to OHV use to ease the ability of the public to get from one place to another and to comply with the travel plan. Otherwise users will have to create new trails.

Response: Designation of new routes for public motorized use must take a variety of criteria into account, as described in 36 CFR 212.55. Designating all existing dirt roads would not be consistent with these criteria. The Forest's past travel management decisions are the starting point for travel analysis and travel management decisions (FSM 7715.03, 7715.11). All Alternatives designate more or nearly the same amount of trails and roads as the current Travel Plan. This is addressed in the FEIS in Chapter 1, section 1.5 (management direction). Forest users are obliged to adhere to management rules and policies. Possessing or operating a motor vehicle on National Forest System lands other than in accordance with the designations on the motor vehicle use map is prohibited under 36 CFR 261.13.

Concern Statement: The Forest Service should provide the evidence and the studies relied upon to support the assumption that it is more enforcement-friendly to allow more cross-country driving, rather than less, and resolve the conflict between this statement and a contrary statement in the Soil and Water section of Chapter 3. In fact, fewer designated routes should enable more efficient use of law enforcement resources.

Response: The FEIS acknowledges that enforcement is and will continue to be a challenge. However the analysis of enforceability reasonably assumes that an alternative that provides more access via designated, engineered and maintained routes may have a higher rate of compliance compared to alternatives that reduce access. This statement is made in the context of overall opportunity for motorized recreation, and is supported by examples of how engineering can help keep ATVs on trails, or providing mixed-use roads can reduce illegal use parallel to the road (Table 2.5.2, Section 3.1.7). The statement in the Soil and Water section is made in a specific geographic context, i.e. the more times a route coincides with a sensitive land type (such as alpine) the more opportunities there are for unauthorized use. This is true regardless of the rate of compliance. Therefore both statements are correct in the context in which they were used.

Having fewer designated routes does not necessarily translate to more efficient use of law enforcement resources, since it is not the open routes that must be patrolled, it is the closed areas. The FEIS recognizes that compliance is difficult to predict and would be an issue under all alternatives (Table 2.5.2).

Concern Statement: The Forest Service should recognize that enforcement will be more difficult if more trails, roads and dispersed camping areas are closed.

Response: Chapter 3.1, Recreation Resources, Section 3.1.7.1 in the FEIS addresses enforcement challenges and opportunities for all action alternatives. In general, providing clear designations and maps and directing motorized use to routes that are engineered and maintained for that use should improve both compliance and enforcement. Designating routes simply because not to do so would be difficult to enforce is not consistent with the criteria in the Travel Management Rule (36 CFR 212.55).

Concern Statement: The Forest Service should show how this plan will be enforceable and meet the objective of providing adequate maintenance based on available resources and funding.

Response: The enforceability of the plan will be enhanced through moving to a system of designated routes on the Motor Vehicle Use Map (MVUM). Roads identified in the Final Environmental Impact Statement and Record of Decision will be maintained to the appropriate maintenance levels in accordance with Forest Service policy.

This page intentionally left blank

REFERENCES

Ammon, Elizabeth M. 1995. lincoln's Sparrow (Melospiza lincolnii), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://www.bna.birds.cornedd.edu/bna/species/191doi: 10.2173/bna.191.

Arcese, Peter, Mark K. Sogge, Amy B. Marr and Michael A. Patten. 2002. Song Sparrow (Melospiza melodia), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://bna.birds.cornell.edu/bna/species/704doi:10.2173/bna.704

Ashley National Forest Unpub. data. Ashley National Forest monitoring and inventory data. Paper records and Fauna database.

Barlow, Jon C., Sheridan N. Leckie and Colette T. Baril. 1999. Gray Vireo (Vireo vicinior), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://www.bna.birds.cornell.edu/bna/species/447doi:10.2173/bna.447

Beier P., E. C. Rogan, M. F. Ingraldi, S. S. Rosenstock. 2008. Does forest structure affect reproduction of goshawks in ponderosa pine forests? Journal of Applied Ecology 2008, 45, 342-350.

Bosworth, Dale. 2004. Statement of USDA Forest Service Chief before the Committee on Appropriations on March 3, 2004. Unpublished paper on file at: U.S. Department of Agriculture, Forest Service, Ashley National Forest, Vernal, UT.

Burr, Steven W.; Smith, Jordan W.; Reiter, Douglas. Logan, Utah: Institute for Outdoor Recreation and Tourism, Utah State University. Jakus, Paul; Keith, John. Logan, Utah: Department of Economics, Utah State University. 2008. Recreational Off-Highway Vehicles Use on Public Lands in Utah.

Christensen B. 2007. 2006 Anthro Mountain sage grouse project report. Roosevelt/Duchesne Ranger District, Ashley National Forest.

Christensen, A.G., L.J. Lyon, and J.W. Unsworth. 1993. Elk management in the Northern Region: considerations in Forest Plan updates or revisions. USDA Forest Service Intermountain Research Station General Technical Report INT-303.

Connelly, J.W., M.A. Schroeder, A. R. Sands, and C.E. Braun. 2000. Guidelines to manage sage grouse populations and their habitats. Wildlife Society Bulletin 28(4):967-985.

DeGraaf, R. M.; Scott, V. E.; Hamre, R. H.; Ernst, L. and S. H. Anderson. 1991. Forest and rangeland birds of the United States: natural history and habitat use. Dept. of Agriculture Handbook No. 688. Washington, D.C.: U.S. Dept. of Agriculture, Forest Service. 625pp.

Dewey S. 1998. Ashley National Forest northern goshawk monitoring plan. USDA Forest Service, Ashley National Forest.

Dewey, S. R. 1999a. Effects of supplemental food on parental care strategies and juvenile survival in northern goshawks. M.S. Thesis Colorado State University. 75pp.

Dewey, S. R. 1999b. Memorandum: Analysis of radio-tracking data for validation of PFA concept. Ashley National Forest.

Dewey, S. R. 1999c. Memorandum: Proposed standardized protocol for determining occupancy and reproductive status in northern goshawk territories. Ashley National Forest.

Dobbs, R. C., T. E. Martin and C. J. Conway. 1997. Williamson's Sapsucker (Sphyrapicus thyroideus), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://bna.birds.cornell.edu/bna/species/285doi:10.2173/bna.285

Elliott, William J.; Page-Dumroese, Deborah; Robichaud, Peter R.. 1999. The effects of forest management on erosion and soil productivity. In: Rattan Lal ed. Soil Quality and Erosion. Boca Raton, FL: CRC Publishers: 195-197.

Forman, T.T. and X. Deblinger. 2000. Review of ecological effects of roads on terrestrial and aquatic communities. Conservation Biology. 14:18-30.

Forman, T.T. and D. Sperling. 2003. Road ecology. Science and solutions. Island Press, Washington, D.C. 481 pp.

Forman, T.T. and L.E. Alexander. 1998. Roads and their major ecological effects. Annual Review of Ecology and Systematics. 29:207-231.

Gaines W. L., P. H. Singleton, and R. C. Ross. 2003. Assessing the Cumulative Effects of Linear Recreation Routes on Wildlife Habitats on the Okanogan and Wenatchee National Forests. USDA Forest Service General Technical Report PNW-GTR-586, November 2003.

Grace III, John McFero. 2002, Sediment movement from forest road systems. American Society of Agricultural Engineers. December: 13-14.

Graham, R. T; Rodriguez, R. L.; Paulin, K. M. and others. 1999. The northern goshawk in Utah: habitat assessment and management recommendations. Gen. Tech. Rep. RMRS-GTR-22. Ogden, UT: U.S. Dept. of Agriculture, Forest Service, Rocky Mountain Research Station. 48 p.

Greenwald, D. N., D. C. Croker-Bedford, L. Broberg, K. F. Suckling, and T. Tibbitts. 2005. A review of northern goshawk habitat selection in the home range and implications for forest management in the western United States. Wildlife Society Bulletin 2005, 33(1):120-129.

Gucinski, Hermann, Furniss, Michael J., Ziemer, Robert R., Brookes, Martha H., eds. 2000. Forest roads: A synthesis of scientific information. U.S. Department of Agriculture, Forest Service. June 14 2002. p. 25-26, 29-30.

Hayes, Fred. 2008. [Personal communication]. December 18. Salt Lake City, UT: Utah Department of Natural Resources, Division of State Parks and Recreation.

Kingery, Hugh E. and Cameron K. Ghalambor. 2001. Pygmy Nuthatch (Sitta pygmaea), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://www.bna.birds.cornell.edu/bna/species/567doi:10.2173/bna.567

Kochert, M. N., K. Steenhof, C. L. Mcintyre and E. H. Craig. 2002. Golden Eagle (Aquila chrysaetos), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://www.bna.birds.cornell.edu/bna/species/684doi:10.2173/bna.684

Krannich, Richard S. 2008 Public Lands and Utah Communities: A Statewide Survey of Utah Residents. Logan, Utah: Institute for Social Science Research Utah State University

Leonard, Jr., David L. 2001. American Three-toed Woodpecker (Picoides dorsalis), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://bna.birds.cornell.edu/bna/species/588doi:10.2173/bna.588

Lyon. L.J. 1979. Habitat effectiveness for elk as influenced by roads and cover. Journal of Forestry. 77:658-660.

Lyon. L.L. 1983. Road density models describing habitat effectiveness for elk. Journal of Forestry. 81:592-613

MacArthur, R. A., V. Geist, R. H. Johnston. 1982. Cardiac and behavioral responses of mountain sheep to human disturbance. The Jouranl of Wildlife Management, Vol. 46, No. 2 (Apr., 1982), pp. 351-358

Mcintyre, Judith W. and Jack F. Barr. 1997. Common Loon (Gavia immer), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://www.bna.birds.cornell.edu/bna/species/313doi:10.2173/bna.313.

Meyer, Kevin G. 2002. Managing degraded off-highway vehicle trails in wet, unstable, and sensitive environments. 0223-2821-MTDC. U.S. Department of Agriculture, Forest Service, Tech. and Dev. Prog. Missoula, MT. 31 p.

Mitchell, Carl D. 1994. Trumpeter Swan (Cygnus buccinator), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://www.bna.birds.cornell.edu/bna/species/105doi:10.2173/bna.105)

Mortenson, Valton. 2008. Personal communication with Transporation Engineer concerning zone of influence for roads and trails. May 2008.

Nature Serve. 2003. Nature Serve Explorer: An online encyclopedia of life [web application]. Version 1.8. NatureServe, Arlington, Virginia. Available http://www.natureserve.org/explorer. (Accessed: January and February 2004).

NatureServe. 2008. NatureServe Explorer: An online encyclopedia of life [web application]. Version 7.0. NatureServe, Arlington, Virginia. Available http://www.natureserve.org/explorer. (Accessed: January 22, 2009).

Oliver, G. V. 2000. The bats of Utah: a literature review. Publication #00-14, Utah Division of Wildlife Resource, Salt Lake City, Utah. 141pp.

Ouren, Douglas S., et al. 2007. Environmental effects of off-highway vehicles on Bureau of Land management lands: A literature syntheses, annotated bibliographies, extensive bibliographies, and internet resources. U.S. Department of the Interior, U.S. Geological Survey. Open-File Rept. 2007-1353. p 5-7.

Parrish, J. R., F. Howe, and R. Norvell. 2002. Utah Partners in Flight Avian Conservation Strategy. Version 2.0. UDWR Publication Number 99-40. Utah Partners in Flight Program, Utah Division of Wildlife Resources, Salt Lake City, UT.

Papouchis C. M., F. J. Singer, W. B. Sloan. 2001. Responses of desert bighorn sheep to increased human recreation. The Journal of Wildlife Management, Vol. 65, No. 3 (Jul., 2001), pp. 573-582

People of the State of California v. United States Department of Agriculture, No. 3:05-CV03508-EDL (Northern District California, February 6, 2007).

People of the State of California v. United States Department of Agriculture, No. 3:05-CV03508-EDL consolidated with No. 3:05-CV-04038-EDL (Northern District California, December 2, 2008).

Perkins, J. M. 2001. Bat surveys in Dry Fork and Ashley Creek watershed, Ashley National Forest, Vernal, Utah. Survey report prepared in September 2001, on file at the Supervisor's Office in Vernal, UT. 26pp.

Perkins, J. M. 2002. Summer 2002 bat survey, Duchesne Ranger District. Survey report prepared from 2002, on file at the Supervisor's Office in Vernal, UT. 29pp.

Paulin, K. 1998. Memorandum: Winter locations of northern goshawks, Nov. 1996 through April 1998. Ashley National Forest.

Poole, A. (Editor). 2005. The Birds of North America Online: http://bna.birds.cornell.edu/BNA/. Cornell Laboratory of Ornithology, Ithaca, NY.

Reynolds, R. T.; Graham, R. T.; Reiser, M. H. and others. 1992. Management recommendations for the northern goshawk in the southwestern United States. Gen. Tech. Rep. RM-217. Ft. Collins, CO: U.S. Dept. of Agriculture, Forest Service, Rocky Mountain Forest and Range Experiment Station. 90 p.

Reynolds R.T., D. A. Boyce, R. T. Graham, M. H. Reiser. 2001. Review of supplemental information relevant to habitat management for the northern goshawk in Southwestern United States.

Reynolds R. T. 2004. Is the northern goshawk an old growth forest specialist or a habitat generalist?

Robichaud, Peter R. 2000. Forest Fire Effects on Hillslope Erosion: What We Know. USDA Rocky Mountain Research Station. 9 p. available online at http://www.watershed.org/news/win_00/2_hillslope_fire.htm (last accessed online March 19, 2009)

Ruediger, B.; Claar, J.; Mighton, S. and others. 2000. Canada lynx conservation assessment and strategy. Interagency document prepared by the Bureau of Land Management, Forest Service, National Park Service and USDI-Fish and Wildlife Service. Copy on file at the Ashley National Forest in Vernal, UT. 92 p.

Salafsky S. R., R. T. Reynolds, B. R. Noon, and J. A. Wiens. 2007. Reproductive responses of northern goshawks to variable prey populations. Journal of Wildlife Management 71(7):2274-2283; 2007.

Satterlund, Donald R., Adams, Paul W. Wildland Watershed Management. New York: John Wiley Pub 2nd Edition, 1992: 325-328.

Shenk T. M. 2007. Wildlife research report: post-release monitoring of lynx reintroduced to Colorado.

State of Wyoming v. United States Department of Agriculture, No. 01-CV-86-B (District of Wyoming June 7, 2007).

State of Wyoming v. United States Department of Agriculture, No.2:07-CV-00017-CAB (District of Wyoming June 12, 2008).

Stephens, R. M. 2001. Migration, habitat use, and diet of northern goshawks (*Accipiter gentiles*) that winter in the Uinta mountains, Utah. University of Wyoming, Laramie Wyoming.

Thomas, J.W., H. Black Jr., R.J. Scherzinger, and R.J. Pedersen. 1979. Deer and elk. IN: Thomas, J.W., ed. Wildlife habitats in managed forests—the Blue Mountains of Oregon and Washington. USDA Agriculture Handbook. 553. Washington, DC.

Trombulak, S.C. and C.A. Frissell. 2000. Review of ecological effects of roads on terrestrial and aquatic communities. Conservation Biology. 14:18-30.

U.S. Department of Agriculture, Forest Service. 1986. Ashley National Forest Land and Resource Management Plan.

U.S. Department of Agriculture, Forest Service. Recreation Opportunity Spectrum Users Guide.

U.S. Department of Agriculture, Forest Service. 1982. Recreation Opportunity Spectrum User's Guide, Located on the web at: www.fs.fed.us/cdt/carrying_capacity/rosguide_1982.pdf

-----. 2004. A Protocol for Identifying and Evaluating Areas for Potential Wilderness, Intermountain Region Planning Desk Guide.

-----. 1994. Flammulated, boreal, and great gray owls in the United States: A technical conservation assessment. General Technical Report RM-253.

-----. 1998. USDI Fish & Wildlife Service, USDI Bureau of Land Management. 1998. Conservation strategy and agreement for the management of northern goshawk habitat in Utah.

-----. 2000. Utah Northern Goshawk Project Decision Notice & Appendix CC. 2000. Includes appendix with forest standards and guidelines for the Ashley NF.

-----. 2008. Draft Potential Wilderness Evaluation (2008). Ashley National Forest. Located on the web at: www.fs.fed.us/r4/ashley/projects/forest_plan_revision/forest_plan_home.shtml

-----. 2006. Life histories and population analysis for management indicator species of the Ashley National Forest. March 2006.

-----. 2006b. Life history and analysis of endangered, threatened, candidate, and sensitive species, of the Ashley National Forest. November 2006.

-----. 2007. Final environmental impact statement, Northern Rockies lynx management direction. March 2007.

-----. 2007a. Record of Decision, Northern Rockies lynx management direction. March 2007.

-----. 2007b. Bat survey data on the Ashley NF.

-----. 2007c. Summary, Northern Rockies lynx management direction. March 2007.

-----. 2008. Ashley National Forest northern goshawk inventory and monitoring report 2008.

-----. 2008b. Bat survey data on the Ashley NF.

-----. 2008c. Ashley National Forest northern goshawk territory histories.

-----. 2008d. USDA Forest Service and USDI Fish and Wildlife Service. December 8, 2008. Memorandum of Understanding to promote the conservation of migratory birds.

USDI Fish &Wildlife Service. 2005. Notice of 90-day petition finding of the Uinta mountain snail. US Fish & Wildlife Service, West Valley City, Utah.

-----. 1995. Recovery Plan for the Mexican Spotted Owl. Volume 1. Southwest Region U.S. Fish and Wildlife Service. Albuquerque, New Mexico. 172 pp.

-----. 2009. Threatened and endangered species and proposed and candidate species for the Duchesne, Uintah, and Daggett Counties of Utah. March 2009. Located on the web at: http://www.fws.gov/mountain-prairie/endspp/CountyLists/Utah.pdf

-----. 2007a. Final rule to remove the Bald Eagle from the Federal Threatened and Endangered wildlife list; draft post-delisting and monitoring plan for the bald eagle and proposed 50 CFR 17. Volume 72. Number 130. July 9, 2007.

-----. 2007b. National bald eagle management guidelines. USF&WS May 2007.

-----. 2008. Threatened and endangered species and proposed and candidate species for the Sweetwater County of Wyoming. February 2008. Located on the web at: www.fws.gov/mountain-prairie/endspp/CountyLists/Wyoming.pdf

-----. 2008. Black-footed ferret 5 year status review: summary and evaluation. USF&WS South Dakota Field Office, Pierre South Dakota. November 2008.

Utah Department of Environmental Quality and Ute Indian Tribe. 2002. Uinta River, Deep Creek and DryGulch TMDLs for Total Dissolved Solids. Tetra Tech Inc. for U.S. EPA Region 8 State of Utah. P. 16-17.

Utah Division of Water Quality. 2003. Browne Lake, Utah Total Maximum Daily Loads for Dissolved Oxygen and Total Phosphorus. Utah Division of Water Quality for U.S. EPA Region 8 State of Utah. Paginated by chapter. p 8-1, 8-2

Utah Rule R317-2. Standards of Water Quality for Waters of the State (as in Effect on January 1, 2009) Utah Division of Water Quality.

Utah Division of Wildlife Resources (UDWR). 2003. Pygmy rabbit, Identification, sign, and habitat. Power point presentation.

-----. 2008a. Utah bighorn sheep statewide management plan. Utah Division of Wildlife Resources, Department of Natural Resources.

-----. 2008. Deer and elk herd status. Utah Division of Wildlife Resources.

-----. 2009. Notes from the bighorn sheep meeting with the Utah Division of Wildlife Resources.

Walsh, Matthew J. 2008, Sediment production and delivery from forest roads and off-highway vehicle trails in the upper South Platte River watershed, Colorado. Fort Collins, CO: Colorado State University. Thesis. p138-151, 158-163.

Walters, Eric L., Edward H. Miller and Peter E. Lowther. 2002. Red-naped Sapsucker (Sphyrapicus nuchalis), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://www.bna.birds.cornell.edu/bna/species/663bdoi:10.2173/bna.663

Welsh, Randy. 2008. Suggestions for analyzing the effects to wilderness potential from project activities within Inventories Roadless Area. Internal paper on file at: U.S. Department of Agriculture, Forest Service, Ashley National Forest, Vernal UT.

White, Clayton M., Nancy J. Clum, Tom J. Cade and W. Grainger Hunt. 2002. Peregrine Falcon (Falco peregrinus), The Birds of North America Online (A. Poole, Ed.). Ithaca: Cornell Lab of Ornithology; Retrieved from the Birds of North America Online: http://bna.birds.cornell.edu/bna/species/660doi:10.2173/bna.660

Wisdom, M.J., R.S. Hothausen, B.C. Wales, C.D. Hargis, V.A. Saab, D.C. Lee, W.J. Hann, T.D. Rich, M.M Rowland, W.J. Murphy, and M.R. Eames. 2000. Source habitats for terrestrial vertebrates of focus in the Interior Columbia Basin: broad-scale trends and management implications. Volume. 1—Overview. Portland, OR: US Department of Agriculture, Forest Service, pacific Northwest Research Stations. General Technical Report PNW-GTR-485.

Wisdom, M.J., J.J. Cimon, B.K. Johnson, E.O. Garton, and J.W. Thomas. 2005b. spatial partitioning by mule deer and elk in relation to traffic. Pages 53-66 in Wisdom, M.J., technical editor, the Starkey Project: a synthesis of long-term studies of elk and mule deer. Reprinted from the 2004 Transactions of the North American Wildlife and Natural Resources Conference, Alliance Communications Group, Lawrence, Kansas, USA.

WGFD. 1989. Wyoming Game and Fish Department. Black-footed Ferret Habitat Survey Flaming Gorge National Recreation Area, (Wyoming). Unpublished Report.

GLOSSARY

administrative road
Authorized vehicle use of otherwise closed roads and/or areas to carry out Forest management activities. Includes but is not limited to access for prescribed burning, fish and wildlife habitat improvement, and timber sales. Also includes use by permittees as authorized by permit to conduct authorized activities.

affected environment
The natural, physical, and human-related environment that is sensitive to changes from the alternatives.

air quality
The composition of air with respect to quantities of pollution therein; used most frequently in connection with standards of maximum acceptable pollutant concentrations.
all-terrain vehicle (ATV)
See off-highway vehicle.

analysis area
The geographic area defining the scope of analysis for the project. Sometimes for a particular resource, the analysis area may have to be larger when effects have potential to extend beyond the boundaries of the proposal.
annual maintenance
Maintenance performed to maintain serviceability or repair failures during the year in which they occur.

archaeological site
Any site that is attributed to prehistoric American Indian cultures. A site is any location of use or occupation by human beings. In this part of the country, this generally refers to sites dated to pre-1700.

availability
For Wilderness Potential is the degree to which the area is available for wilderness designation, and is based on the demand for resource uses that are inconsistent with wilderness. For example, oil and gas development, timber harvest, and motorized recreational travel are inconsistent with wilderness as it is currently defined and lower the availability of an area. Requirements for documenting availability include a discussion of existing and planned activities by resource, and an evaluation of the degree to which the area is available based on potential for conflicts with other resource commitments**.**

beneficial uses
Water uses necessary for the survival or well-being of humans, plants, or wildlife.

Best Management Practices (BMPs)
A practice or combination of practices that are the most effective and practical means of achieving resource protection objectives during resource management activities.

big game
Those species of large mammals normally managed as a sport hunting resource..

capability
For Wilderness Potential is the degree to which the area contains the basic characteristics that make it suitable for wilderness. The amended FS Manual lists naturalness, undeveloped, outstanding opportunities for solitude and primitive recreation, special features, and manageability as evaluation factors.

closed road
See **administrative road, decommission, and obliteration.**

Code of Federal Regulations (CFR)
A codification of the general and permanent rules published in the Federal Register by the Executive departments and agencies of the federal government.

community
A group of one or more populations of plants and/or animals in a common spatial arrangement; an ecological term used in a broad sense to include groups of various sizes and degrees of integration.

cross-country travel
Traveling across the countryside (as fields and woods) rather than by roads or trails. Travel off of designated roads or trails.

cultural resources
The physical remains of human activity (artifacts, ruins, burial mounds, petroglyphs, etc.) having scientific, prehistoric, or social values.

cultural site
Any location that includes prehistoric and/or historic evidence of human use, or that has important sociocultural value.

cumulative effect
The impact on the environment that results from the incremental impact of the action when added to other actions over time and space. Individual impacts can either amplify or negate each other depending on the location, timing, and types of interactions involved. Individually minor but collectively significant actions can result from cumulative effects.

cumulative effects area
An area with a mapable boundary where individual impacts can accumulate and result in cumulative effects. Cumulative effects areas are often different for each resource or plant and animal species, and often require consideration of more than one spatial temporal scale.

deciding official
The Forest Service employee who has the authority to select and carry out a specific planning action.

decommission
To deactivate or dismantle a road; the denial of use, elimination of travelway functionality, and removal of the road from the forest transportation system; and the return of the road corridor to resource production by natural or designed means.

deferred maintenance
Maintenance that was not performed when it should have been or when it was scheduled, and therefore was put off or delayed for a future period.

designated road, trail, or area
A National Forest System road, a National Forest System trail, or an area on National Forest System lands that is designated for motor vehicle use pursuant to § 212.51 on a motor vehicle use map (36 CFR 212.1).

direct effects
Effects on the environment that occur at the same time and place as the initial cause of action.

developed recreation
Recreation that requires facilities and results in the concentrated use of an area (e.g., campgrounds or ski resorts).

dispersed campsite
Temporary undeveloped campsites that are typically created and maintained by forest users. Existing temporary campsites can be distinguished by evidence of rock fire rings, old tent sites, and tracks from earlier vehicle accesses.

dispersed recreation
Recreation that occurs outside a developed setting (e.g., hunting, scenic driving, or backpacking).

disturbance
Any event that alters the structure, composition, or function of an ecosystem, including grazing, human trampling, logging, foraging by wildlife ungulates, wind, flood, insects, disease, and fire.

diversity
The relative distribution and abundance of different plant and animal communities and species within an area.

effects
Environmental consequences (the scientific and analytical basis for comparison of alternatives) because of a proposed action. Effects may be either direct, which are caused by the action and occur at the same time and place, or indirect, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable of cumulative.

endangered species
". . . [A]ny species which is in danger of extinction throughout all or a significant portion of its range . . . " which is designated by the Secretary of the Interior or the Secretary of Commerce (Endangered Species Act of 1973 Sec. 3(6)).

environment
The aggregate of physical, biological, economic, and social factors affecting organisms in an area.

environmental impact statement (EIS)
A detailed statement prepared by the responsible official when a major federal action that significantly affects the quality of the human environment is described, alternatives to the proposed action provided, and effects analyzed.

erosion
Detachment or movement of soil or rock fragments by water, wind, ice, or gravity. Accelerated erosion is much more rapid than normal, natural, or geologic erosion, primarily because of the influence of activities of people, animals, or natural catastrophes..

existing route
A road or trail that currently exists on the ground but that may or may not be designated as open to motorized use. Includes constructed roads and trails maintained by the Forest Service or cooperating agencies. Constructed roads and trails are often characterized by a road or trail prism with cut and fill slopes or through-fills. An existing route may also be an evident two-track and single-track route with regular use that has resulted from continuous passage of motorized vehicles over a period of years where perennial vegetation is devoid or scarce.

Federal Register
A daily publication that reports Presidential and Federal agency documents.

floodplain
The lowland and relatively flat areas adjoining inland and coastal waters including, at a minimum, that area subject to a 1 percent or greater chance of flooding in any given year.

forest highway
A forest road under the jurisdiction of, and maintained by, a public authority and open to public travel (23 USC Section 101 (a)).

Forest Plan
Shortened name for a unit's Land and Resource Management Plan. Provides strategic guidance to management activities on National Forest System lands.

forest road or trail
A road or trail wholly or partly within or adjacent to and serving the National Forest System that the Forest Service determines is necessary for the protection, administration, and utilization of the National Forest System and the use and development of its resources (36 CFR 212.1).

Forest Service Handbook (FSH)
The principal source of specialized guidance and instruction for carrying out the direction issued in the Forest Service Manual (FSM). Specialists and technicians are the primary audience of handbook direction.

Forest Service Manual (FSM)
Contains legal authorities, objectives, policies, responsibilities, instructions, and guidance needed on a continuing basis by Forest Service line officers and primary staff in more than one unit to plan and execute assigned programs and activities.

four threats
Management issues identified by the Chief of the Forest Service as the greatest threats to the Nation's forests and grasslands. The four key threats are hazardous fuels, invasive species, loss of open space, and unmanaged recreation. These program areas are currently receiving the highest priority and funding emphasis in the Forest Service. See http://www.fs.fed.us/projects/four-threats/ for more information.

fragmentation
The process by which aquatic or terrestrial habitats are increasingly subdivided into smaller units, resulting in their increased insularity as well as losses of total habitat area.

game species
Any species of wildlife or fish for which seasons and bag limits have been prescribed, and that are normally harvested under state or federal laws, codes, or regulations.

geographic areas
Sub-divisions of the forest defined by topographic, climatic, and geologic features or special habitats or uses that provide a sense of place.

habitat
The place where a plant or animal lives and grows.

hatched travel area
two travel areas totaling 111,805 on the Vernal Ranger District that are depleted with a cross hatching on the current travel map. Within the hatched travel areas motorized vehicles are allowed on designated routes and established, undesignated routes as long as resource damage is not occurring.

historic
After the introduction of written records. In this part of the country this generally refers to sites or uses of areas or landscapes dated from 1700 to the present.

historical site
Any site that is 50 years of age or older that is attributed to any historical cultures, including American Indian or European immigrant cultures. A site is any location of use or occupation by human beings. In this part of the country this generally refers to sites dated from 1700 to the present.

Hydrologic Unit Code
The U.S. is divided and sub-divided into successively smaller hydrologic units which are classified into four levels: regions, sub-regions, accounting units, and cataloging units. The hydrologic units are arranged within each other, from the smallest (cataloging units) to the largest (regions). Each hydrologic unit is identified by a unique hydrologic unit code (HUC) consisting of two to eight digits based on the four levels of classification in the hydrologic unit system (http://water.usgs.gov/GIS/huc.html).

Indian Tribe
Any American Indian group in the U.S. that the Secretary of the Interior recognizes as possessing tribal status.

indirect effects
Secondary effects that occur in locations other than the location of the initial action or significantly later in time.

interdisciplinary team
A group of resources professionals with different expertise that collaborates to develop and evaluate resource management decisions.

invasive species
An alien species whose introduction does or is likely to cause economic or environmental harm or harm to human health. Includes both native and non-native forest and rangeland pests.

irretrievable impact or commitment
The elimination of a resource, its productivity, and/or its utility for the life of the project.

irreversible impact
The start of a chemical, biological, and/or physical process that could not be stopped. As a result, the resource or its productivity and/or its utility would be consumed, committed, or lost forever.

invasive plants
Nonnative aquatic and terrestrial species that have the capacity to dominate, overwhelm, and replace native vegetation. A species is considered invasive if it is nonnative to the ecosystem under consideration, and if its introduction causes or is likely to cause economic or environmental harm or harm to human health. Noxious weeds are a subset of invasive plants.

l**andscape**
The aspect of the land that is characteristic of a particular region or area.

jurisdiction
The legal right to control or regulate use of a transportation facility. Jurisdiction requires authority, but not necessarily ownership. The authority to construct or maintain a road may be derived from fee title, an easement, or some other similar method (FSM 7705 – Transportation System).

lek
A specific location where male grouse congregate and strut to attract and breed with female grouse. Most male grouse return to the same lek every year.

maintenance
The upkeep of the entire forest development transportation facility including surface and shoulders, parking and side areas, structures, and such traffic-control devices as are necessary for its safe and efficient utilization (36 CFR 212.2 (i)).

Maintenance Level
See Operational Maintenance Level.

management direction
A statement of multiple use and other goals and objectives, along with the associated management prescriptions and standards and guidelines to direct resource management.

Management Indicator Species
A species of wildlife, fish, or plant whose health and vigor are believed to accurately reflect the health and vigor of other species having similar habitat and protection needs to those of the selected indicator species.

mitigation
Actions to avoid, minimize, reduce, eliminate, replace, or rectify the impact of a management practice.

monitoring
The process of collecting information to evaluate if objectives and anticipated results of a management action are being realized or if implementation is proceeding as planned.

motor vehicle
Any vehicle which is self-propelled, other than: (1) a vehicle operated on rails; and (2) any wheelchair or mobility device, including one that is battery-powered, that is designed solely for use by a mobility-impaired person for locomotion, and that is suitable for use in an indoor pedestrian area (36 CFR 212.1).

Motor Vehicle Use Map (MVUM)
A map reflecting designated roads, trails, and areas on an administrative unit or a Ranger District of the National Forest System (36 CFR 212.1).

motorized mixed use
Designation of a National Forest System road for use by both highway-legal and non-highway legal motor vehicles (EM-7700-30 – Guidelines for Engineering Analysis of Motorized Mixed Use on National Forest System Roads).

multiple use
According to the Multiple-Use Sustained-Yield Act of 1960, the management of all the various renewable surface resources of the national forests so that they are utilized in the combination that will best meet the needs of the American people; making the most judicious use of the land for some or all of these resources or related services over areas large enough to provide sufficient latitude for periodic adjustments in use to conform to changing needs and conditions; that some land will be used for less than all of the resources; and harmonious and coordinated management of the various resources, each with the other, without impairment of the productivity of the land, with consideration being given to the relative values of the various resources, and not necessarily the combination of uses that will give the greatest dollar return or the greatest unit output.

National Environmental Policy Act of 1969 (NEPA)
An act mandating an environmental analysis and public disclosure of federal actions.

National Forest Management Act (NFMA)
A law passed in 1976 as amendments to the Forest and Rangeland Renewable Resources Planning Act that requires the preparation of regional and forest plans and the preparation of regulations to guide that development.

National Forest System
All National Forest land reserved or withdrawn from the public domain of the U.S.; all National Forest lands acquired through purchase, exchange, donation, or other means; the National Grasslands and land utilization projects administered under Title III of the Bankhead-Jones Farm Tenant Act; and other lands, waters, or interests therein that are administered by the Forest Service or are designated for administration through the Forest Service as a part of the system (36 CFR 212.1).

National Forest System road
A forest road other than a road that has been authorized by a legally documented right-of-way held by a state, county, or other local public road authority (36 CFR 212.1). Previously referred to as a classified road.

National Forest System trail
A forest trail other than a trail that has been authorized by a legally documented right-of-way held by a state, county, or other local public road authority (36 CFR 212.1).

National Register of Historic Places
A register of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, and culture. The register was established by the National Historic Preservation Act of 1966 and is maintained by the Secretary of the Interior.

native species
With respect to a particular ecosystem, a species that, other than as a result of an introduction, historically occurred or currently occurs in that ecosystem.

need
For Wilderness Potential is evaluated from a regional and national perspective. The evaluation considers the degree to which the area would contribute to the National Wilderness Preservation System (NWPS). Potential ecological and recreational contributions are considered.

NEPA process
An interdisciplinary and environmental effects disclosure process, mandated by the National Environmental Policy Act, which concentrates decision making around issues, concerns, alternatives, and the effects of alternatives on the environment.

nest area (for northern goshawk)
The nest tree and stand(s) surrounding the nest that contain prey handling areas, perches, and roosts.

new road construction
An activity that results in the addition of forest classified or temporary road miles (36 CFR 212.1, FSM 7705 – Transportation System).

No Action Alternative
An alternative required by regulations implementing the NEPA (40 CFR 1502.14). The No Action Alternative provides a baseline for estimating the effects of other alternatives.

non-motorized travel
Modes of travel that include hiking, equestrian, and mountain bikes and exclude all motorized use.

noxious weed
Any plant or plant product that can directly or indirectly injure or cause damage to crops (including nursery stock or plant products), livestock, poultry, or other interests of agriculture, irrigation, navigation, the natural resources of the U.S., the public health, or the environment (Plant Protection Act 2000).

obliteration
To unbuild, decommission, deactivate, or dismantle a road; the denial of use, elimination of travelway functionality, and removal of the road from the forest development road system; return of the road corridor to resource production by natural designed means.

Off-highway vehicle (OHV)/off-road vehicle (**ORV)**
Any motor vehicle designed for or capable of cross-country travel on or immediately over land, water, sand, snow, ice, marsh, swampland, or other natural terrain (36 CFR 212.1). Vehicle types include but are not limited to sport utility vehicles, jeeps, ATVs, mini-bikes, amphibious vehicles, over-snow vehicles, off-highway motorcycles, go-carts, motorized trail bikes, and dune buggies. Wheelchairs that are designed solely for use by a mobility-impaired person for travel are not included in this definition.

open to the public
Except during scheduled periods, extreme weather conditions, or emergencies, a route open to the general public for use with a standard passenger auto without restrictive gates or prohibitive signs or regulations, other than general traffic control or restrictions based on size, weight, or class of registration (23 CFR 660).

Operational Maintenance Level
The maintenance level currently assigned to a road considering today's needs, road condition, budget constraints, and environmental concerns. It defines the level to which the road is currently being maintained (FSH 7709.58 Sec 12.3 – Transportation System Maintenance Handbook).

overland travel
See *cross-country travel*.

over-snow vehicle
A motor vehicle that is designed for use over snow and that runs on a track or tracks and/or a ski or skis, while in use over snow (36 CFR 212.1).

paleontological resources
Any evidence of fossilized remains of multicellular invertebrate and vertebrate animals and multicellular plants, including imprints thereof. Organic remains primarily collected for use as fuel such as coal and oil are paleontological resources, but are excluded from the prohibitions under the rule (36 CFR 261.2).

permittee
An individual who has been granted a permit for a specific activity such as livestock grazing or an outfitter and guide operation.

population
A community of individuals that share a common gene pool.

Post-fledgling Area (for northern goshawk)
An area of concentrated use by the goshawk family after the young leave the nest.

prehistoric
Prior to written records being kept. As with archaeological sites, in this part of the country this generally refers to sites or uses of areas or landscapes dated to pre-1700.

prescribed fire
See *wildland fire*.

private road
A road under private ownership authorized by easement to a private party or a road which provides access pursuant to a res**e**rved or private right (FS 643 – Roads Analysis – Informing Decisions About Managing The National Forest Transportation System, August 1999).

project area
The spatial boundary that envelops the proposed actions and alternatives.

project record
An assemblage of documents that contain all the information developed or used during project development and environmental analysis. This information may be summarized and incorporated by reference in the environmental impact statement.

Public Forest Service Road
A designated public road under Forest Service jurisdiction that meets the definition of 23 USC Section 101.

Ranger District
An administrative subdivision of a national forest, supervised by a district ranger who reports to the forest supervisor.

Record of Decision
A concise public document disclosing the decision made following preparation of an EIS and the rationale use to reach that decision.

Recreation Opportunity Spectrum (ROS)
A framework for stratifying and defining classes of outdoor recreation based on environments, activities, and experience opportunities. The settings, activities, and opportunities for obtaining experiences are arranged along a continuum or spectrum divided into seven classes: Primitive, Semi-Primitive Non-Motorized, Semi-Primitive Motorized, Roaded Natural, Roaded Modified, Rural, and Urban.

Research Natural Area
"Research Natural Areas are part of a national network of ecological areas designated in perpetuity for research and education and/or to maintain biological diversity on National Forest System lands. Research Natural Areas are principally for nonmanipulative research, observation, and study. They also may assist in implementing provisions of special acts, such as the Endangered Species Act of 1973 and the monitoring provisions of the National Forest Management Act of 1976" (FSM 4063).

responsible official
The official with the authority and responsibility to oversee the planning process and to approve plans, plan amendments, and plan revisions (36 CFR 219.16).

right-of-way
An accurately located strip of land with defined width, beginning of point, and point of ending. It is the area within which the user has the authority to conduct operations approved or granted by the landowner in an authorizing document, such as a permit, easement, lease, license, or Memorandum of Understanding.

riparian
Related to, living, or located in conjunction with a wetland, on the bank of a river or stream, or at the edge of a lake or tidewater.

road
A motor vehicle route over 50 inches wide, unless identified and managed as a trail. A road may be a system road, unauthorized road, or temporary road.

road construction or reconstruction
Supervising, inspecting, actual building, and incurrence of all costs incidental to the construction or reconstruction of a road (36 CFR 212.1).

Road Maintenance Level

1. Roads assigned to maintenance levels 2-5 are either constant service roads or intermittent service roads during the time they are open to traffic. Maintenance levels 1-5 (operational and objective) are described below.
2. Level 1: Assigned to intermittent service roads during the time they are closed to vehicular traffic. The closure period must exceed one year. Basic custodial maintenance is performed to keep damage to adjacent resources to an acceptable level and to perpetuate the road to facilitate future management activities. Emphasis is normally given to maintaining drainage facilities and runoff patterns. Planned road deterioration may occur at this level. Appropriate traffic management strategies are "prohibit" and "eliminate." Roads receiving level 1 maintenance may be of any type, class, or construction standard, and may be managed at any other maintenance level during the time they are open for traffic. However, while being maintained at level 1, they are closed to vehicular traffic, but may be open and suitable for non-motorized uses.

3. Level 2: Assigned to roads open for use by high clearance vehicles. Passenger car traffic is not a consideration. Traffic is normally minor, usually consisting of one or a combination of administrative, permitted, dispersed recreation, or other specialized uses. Log haul may occur at this level. Appropriate traffic management strategies are either to (1) discourage or prohibit passenger cars, or (2) accept or discourage high clearance vehicles.
4. Level 3: Assigned to roads open and maintained for travel by a prudent driver in a standard passenger car. User comfort and convenience are not considered priorities. Roads in this maintenance level are typically low speed, single lane with turnouts and spot surfacing. Some roads may be fully surfaced with either native or processed material. Appropriate traffic management strategies are either "encourage" or "accept." "Discourage" or "prohibit" strategies may be employed for certain classes of vehicles or users.
5. Level 4: Assigned to roads that provide a moderate degree of user comfort and convenience at moderate travel speeds. Most roads are double lane and aggregate surfaced; however, some roads may be single lane. Some roads may be paved and/or dust abated. The most appropriate traffic management strategy is "encourage." However, the "prohibit" strategy may apply to specific classes of vehicles or users at certain times.
6. Level 5: Assigned to roads that provide a high degree of user comfort and convenience. These roads are normally double lane, paved facilities. Some may be aggregate surfaced and dust abated. The appropriate traffic management strategy is "encourage" (FSH 7709.58, 10).

Road Management Objective
Defines the intended purpose of an individual road based on management area direction and access management objectives. Road management objectives contain design criteria, operation criteria, and maintenance criteria (FSH 7709.55 Sec 33 – Transportation Planning Handbook).

route
A generic term that includes roads and trails as defined in this glossary.
R.S. 2477
Revised Statute 2477 is legislation that allows counties to assert that they have access rights on roads and/or trails that existed prior to the establishment of the Forest.

scale
Geographic extent (e.g., regional, sub-regional, or landscape).

scoping
The procedures by which the Forest Service determines the extent of analysis necessary for a proposed action, i.e., the range of actions, alternatives, and impacts to be addressed, identification of significant issues related to a proposed action, and establishing the depth of environmental analyses, data, and task assignments needed.

seasonal closure
A route or area closed part of the year. The season of closure is defined by the reason for the closure (e.g., winter range, snow, etc.).

Section 106 compliance
The requirement of Section 106 of the National Historic Preservation Act that any project funded, licensed, permitted, or assisted by the federal government be reviewed for impacts to historic properties and that the State Historic Preservation Officer and the Advisory Council of Historic Preservations be allowed to comment on a project.

sediment
Any material carried in suspension by water that will ultimately settle to the bottom. Sediment has two main sources: from the channel area itself and from disturbed sites.

Sensitive species
Those species identified by the Regional Forester for which population viability is a concern as evidenced by significant current or predicted downward trends in population numbers or density, or habitat capability that would reduce a species' existing distribution.

special use permit
A permit issued under established laws and regulations to an individual, organization, or company for occupancy or use of National Forest System lands for some special purpose.

species
A unit of classification of plants and animals consisting of the largest and most inclusive array of sexually reproducing and cross-fertilizing individuals, which share a common gene pool.

summer range
A range, usually at higher elevation, used by deer and elk during summer. A summer range is usually much more extensive than a winter range.

summer home
See *recreation residence*.

temporary road or trail
A road or trail necessary for emergency operations or authorized by contract, permit, lease, or other written authorization that is not a Forest System road or trail and that is not included in a Forest Transportation Atlas (36 CFR 212.1). These routes are not considered necessary for long-term access, recreational use, or resource management.

Threatened species
". . . [A]ny species which is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range" which is designated by the Secretary of the Interior or the Secretary of Commerce (Endangered Species Act of 1973 Sec. 3(19)).

Traditional Cultural Property
A location or community that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that are rooted in that community's history, and are important in maintaining the continuing cultural identity of the community. Properties can include buildings, structures, and sites; groups of buildings, structures or sites forming historic districts; landscapes; and individual objects (36 CFR 60.4).

trail
A route 50 inches or less in width or a route over 50 inches wide that is identified and managed as a trail. A trail may be authorized, unauthorized, or temporary.

Tribe
Term used to designate a federally-recognized group of American Indians and their governing body. Tribes may be comprised of more than one Band.

unauthorized road or trail
A road or trail that is not a Forest System road or trail or a temporary road or trail and that is not included in a Forest Transportation Atlas (36 CFR 212.1). The term "unclassified" was used in some of the earlier project file documentation that predated the Travel Rule.

undesignated roads and trails
Undesignated routes are not National Forest System roads and occur within the "hatched travel area" on the Vernal Ranger District. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.

Utility Terrain Vehicle (UTV)
also known as side-by-sides vehicles, SxS, RUV (Recreational Utility Vehicles) MUV (Multi-Use Vehicles). Any recreational motor vehicle other than an ATV or motorbike capable of travel over unpaved roads, traveling on four low-pressure tires of 20psi or less and with a width of less than 74 inches, maximum weight less than 2,000 pounds. Utility type vehicles do not include golf carts, or vehicles specially designed to carry disabled persons.

watershed
A land area that contributes all its water to one drainage system, basin, stream, or river. Watersheds can be described at multiple scales.

wetland
An area that is either permanently inundated with water or has seasonally high water tables that support vegetation requiring these conditions for growth and reproduction.

wilderness
As defined by the Wilderness Act of 1964, "an area where earth and its community of life are untrammeled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act an area of undeveloped federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; (3) has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and (4) may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value" (16 USC 1131).

wilderness area
An area designated by Congress as part of the National Wilderness Preservation System, according to the criteria established in the Wilderness Act of 1964.

wildland fire
Any non-structure fire that occurs in the wildland. There are three types of wildland fire: wildfire, wildland fire use, and prescribed fire.

wildfire
An unplanned, unwanted wildland fire, including unauthorized human-caused fires, escaped wildland fire use events, escaped prescribed fire projects, and all other wildland fires where the objective is to put the fire out.

wildland fire use
The application of the appropriate management response to naturally-ignited wildland fires to accomplish specific resource management objectives.

prescribed fire
Any fire ignited by management actions to meet specified objectives.

winter range
A range, usually at lower elevation, used by migratory deer and elk during the winter months; usually better defined and smaller than summer ranges.

This page intentionally left blank

APPENDIX A

Appendix A - Tables of Route Proposals and Changes to Existing Travel Map

Introduction

Identifying and Tracking Proposals - Over 1200 route changes were proposed during scoping and the NEPA process. In order to track each proposed route or change, each proposal was given a unique number that was used to track that particular proposal throughout the process. The number was used to identify which district the route was on, followed by three numbers randomly assigned to that proposal. This number corresponds with the proposal number shown on each of the alternative maps contained in this document.

- Flaming Gorge Ranger District proposals start with the number "1" followed by three numbers.
- Vernal Ranger District proposals start with the number "2" followed by three numbers
- Roosevelt/Duchesne Ranger District North Unit proposals start with the number "3" followed by three numbers.
- Roosevelt/Duchesne Ranger District South Unit proposals start with the number "4" followed by three numbers.

For example, 1001 was the first proposal assigned an identifier on the Flaming Gorge Ranger District. Proposal 2040 was the fortieth proposal assigned an identifier on the Vernal Ranger District, etc. The proposals in each ranger district were assigned the identifier randomly and not according to status or ranking.

Unauthorized and undesignated routes not designated in an alternative will not be displayed on the alternative maps.

Explanation of Table Information

Information Contained in Tables - The tables below provide a variety of information about each proposal, as well as a comparison of the proposal between alternatives. Specifically, the table provides the following proposal information:

1. Proposal number
2. Proposed route designation by alternative type
3. Summary description of the existing designation vs. proposed outcome
4. Brief explanation of the rationale for the proposal and pertinent information surrounding its consideration
5. Summary description of proposed designation by alternative with supporting rationale

Definitions of Proposal Descriptions - Terms of types of route designations are provided in Chapter 2, *section 2.2.1*. As such, a complete definition of the route designations will not be given here. However, in order to demonstrate the proposals in tabular form, certain abbreviations of the types of route designation have been used. These abbreviations and corresponding explanation of terms are shown below:

Administratively Close - These routes includes Forest Service motorized system routes that are not open for general public use. Routes are typically used for administrative, emergency, or special permitted access. These routes are normally available for non-motorized use unless

posted otherwise.

Dispersed Camping - This definition applies to routes that are currently being used for motorized dispersed camping on the Forest. These are not NFS Forest system roads and the term applies for both areas of legal use (within 300 feet of a designated route, or within the Vernal hatched travel area on an existing route), as well as unauthorized use.

Dispersed Camping less than 150 feet - This term applies to routes that have been identified during the travel planning process as having a strong importance for dispersed camping use, being used appropriately, and within 150 feet of a designated route. While the new travel plan will allow for dispersed camping less than 150 feet from a designated route in all alternatives, it was desired to recognize and track these areas.

Existing Undesignated - These routes are identified as ***Undesignated routes*** in *section 2.2.1*. They are not NFS roads and occur within the "hatched travel area" on the Vernal Ranger District. These routes are not included in a Forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.

4WD mixed road - These routes are defined as ***Mixed Use Road or Mixed Traffic Use*** in *section 2.2.1***.** Designation is for a National Forest System road for use by both highway-legal and non-highway legal motor vehicles. Typically these routes are suitable for higher clearance vehicles and may be maintained to a lower classification standard.

Mixed use road - These routes are defined as ***Mixed Use Road or Mixed Traffic Use*** in *section 2.2.1***.** Designation is for a National Forest System road for use by both highway-legal and non-highway legal motor vehicles.

Motorized trail open to all vehicles - These routes are defined as ***Motorized trails, OHV trails, or ATV trails*** in *section 2.2.1* under the sub-category of Motorized ***trails for all vehicles.*** These routes are available for larger OHVs including the side-by-sides, and 4-wheel drive vehicles, as well as the smaller ATVs and motorcycles and non-motorized users. These routes are also often appropriate for larger vehicles pulling trailers to access dispersed camping sites.

Motorized trail OHV less than 50" - These routes are defined as ***Motorized trails, OHV trails, or ATV trails*** in section 2.2.1 under the sub-category of Motorized ***trails for vehicles with widths less than 50 inches***. These routes are available for ATVs and motorcycles as well and non-motorized users.

Non-motorized Trail - This definition applies to the term ***Non-motorized trails*** in section 2.2.1. These are routes that are available for hikers, bicyclers (except in Wilderness) and horseback riders. Use by motorized wheelchair is allowed when feasible within the defined trail bed. Routes restricted to non-motorized use are closed to motorized use administratively.

Seasonal Closure - This designation may be added to specific types of route designations in order to demonstrate a specific closure to motorized use for a seasonal period. Seasonal closures are typically designated to address resource concerns that exist with motorized use during the specified time period.

Street Legal Vehicles Only - These are routes that are defined as ***NFS Street Legal Road*** in *section 2.2.1*. Refers to NFS roads defined above that are restricted to vehicles that are currently registered and licensed for legal highway use.

Unauthorized or Unauthorized route - These routes are defined as ***Unauthorized routes*** in *section 2.2.1*. They are not NFS roads and occur outside the Vernal Ranger District hatched

travel area. These routes are not included in a forest transportation atlas. These include roads also known as unclassified, user created, unplanned, non-system, and undetermined roads. These roads are restricted to non-motorized use in all action alternatives, unless they are proposed for designation to motorized use.

Explanation of Proposal Table Information - The following is an example of a proposal from the table with a breakdown of individual route components.

1089	Unauthorized	Motor trail open to all vehicles	Motor trail open to all vehicles	Motorized Travel Prohibited	Motor trail open to all vehicles
	Unauthorized route / Motorized trail open to all vehicles - Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is within the IRA and crosses drainage.				

This is proposal 1089. The "1" followed by three numbers indicates that this proposal is within the Flaming Gorge Ranger District.
This number corresponds with and is depicted on the alternative maps that are part of this document.

Unauthorized	Motor trail open to all vehicles	Motor trail open to all vehicles	Motorized Travel Prohibited	Motor trail open to all vehicles

Route is currently unauthorized.

Proposal would be designated as a Motorized trail open to all vehicles in Alternatives B, C and E.

Alternative D would not adopt this proposal.

Unauthorized route / Motorized trail open to all vehicles - Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is within the IRA and crosses drainage.

"Unauthorized route / Motorized trail open to all vehicles"
The initial description in **Bold** print describes the proposed status change of the route. The existing condition is shown first, with the proposed status following the forward slash mark /. In the example above, the proposal is to change from an unauthorized route to a motorized trail open to all vehicles.

"Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). "
The second section of **Bold** print is a description of the rationale given by the author of the proposal for adopting the route. This rationale may be supported or refuted in the non-bold text and reasons given for inclusion or exclusion in each alternative. The bold text also provides important items that may assist in making this determination or mitigation needed such as in the above example, "**(Engineering required a drainage crossing)**".

"ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is within the IRA and crosses drainage."
The final text in non-bold print describes the rationale for inclusion or exclusion in each of the alternatives. This section may also provide other useful information about the proposal.
In this example, Alternative B, C, and E would adopt the proposal as described in the **Bold** summary description. However, the route would not be adopted in alternative D for the reasons as described "Route is within the IRA and crosses drainage".

D1 FLAMING GORGE

	ALT. A No Action	ALT. B Preferred Alternative	ALT. C Increased Motorized Opportunity	ALT. D Non-Motorized Opportunity	ALT. E Blend of C and D
Prop #	CURRENT CONDITION	PROPOSED ACTION	PROPOSED ACTION	PROPOSED ACTION	PROPOSED ACTION
1001-1003	Administratively Close	Administratively Close	Administratively Close	Administratively Close	Administratively Close
	Roads are currently Administratively Close - No change				
1004	Street Legal Vehicles Only	4WD mixed road	4WD mixed road	4WD mixed road	4WD mixed road
	Street Legal Vehicles Only / 4WD mixed road - This is consistent with adjacent use				
1005	Motorized trail OHV less than 50"	Non-Motorized Trail	Non-Motorized Trail	Non-Motorized Trail	Non-Motorized Trail
	Motorized trail OHV less than 50" / Non-motorized Trail - Proposal is to Close FS Trail 1014 to motorized use. - ALT. B, C, D & E - Trail unsafe, redundant loop, resource concerns. Mitigation would be expensive and unfeasible.				
1006	Unauthorized	Motorized Travel Prohibited	Motorized Travel Prohibited	Motorized Travel Prohibited	Motorized Travel Prohibited
	Unauthorized route / Motorized trail open to all vehicles - Route provides alternative route from state lands to FS without Crossing Longs Park dam. Drop this proposal and use 1007. Too difficult to keep ATVs on trail, history of off road use, and would cross stream.				
1007	Administratively Close	Motorized trail OHV less than 60"Seasonal Closure	Motorized trail OHV less than 60"Seasonal Closure	Administratively Close	Motorized trail OHV less than 60"Seasonal Closure
	Administratively Close / Motorized trail open to all vehicles - (need to limit large vehicles because of sharp turn at dam) with seasonal closure during hunting season. ALT. B, C & E - Restrict to OHV < 60" and seasonal closure during hunting season. ALT. D - Administratively Close. Not consistent with current recreation management and dam crossing would need to be mitigated to ensure ATVs stay on road.				
1008	Unauthorized	Motorized Travel Prohibited	Motorized Travel Prohibited	Motorized Travel Prohibited	Motorized Travel Prohibited
	Unauthorized route / Motorized trail OHV less than 50" - Proposal modified in proposal 1263 or 1270 to follow power line and connect to proposals 2019 and 1019. Where proposals junction, route would follow south to Highland trailhead to connect FG Lodge and Outlaw trail. ALT. B, C, D & E - Motorized Travel Prohibited, road redundant and in critical deer winter range.				
1009	Administratively Close	Administratively Close	Administratively Close	Administratively Close	Administratively Close
	Administratively Close / 4WD mixed road - Wildlife, hydrology, and other resource concerns. Approximately 750 feet of riparian seep in narrow drainage bottom is impacted by route traveling up the bottom. ALT. B, C, D & E - Administratively Close - Resource concerns and critical deer winter range.				

1010	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Non-motorized trail / Motorized trail OHV less than 50" FS non-motorized trail 631. Uses canal bank. ALT. B, C, D & E - Non-motorized trail. Non-motorized trail. Semi primitive motorized. Not compatible with ROS and TES.				
1011.1 1011.2	**Unauthorized and New Construction**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized Trail OHV less than 50"**
	Unauthorized and New / Motorized Trail OHV Less than 50". Route provides additional OHV route connecting with existing FS designated RD 637. ALT. B, C, & E - Reroute to avoid wildlife habitat, wetland, and resource concerns. ALT D - Do not adopt, route increases road densities in area.				
1012	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Non-motorized trail / Motorized trail OHV less than 50" - Non-motorized trail #1005. Proposal to allow OHV use. ALT. B, C, D & E - Non-motorized trail - redundant route, can access lake via other ATV route. User conflicts, crosses stream.				
1013	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized and new/Motorized trail open to all vehicles, possible alternative to Sols Canyon. ALT. B, C, D & E - Motorized Travel Prohibited, steep with shallow soils, access off of private land. Recommend proposal #1007				
1014	**Non-motorized trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized trail / Motorized trail OHV less than 50" - FS non-motorized trail 025 (Highline trail) - Proposal is to allow OHV use less than 50". This route connects to proposal 1015. ALT. B, C, D & E - Non-motorized Trail. Non-motorized trail conversion to motorized would create user conflicts. Resource concerns including wildlife, soils, and other.				
1015	**Non-motorized trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized trail / Motorized trail OHV less than 50" - Proposal is to allow OHV less than 50" on non-motorized FS trail 025 (Highline trail). Route connects to proposal 1014. ALT. B, C, D & E - Non-motorized Trail. Non-motorized vs. Motorized user conflicts. Resource concerns in soils, wildlife, and other.				
1016	**Non-motorized trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail OHV less than 50" - FS non-motorized trail 017. Route is a loop off of canal road that is contingent on proposal 1010. Proposal 1010 was not carried forward so this cannot proceed. ALT. B, C, D &E - Non-motorized Trail. Not compatible with current management for area and concerns with wildlife habitat.				
1017.1	**Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50"**
	Unauthorized route / Motorized trail OHV less than 50" - Route may require some new construction (1017.2). Potential safety issue with mixed traffic on Hickerson Park road. Connects to Proposal 1011. Portions of route are currently used. ALT. B, C & E - Adopt route as outlined above. Mitigation: reroute to avoid wildlife habitat and address safety concerns for mixed traffic. ALT. D - Motorized Travel Prohibited. Route crosses wildlife habitat and increases road density.				
1017.2	**New Construction**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50"**
	New Construction/ Motorized trail OHV less than 50" - Route may require some new construction. Potential safety issue with mixed traffic on Hickerson Park road. Connects to Proposal 1011. Portions of route are currently used. ALT. B, C & E - Adopt route as outlined above. Mitigation: reroute to avoid wildlife habitat and address safety concerns for mixed traffic. ALT. D - Motorized Travel Prohibited. Route crosses wildlife habitat and increases road density.				
1017.3	**Administrative Close**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Administrative Close**	**Motorized trail OHV less than 50"**
	Administrative Close / Motorized trail OHV less than 50" - Route may require some new construction (1017.2). Potential safety issue with mixed traffic on Hickerson Park road. Connects to Proposal 1011. Portions of route are currently used. ALT. B, C & E - Adopt route as outlined above. Mitigation: reroute to avoid wildlife habitat and address safety concerns for mixed traffic. ALT. D - Motorized Travel Prohibited. Route crosses wildlife habitat and increases road density.				

1018	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Non-motorized trail / Motorized trail OHV less than 50" - Proposal is to allow OHV traffic on non-motorized trail # 022. ALT. B, C, D & E - Non-motorized trail. Multiple wet meadows, user conflicts, and resource concerns with wildlife habitat, soils, and hydrology.				
1019	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Non-motorized trail / Motorized trail OHV less than 50" - FS trail 1160. Not compatible with proposal 1008. Duplicate with proposal 2019. ALT. B, C, D & E - Non-motorized trail. Non-motorized trail, user conflicts, hydrology concerns, wildlife habitat and not compatible with proposal 1008**.**				
1020.1 1020.2	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - ALT. B, C, D & E - High use area, creates ATV loop near campground.				
1021	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed camping location, fishing access from road 1006 - ALT. B, C, D & E - High use area, creates ATV loop near campground.				
1022	**Unauthorized**	**Motorized Travel Prohibited**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized/4WD mixed road- Accesses BLM route. ALT. B & D - Motorized Travel Prohibited. Duplicate route, does not provide access to fishing. ALT. C & E - Connects to BLM road, would increase enforceability, no real way to tell boundaries except with GPS.				
1023	**Unauthorized**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Dispersed camping, leads to cliff. No direct fishing access. ALT. B - Leads to vista and dispersed camping. Possibility to walk to fishing area from top of road. ALT. C, D & E - Motorized Travel Prohibited. Does not create loop or directly access fishing. Management of area is for remote opportunities.				
1024	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Accesses fishing, dispersed camping. ALT. B & C - Access to fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Does not create a loop, route does not provide direct fishing access.				
1025					
	No proposal				
1026	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Does not access fishing, no dispersed camping - ALT. B, C, D & E - Motorized Travel Prohibited, manage area for remote opportunities.				
1027	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	This proposal was originally examined as Unauthorized route / Motorized trail open to all vehicles - However, route is currently designated FS road as evidenced by previous maps and inventory. Route is currently 4WD mixed road - All ALTs.				
1028	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / Motorized trail open to all vehicles - Creates short loop, accesses fishing and dispersed camping. ALT. B, C & E. ALT. D - Motorized Travel Prohibited. Management of area for remote opportunities.				

1029	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - **Accesses fishing, dispersed camping and creates a loop** ALT. B, C & E as outlined above. ALT. D - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1030	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road – Route is a spur off of proposal 1029, accesses fishing. ALT. B, C & E - As outlined above. ALT. D -Motorized Travel Prohibited. Management of area is for remote opportunities.				
1031	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road– Route is spur off of proposal 1029. ALT. B, C & E - Accesses fishing. ALT. D - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1032	**Unauthorized**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road –Route is spur off of proposal 1029. Accesses fishing. ALT. B - Accesses fishing. ALT. C, D, & E - Motorized Travel Prohibited. Steep slopes and soil concerns, management of area for remote opportunities.				
1033	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road – Route is spur off of proposal 1029 - ALT. B, C & E - Accesses fishing. ALT. D - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1034	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - **Accesses fishing and dispersed camping.** ALT. B, C & E - Accesses fishing and dispersed camping. ALT D - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1035	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - ALT. B, C & E - Accesses fishing and dispersed camping. ALT. D - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1036	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B & C - Accesses fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1037	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - Accesses fishing and dispersed camping. ALT. D - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1038	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - as outlined above. ALT. D - Motorized Travel Prohibited. Management of area is for remote opportunities.				
1039	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Connects to BLM road. Designation would increase enforceability as agency boundaries are not posted.				
1040	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Road is heavily used route, accesses fishing - Motorized Travel Prohibited, resource concerns not mitigatable.				

1041	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road is heavily used to accesses fishing and dispersed camping. ALT. B, C & E - Mitigate: resource concerns. ALT. D - Motorized Travel Prohibited. Resource concerns including steep slopes and other. Manage area for remote opportunities.				
1042	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Road accesses fishing and dispersed camping. ALT. B, C & E - adopt as outlined above. ALT. D - Motorized Travel Prohibited. Manage area for remote opportunities.				
1043	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road accesses fishing and dispersed camping. ALT. B, C & E - Mitigate resource concerns. ALT. D - Motorized Travel Prohibited. This route depends on proposal 1040 being adopted.				
1044	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road connects two BLM routes through Forest. ALT. B, C, D & E - Designation would increase enforceability as agency boundaries are not posted. Mitigate resource concerns.				
1045	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized / 4WD mixed road. Road connects two BLM routes through Forest. ALT. B, C, D & E - Designation would increase enforceability as agency boundaries are not posted.				
1046	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Road comes from BLM. Accesses fishing and dispersed camping. Road does not receive much use. Steep slopes. No damage at current use. May need additional maintenance if it receives more use. ALT. B, C & E - may require additional maintenance if use increases. Mitigate resource concerns. ALT. D - Motorized Travel Prohibited. Will require posting at the FS boundary.				
1047	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road. ALTs. B, C, and E - Creates small loop near dispersed camping. ALT. D- Motorized Travel Prohibited. Redundant route.				
1048	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed recreation. Route accesses lake by traveling down a 28% slope. Soil resource issues with erosion, sedimentation and trail rutting. Destination of route can be accessed by spur road that runs along lake off of system route to the east. ALTs B, C, D & E - Motorized Travel Prohibited. Resource concerns as outlined above. Redundant route.				
1049	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - Adopt as outlined above. ALT. D - Motorized Travel Prohibited. Redundant route, also in management area for remote opportunities.				
1050	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Redundant route, also in management area for remote opportunities.				
1051	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Connector route, shortens distance between two designated FS roads and provides access for fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Road descends 16% slope to cross intermittent drainage near reservoir. Slope has evidence of some rutting and sediment running off road bed into dry channel. Redundant side spur route with some erosion.				

1052	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Proposal contingent on proposal 1051 being adopted. Accesses fishing and dispersed camping. Route may need maintenance water bars if adopted. ALT. B & C. - Accesses fishing and dispersed camping. No rutting and erosion with current level of use. ALT. D - Motorized Travel Prohibited, redundant route, also in management area for remote opportunities.				
1053	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Accesses fishing and dispersed camping. ALT. B, C & E - Accesses fishing and dispersed camping. ALT. D - Motorized Travel Prohibited, redundant route, also in management of area for remote opportunities.				
1054	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dependent on proposal 1053. Route accesses fishing and dispersed camping. ALT. B, C & E - Route accesses fishing and dispersed camping. ALT. D - Motorized Travel Prohibited. Redundant route, also in management area for remote opportunities.				
1055	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses dispersed recreation and fishing. Proposal 1055 and 1056 are close together. Hydrology concerns due to proximity to draw. Route can be accessed by proposal 1056. ALT B, C, D & E - Motorized Travel Prohibited as outlined above.				
1056	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. ALT. B, C & E - as outlined above. ALT. D - Motorized Travel Prohibited. Route is located in management area for remote opportunities.				
1057	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - Route is dependent on proposal 1056. Route accesses fishing and dispersed camping. ALT. B & C - Route accesses fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Redundant route located in management area for remote opportunities.				
1058	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping, extends FS road 052A to water line, and creates a loop using FS road 052 below high waterline. ALT. B & C - All as outlined above. ALT. D & E - Motorized Travel Prohibited. Redundant route within management area for remote opportunities crosses steep slope, ability to access this area from below high water line.				
1059	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - Road accesses fishing and dispersed camping. ALT. B & C - Road accesses fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Redundant route within management area for remote opportunities, easy walking access to fishing from other designated FS road.				
1060	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. High-use area due to proximity to Buckboard Marina. ALT. B & C - Adopt as outlined above. ALT. D & E - Motorized Travel Prohibited. Redundant route within management area for remote opportunities, crosses steep slope, soil concerns.				
1061	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Proposal was to allow 4WD mixed use. Existing condition, No change				
1062	**Mixed use Road**	**Mixed use Road**	**Mixed use Road**	**Mixed use Road**	**Mixed use Road**
	Proposal was to allow mixed use. Existing condition, No change.				

1063	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road accesses fishing and dispersed camping. Provides OHV opportunity near developed campground. ALT. B, C & E - All as outlined above. ALT. D - Motorized Travel Prohibited. Redundant access.				
1064	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road is dependent on proposal 1063. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground. ALT. B, C & E - All as outlined above. ALT. D - Motorized Travel Prohibited. Redundant access.				
1065	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road is an extension of proposal 1066. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above**.**				
1066	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				
1067	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road Route is an extension of proposal 1066. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				
1068	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Road accesses fishing and dispersed camping. Provides OHV opportunity near developed campground. ALT. B, C & E - All as outlined above. ALT. D - Motorized Travel Prohibited. Redundant access.				
1069	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route connects to proposal 1070. Route accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				
1070	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Road accesses fishing and dispersed camping. Provides OHV opportunity near developed campground and provides access to shoreline. ALT. B, C, D & E - All as outlined above.				
1071	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized / 4WD mixed road - Route accesses fishing near campground. ALT. B, C & E - All as outlined above. ALT. D - Motorized Travel Prohibited. Redundant access.				
1072	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Proposal is a current system road allowing Street Legal Vehicles Only - Existing Condition, No change.				
1073	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Redundant access within the IRA.				
1074	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles – Route accesses fishing and dispersed camping. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Redundant access within the IRA.				

1075	**Unauthorized**	**Motorized Travel Prohibited**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Route provides accesses to fishing and dispersed camping. Resource concerns. ALT. C. Provides access to fishing and dispersed camping. Mitigate resource concerns prior to opening. ALT. B, D & E Motorized Travel Prohibited. Ability to access same destination from below high waterline. Resource concerns exist and route is within the IRA.				
1076	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping. Mitigate resource concerns prior to opening. ALT. B & C - Provides access to fishing and dispersed camping. Mitigate resource concerns prior to opening. ALT. D & E - Motorized Travel Prohibited. Redundant access, within the IRA, and some resource concerns.				
1077	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - ALT. B, C, and D & E - Motorized Travel Prohibited. Route does not exist on the ground, is within the IRA, has low benefit, fishing access already exists, steep slope and soil concerns.				
1078-1079					
	No Proposals				
1080	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - route accesses fishing and dispersed camping. ALT. B & C - Adopt as outlined above. ALT. D & E - Motorized Travel Prohibited. Route is within the IRA and management is for remote opportunities.				
1081	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Accesses fishing and dispersed camping, combine with proposal 1082 for a complete route. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Route is within the IRA and management area for remote opportunities.				
1082	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Accesses fishing and dispersed camping, combine with 1081 for a complete route. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Route is within the IRA and management is for remote opportunities.				
1083	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Relies on proposal 1081 being adopted. ALT. B & C. ALT. D & E - Motorized Travel Prohibited. Route is within the IRA and management is for remote opportunities.				
1084	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles. Route accesses fishing and dispersed camping. Road does not appear to be heavily used and does not access reservoir. Route Ends at steep cliffs. ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				
1085	**4wd Mixed Road**	**4wd Mixed Road**	**4wd Mixed Road**	**4wd Mixed Road**	**4wd Mixed Road**
	This route was originally proposed as Administratively Close / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping. Additional Review demonstrated this is part of designated route off FS Rd 057 and is 4WD mixed road. Correct map to show designation as 4WD mixed road - All ALTs.				
1086	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Administratively Close / Motorized trail open to all vehicles - Route accesses fishing and dispersed camping, was a previous FS route. ALT. B & C - As outlined above. ALT. D & E - Accesses fishing and dispersed camping, was previous FS route. Street legal designation will provide non-ATV dispersed camping.				

1087	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - Route accesses fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Reduce road densities.				
1088	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Proposal is an existing 4WD mixed road - Existing Condition, No Change.				
1089	**Unauthorized**	**Motor trail open to all vehicles**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motor trail open to all vehicles**
	Unauthorized route / Motorized trail open to all vehicles - Route creates loop with two FS roads and connects to several 4WD mixed roads. Allows OHV access opportunities. (Engineering required at drainage crossing). ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is within the IRA and crosses drainage.				
1090	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Unauthorized route / 4WD mixed road. ALT. B, C, D & E **-** Provides access to fishing and dispersed camping.				
1091	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Provides access to fishing and dispersed camping, relies on proposal 1090. ALT. B, C & E - Adopt as outlined above. ALT. D - Motorized Travel Prohibited. Reduce road densities.				
1092	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping, relies on proposal 1090. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Reduce road densities and management is for remote opportunities.				
1093	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B, C & E - Adopt as outlined above. ALT. D - Motorized Travel Prohibited. Reduce road densities and route is partially within management for remote opportunities.				
1094	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Reduce road densities and route is within management for remote opportunities.				
1095	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Reduce road densities and route is within management is for remote opportunities.				
1096	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - ALT. B, C, D & E - Motorized Travel Prohibited, does not provide access to lake.				
1097	**Unauthorized**	**Motorized Travel Prohibited**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - Adopt end of the FS road 003 to the high waterline for dispersed camping and fishing access. ALT. B, D & E - Motorized Travel Prohibited to keep road density down and route is within management area for remote opportunities, repetitive, and dispersed camping can be accessed from below high waterline. ALT. C - Provides easier access to fishing and dispersed camping.				

1098	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Proposal is an existing 4WD mixed road - Existing Condition, No Change.				
1099	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited to keep road density down and is within management area for remote opportunities, repetitive, dispersed camping can be accessed from below high waterline.				
1100	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Route relies on proposal 1099. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited, relies on proposal 1099, which was not adopted. Reduce road densities and route is in management area for remote opportunities. Repetitive.				
1101	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Proposal is an existing 4WD mixed road - Existing Condition, No Change.				
1102	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized road / 4WD mixed road - Route designation would create private vs. public conflicts. Route leads to equipment used to access water rights for private landowner. ALT. B, C, D & E - Motorized Travel Prohibited, keep road densities down and in management area for remote opportunities. Route designation would create conflicts with private use.				
1103	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - ALT. B & C - Provides access to fishing, dispersed camping and from BLM route. ALT. D & E - Motorized Travel Prohibited. Route is located in management area for remote opportunities, and to keep road density down**.**				
1104	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping - ALT. B & C. ALT. D & E - Motorized Travel Prohibited, located in management area for remote opportunities and to keep road density down.				
1105	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - - Provides access to fishing and dispersed camping - ALT. B & C. ALT. D & E - Motorized Travel Prohibited, located in management area for remote opportunities and to keep road density down.				
1106	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping -ALT. B & C. ALT. D & E - Motorized Travel Prohibited, located in management area for remote opportunities and to keep road density down.				
1107	**Fix**	**fix**	**fix**	**fix**	**fix**
	Map fix - Show correct length of route to reservoir				
1108	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Provides access to fishing and dispersed camping. ALT. B & C. ALT. D & E - Motorized Travel Prohibited, located in management area for remote opportunities, to keep road density down and resource sites present.				

1109	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - - Provides access to fishing and dispersed camping. ALT. B, C, D & E - Motorized Travel Prohibited, located in management area for remote opportunities and to keep road density down.				
1110	**Unauthorized**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road Provides access to popular fishing and dispersed camping. Proposed route on heavy clay substrate impassible when wet. Evidence of braiding when road is wet. Due to substrate, route needs engineering to drain moisture- ALT. B & C. ALT. D & E - Motorized Travel Prohibited, proposed route is on heavy clay substrate, impassable when wet. Evidence of braiding when road is wet.				
1111	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Relies on proposal 1110. ALT. B & C - Provides access to fishing and dispersed camping that is not available from road. ALT. D & E - Motorized Travel Prohibited, located in management area for remote opportunities and to keep road density down.				
1112	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road No way to tell boundaries between FS and BLM would increase enforceability. ALT. B, C, D & E - Motorized Travel Prohibited. In order to access reservoir, there is approximately one half-mile of route with sections of 35% or more grade with rutting, braiding and erosion.				
1113	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route connects to proposal 1260 and gives more access along shoreline. Route crosses drainage and relies on proposal 1260. ALT. B & C - Route provides access along shoreline, crosses drainage. ALT. D & E - Motorized Travel Prohibited, located in management is for remote opportunities and to keep road density down.				
1114	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route connects to proposal 1260 and 1113. Route gives more access along shoreline, crosses drainage. ALT. A - Relies on proposal 1113. ALT. B & C - Connects to proposal 1260 or 1113. Route provides access to shoreline, crosses drainage. ALT. D & E - Motorized Travel Prohibited, located in management area for remote opportunities, and to minimize road densities.				
1115	**fix**	**fix**	**fix**	**fix**	**fix**
	Extension of FS 159				
1116	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - connects to 1260 gives more access along shoreline, crosses drainage. Relies on proposal 1113 & 1114. ALT. B & C - provides access along shoreline, crosses drainage. ALT. D & E - Motorized Travel Prohibited, located in management area for remote opportunities and to keep road density down.				
1117	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route is below high waterline - Do not need to show on map. Relies on proposal 1113. ALT. B, C, D & E - Adopt as outlined above.				
1118	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized/4WD mixed road - Route connects to 1260 gives more access along shoreline, heavily used area for dispersed camping, over flow areas near boat launch. ALT. B, C, D & E - Motorized Travel Prohibited, see proposal 1265 & 1266, located in management area for remote opportunities, to keep road density down, redundant route.				
1119	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route does not exist on ground. ALT. B, C, D & E - Motorized Travel Prohibited				

1120	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping - ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Route is located in management area for remote opportunities and in order to keep road density down. Redundant route.				
1121	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Route is located in management area for remote opportunities and in order to keep road density down. Redundant route.				
1122	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Route is located in management area for remote opportunities and in order to keep road density down, Redundant route.				
1123	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - ALT. B, C, and D & E - Motorized Travel Prohibited. Route is located in management area for remote opportunities, route would increase road densities. Redundant.				
1124	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - BLM Field office allows existing roads open to ATV use. There are several 4WD mixed roads off of this route already. ALT. B & C - Provides access to fishing and dispersed camping. ALT. D & E - Motorized Travel Prohibited. Proposal 1262 provides access to the same area.				
1125	**Non-motorized trail**	**Non-motorized trail**	**4WD mixed road**	**Non-motorized trail**	**Non-motorized trail**
	Unauthorized route / 4WD mixed road - Route provides access for hunting and scenic vistas. Alt C - As outlined above. ALT. B, D & E - Non-motorized trail. Route is not compatible with current use and would create conflicts with non-motorized users.				
1126	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Administratively Close / 4WD mixed road - ALT. B, C, D & E - Route provides access to fishing and dispersed camping.				
1127	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / 4WD mixed road - Resource concerns. ALT. B, C, D & E - Administratively Close. Resource concerns, repetitive with proposal 1126.				
1128	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / 4WD mixed road - ALT. B, C, D & E - Administratively Close. Resource concerns, route is dependant on proposal 1127, and repetitive with proposal 1126.				
1129	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Administratively Close / 4WD mixed road - ALT. B, C, D & E - Provides access to fishing and dispersed camping.				
1130	**4WD mixed road - No Change**				
1131	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed recreation. Route does not access shoreline directly, but anglers have to walk down incline. ALT. B & C - Adopt as outlined above. Provides access to fishing. ALT. D & E - Motorized Travel Prohibited. Route is located in management area for remote opportunities. Repetitive route.				
1132	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and camping, heavily used. Some resource Concerns. **Route is heavily braded and poorly used. There is access currently via other route.** ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				

1133	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Unauthorized route / 4WD mixed road. Short route off of street legal vehicle only area. Do not designate as 4WD mixed road, not compatible with use of surrounding area. ALT. B, C, D & E – Street Legal Vehicles Only as 4WD mixed route but allow for street legal use only as outlined above.				
1134-1135	**Repeat of proposal 1009**				
1136	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed camping, accesses below high water area. ALT. B, C and E - Provides access to fishing and dispersed camping. Steep area at route junction, erosion occurring. Mitigate for erosion. ALT. D - Motorized Travel Prohibited. Steep area at junction and erosion concerns.				
1137-1138	**Fix**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Remove from map.				
1139	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Short spur from designated route that links to Peoples Canal road. Route goes onto county road on private property. ALT. B, C & E. ALT. D - Motorized Travel Prohibited. Redundant route. Conflict with vehicles on county road crossing private land.				
1140	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Short spur from designated route that links to Peoples Canal road. Route goes onto county road on private property. Dependent on proposal 1139. ALT. B, C & E. ALT. D - Motorized Travel Prohibited. Redundant route. Conflict with vehicles on county road crossing private land.				
1141	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route accesses fishing and dispersed camping. Route comes from BLM road and private property. Route creates loop. ALT. B & C - Adopt as outlined above. Mitigate resources site concerns prior to opening. ALT. D & E - Motorized Travel Prohibited. Steep erosive soils.				
1142	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route needs to be modified to shorten route to reservoir and not the river. Proposal is contingent on proposal 1009 which was not carried forward. Resource concerns, wetlands, high ATV disturbance. ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				
1143	**Street Legal Vehicles Only**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Street Legal Vehicles Only / Administratively Close - There is no clear access to this road on the ground. Removal would better reflect current use.				
1144	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - ALT. B, C & E - Provides access to fishing and dispersed camping. Mitigate: Resource concerns. ALT. D - Motorized Travel Prohibited. Resource site concerns.				
1145	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Proposal was to allow mixed use. Route is already a Mixed use road - Existing Condition, No Change.				
1146	**Unauthorized**	**Motorized Travel Prohibited**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route creates small loop near dispersed camping area - ALT. C - Adopt as outlined above. Mitigate resource site concerns. ALT. B, D & E - Motorized Travel Prohibited. Repetitive. Access is available from other system routes.				

1147	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and camping. High density recreation. Resource site concerns. ALT. B, C, D & E - Motorized Travel Prohibited. Mitigation cost would exceed benefit.				
1148	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / 4WD mixed road - Route is needed for continued administrative access. ALT. B, C, D & E - Administratively Close. Area can be accessed administratively without designation.				
1149	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Resource site concerns. ALT. B, C, D & E - Motorized Travel Prohibited. Proposal relies on proposal 1148.				
1150	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized Route / 4WD mixed road - Resource concerns. ALT. B, C, D & E - Motorized Travel Prohibited. Route relies on proposal 1148 that was not adopted.				
1151	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Closed / Administratively Close - Road is gated closed, but currently not mapped as closed. FS inventory already shows route closed. Correct map to show existing condition. ALT. B, C, D & E - All as outlined above.				
1152	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail OHV less than 50" - Resource concerns. ALT. B, C, D & E - Motorized Travel Prohibited, area can be accessed administratively.				
1153	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Proposal is already designated Street Legal Vehicles Only - Existing Condition, No change.				
1154	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - 4WD mixed road designation is consistent with connecting BLM road which allows ATV use. Designation would increase enforceability. ALT. B, C, D & E - All as outlined above.				
1155	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - 4WD mixed road designation is consistent with connecting BLM road which allows ATV use. Designation would increase enforceability. ALT. B, C, D & E - All as outlined above.				
1156	**Non-motorized trail**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Non-motorized trail / 4WD mixed road - Location of FS motorized trails 013 and 014 needs to be corrected on the map to reflect location on the ground. Proposal will access trailhead. Benefits are high to safety because it creates parking off of main road. Route reflects actual use on ground. ALT. B, C, D & E - All as outlined above.				
1157	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - High benefits for dispersed camping and access to nearby ATV trails, and fishing. ALT. B, C, D & E - Motorized Travel Prohibited. Resource concerns with soils, wet meadow, and other.				
1158	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route creates small loop and connects to 2 forest roads. ALT. B, C & E - Adopt as outlined above. Mitigate resource site concerns prior to opening. ALT. D - Motorized Travel Prohibited. Reduce road density, some resource concerns.				

1159	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**Administratively Close**	**4WD mixed road**
	Administratively Close / 4WD mixed road - Road was a system road at one time. High benefit for safety by adding off road parking, dispersed camping, and access to existing trailhead. ALT. B, C & E - Adopt as outlined above. Barriers needed at end of road. ALT. D - Administratively Close. Reduce road densities.				
1160	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping opportunities near OHV areas. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Reduce road densities.				
1161	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route correlates with proposal 1162. Only benefit would be that extending road to a steep canyon edge would create natural boundary for motorized use. Route does not access any dispersed camping, fishing, or trail heads. ALT. B, C, D & E - Motorized Travel Prohibited. Resource concerns with trail rutting and braiding occurring during wet season, and other resource concerns.				
1162	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route is dependant on proposal 1161 which was not adopted. Resource concerns. ALT. B, C, D & E - Motorized Travel Prohibited. Resource concerns.				
1163	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route would extend road to a canyon overlook. It would be difficult to identify end of existing road if not adopted. Route is used for hunting, but does not access any dispersed camping, fishing, or trail heads. ALT. B, C & E - Increases enforceability of road and accesses vista. ALT. D - Motorized Travel Prohibited. Does not access dispersed camping, fishing, or trailheads. Route would increase road densities.				
1164	**Unauthorized**	**Motorized Travel Prohibited**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road -Route is a trail that would connect two 4WD mixed roads (FS 628 and 007). Route addresses need for ATV loops around dispersed camping areas. ALT. B, D & E - Motorized Travel Prohibited, user created, repetitive, road densities and meadow concerns. ALT. C - Trail connects 4WD roads 628 and 007. Addresses need for ATV loops around dispersed camping areas.				
1165	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail OHV less than 50" - No compelling rationale to add these roads. Road does not access the reservoir, dispersed camping, fishing, or trail heads. May be used for hunting. It would be difficult to end road at proposed place. Resource concerns with wildlife and other. ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				
1166	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - The proposal dead ends in clear cut; however, many user created roads branch off of this route and would be hard to regulate. ALTs B, C, D, and E - Motorized Travel Prohibited. See proposal 1017 for access to Sheep Creek Lake. Wildlife habitat concerns.				
1167	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides access to dispersed camping, used mainly during hunting season. ALT. B, C & E - Adopt as outlined above. ALT. D - Motorized Travel Prohibited. Inside IRA, increases road densities.				

1168	**Unauthorized**	**Motorized Travel Prohibited**	**Motor trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - Route accesses dispersed camping site 900 feet from road. ALT. B, D & E - Motorized Travel Prohibited. Route is beyond 300 feet from designated route, inside IRA. ALT. C - Provides dispersed camping.				
1169	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed Camping overflow from Brownie Campground. Route is within 300 feet of designated route (current legal use) ALT. B, C & E - Provides dispersed camping overflow from Brownie Campground and is current legal use at 300 feet. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1170	**No change - This is the campground**				
1171	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Mixed use road - No change				
1172	**Duplicate - See proposal 1156**				
1173	**Motorized trail OHV less than 50"**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS trail 013 on map to correct alignment on ground				
1174	**Duplicate - See proposal 1005.**				
1175	**Motorized trail OHV less than 50"**	**fix**	**fix**	**fix**	**fix**
	Map fix - Correct alignment at head of trail see proposal 1173				
1176	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Administratively Close / 4WD mixed road - Open existing system road for dispersed camping and administrative access to gravel pit. ALT. B, C, D & E - Provides dispersed camping, no resource concerns identified, administrative road, and is outside IRA.				
1177	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed campsite that is heavily used and is within current legal use of 300 feet. Route connects to proposals 1178 and 1179. ALT. B, C & E - Adopt as outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1178	**Unauthorized**	**Motorized Travel Prohibited**	**4WD mixed road**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / 4WD mixed road - Dispersed camping and fishing access. Route connects to proposal 1177 and 1179. ALT. B & D - Motorized Travel Prohibited. Increases road densities, current non-motorized use. ALT. C - Provides fishing and dispersed camping access. ALT. E - Provides quiet camping opportunity.				
1179	**Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50"**
	Unauthorized route / Motorized trail OHV less than 50" - Route provides ATV route off of main road (mixed traffic). Route creates loop and accesses fishing from FSR 600. Proposal 1181 is alternative. Wetland concerns and area is already under rehabilitation from illegal OHV use. ALTs. B, C, D, and E - Motorized Travel Prohibited as outlined above.				

1180	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Dispersed campsite is within current legal use of 300 feet. ALT. B & C - Route is within 300 feet of designated route. Mitigation: place boulders to restrict road width in area of wet meadow. ALT. D & E - Motorized Travel Prohibited. Route is greater than 150 feet from road and wet meadow concerns.				
1181	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses dispersed camping and makes smaller loop between proposal 1179 and FS road 221. Route accesses two dispersed camping sites. See proposals 1177 and 1178. Route provides opportunity for ATV use from camping area. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet from road.				
1182	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Road needs to extend to structures on map.				
1183	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Dispersed camping off of road 014, is within current legal use of 300 feet. ALT. B, C & E - As outlined above. Mitigation: Route needs to be signed to restrict traffic within the area. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1184	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Creates fishing access within a heavily used area, and accesses dispersed camping areas. ALT. B, C & E - Adopt as outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1185	**Unauthorized**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**
	Unauthorized route / 4WD mixed road - Dispersed Camping route is within 300 feet of designated route. Do not need to adopt as separate route as use for dispersed camping will be allowed without separate designation.				
1186	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses dispersed camping and fishing. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1187	**Administratively Close**	**Motorized Trail OHV less than 60" Seasonal Closure**	**Motorized Trail OHV less than 60" Seasonal Closure**	**Administratively Close**	**Motorized Trail OHV less than 60" Seasonal Closure**
	Administratively Close / 4WD mixed road - Route connects FS road 014 with proposal 1007 Sols Canyon over Long Park reservoir dam. Limit to OHVs <60. ALT. B, C & E - Provides access to Forest from FS road 014 to Sols Canyon over Long Park Dam. Motorized Trail OHV less than 60" ALT. D - Administratively Close. Route crosses dam.				
1188	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within the 300 feet of designated road. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1189	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within the 300 feet of main road. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1190	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within 300 feet of designated road. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than150 feet.				

1191	**Unauthorized**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping, spur off of FS road 001. Canyon is steep with limited dispersed camping opportunities, access to trail heads and fishing. ALT. B & C - Adopt as outlined above with seasonal closure at Hickerson Park road when wet. ALT. D & E - Motorized Travel Prohibited. Route is in wet meadow area with resource concerns.				
1192	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping loop, is within the 300 feet of designated route. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1193	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route provides dispersed camping, removes pressure of camping off Hwy 44. Route provides scenic views, picnic opportunity, hunter camps. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1194	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route provides dispersed camping and removes camping pressure off Hwy 44. Scenic views, picnicking, hunter camps. ALT. B, C & E - Provides dispersed camping, removes camping from Hwy 44. ALT. D - Motorized Travel Prohibited, dispersed camping greater than 150 feet from road.				
1195	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route provides dispersed camping and access to trail head. Takes camping off Hwy 44. ALT. B, C & E - Provides dispersed camping, removes camping from Hwy 44. ALT. D - Motorized Travel Prohibited, dispersed camping greater than 150 feet from road.				
1196	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping, accesses heavily used area. Route gives access to OHV mixed use from camping area. ALT. B, C, D & E - Motorized Travel Prohibited. (Proposal was replaced by 1268)				
1197	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - ALT. B, C, D & E - Motorized Travel Prohibited, road does not access dispersed camping area and is seldom used.				
1198	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / 4WD mixed road - Route provides access to dispersed camping within 300 feet from road. Route provides access to OHV mixed traffic from camping and near hiking trail (Don Hatch) ALT. B & C - As outlined above. ALT. D - Motorized Travel Prohibited, dispersed camping greater than 150 feet from road. ALT. E - Provides non-OHV dispersed camping opportunity. Camping area accesses hiking trail.				
1199	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping within 150' of road. ALT. B, C, D & E - Motorized Travel Prohibited, change from proposed action - This route is within 150 feet from road.				
1200	**Unauthorized**	**Open Dispersed Camping Area**	**Open Dispersed Camping Area**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Open dispersed camping area - Area is currently heavily used for dispersed camping. Multiple tracks on ground would make it difficult to designate and enforce specific routes. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Open areas do not fit with alternative direction.				

1201	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Most of the road is on BLM land. This road accesses FS rd 599 at boundary. There is no reason to adopt as other connection already occurs. ALT. B, C, D & E - Motorized Travel Prohibited.				
1202	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Proposal is to allow for Street Legal Vehicles Only - Existing Condition, No change. See also proposal 1155.				
1203	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail OHV less than 50" - Route provides canal access in Pot holes area. Route would require driving on bank of canal. Route connects proposal 1010 and 1016 (both proposals not moved forward because of recreation management of area), limited non-motorized use, wetlands and not compatible with non-motorized use. ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				
1204	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Non-motorized trail / Motorized trail OHV less than 50" - Route provides canal access in Pot holes area. Route would require to drive on bank of canal. Proposal connects proposal 1010 and 1016 (both proposals not moved forward because of recreation management of area), limited non-motorized use, wetlands and not compatible with non-motorized use. ALT. B, C, D & E – Non-motorized trail as outlined above.				
1205	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Realign map road with ground. Show road out of wet meadow.				
1206	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Non-motorized trail / 4WD mixed road - Route would extend FS designated road to an area that is used for dispersed camping. ALT. B, C, D & E - Non-motorized trail. Route currently provides non-motorized camping and access to a hiking trail.				
1207	**No proposal**				
1208-1211	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Add road numbers to map				
1212		**Fix**	**Fix**	**Fix**	**Fix**
	Show FS road 14 from gate to over dam. See proposal 1007 for road status.				
1213	**Street Legal Vehicles Only**	**Administratively Close**	**Street Legal Vehicles Only**	**Administratively Close**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only / Administratively Close - Road is no longer there. ALT. B & D - Road no longer there. ALT. C & E - road may receive some dispersed camping and hunting use. Use appears to be minimal.				
1214	**See proposal 1176**				
1215	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Motorized trail OHV less than 50" - No compelling reason to change designation allowing for mixed use. ALT. B, C, D & E - 4WD mixed road as outlined above.				
1216	**Street Legal Vehicles Only**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Add road number to travel map				

1217	**See proposals 1166 and 1017**				
1218	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Add road number (613) to travel map				
1219	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road with no place for ATV to ride legally. ALT. B, C, D & E - All as outlined above.				
1220	**Mixed Use Road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Mixed use road / Administratively Close - Road is signed that road is only open for administrative reasons. Provides administrative only access, not necessary for public access. ALT. B, C, D & E - change designation to reflect current use.				
1221	**Mixed Use Road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Mixed use road / Administratively Close - Road is signed that road is only open for administrative reasons. Provides administrative only access, not necessary for public access. ALT. B, C, D & E - change designation to reflect current use.				
1222 - 1234	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Add road numbers on map				
1235	**Administrative Close**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Add road numbers on map				
1236	**Street Legal Vehicles Only**	**Fix**	**Fix**	**Fix**	**Fix**
	Map Fix - Place road number closer to route on map				
1237	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Map Fix - Proposal was to put road number on map. However, road is Administratively Close and there is no need to put numbers on map. ALT. B, C, D & E - Administratively Close as outlined above.				
1238	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Put road number on map - Response do not need to add road number as is currently Non-motorized trail. ALT. B, C, D & E - Non-motorized trail as outlined above.				
1239	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Show road number on travel map				
1240	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road no place for ATV to ride legally. ALT. B, C, D & E - Provides access to dispersed camping and hiking without ATVs.				
1241	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road no place for ATV to ride legally.				
1242	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street Legal Vehicles Only - Short road no place for ATV to ride legally. ALT. B, C, D & E - Provides access to dispersed camping and hiking without ATVs.				

1243	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Add road at intersection of proposal 1093 and FS 363 for range improvement. ALT. B, C, D & E - Motorized Travel Prohibited. Area can be accessed administratively.				
1244	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Road does not provide dispersed camping or loop, (unless highway is included) not heavily used. Is difficult to locate on ground. ALT. B, C, D & E - Motorized Travel Prohibited. Safety concerns exist with ATVs and highway use.				
1245	**Unauthorized**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**
	Unauthorized route / 4WD mixed road - Route accesses dispersed camping - No change, route is within 150 feet of designated road.				
1246	**4WD mixed road - Seasonal Closure**	**4WD mixed road -Seasonal Closure**	**4WD mixed road -Seasonal Closure**	**4WD mixed road -Seasonal Closure**	**4WD mixed road -Seasonal Closure**
	4WD mixed road - Seasonal closure / 4WD mixed road - Seasonal closure - No change from current use.				
1247	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only / 4WD mixed road - Roads on state and private are not connected through FS land. ALT. B, C, D & E - Street Legal Vehicles Only. See proposal 1009.				
1248.1 1248.2 1248.4	**Unauthorized or New Construction**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50" -SEASONAL CLOSURE**
	Unauthorized route or New / Motorized trail OHV less than 50" - Alternative route to creating motorized use on Don Hatch trail. Route connects lodges to motorized trails. ALT. B and D - Motorized Travel Prohibited. Route requires new construction and not included in proposed action. ALT. C & E - Provides Motorized trail OHV less than 50" to lodges and additional motorized opportunities. Seasonal closure in Alternative E would mitigate for wildlife and wetland concerns. Note: Motorized Travel Prohibited segment 1248.5 due to crossing private property.				
1248.5	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized/Motorized trail OHV less than 50" - Portion of alternative route to creating motorized use on Don Hatch trail. ALTs B, C, D, and E - Do not adopt. This route crosses private property and would require new construction.				
1248.3 1248.6 1248.7	**Non-motorized trail**	**Non-motorized trail**	**Motorized trail OHV less than 50"**	**Non-motorized trail**	**Motorized trail OHV less than 50" -SEASONAL CLOSURE**
	Non-motorized trail / Motorized trail OHV less than 50" - ALT. B and D - Non-motorized trail, this trail is a highly valued non-motorized trail. Motorized designation would create user conflicts on a route already identified for non-motorized use. ALT. C and E - Provides Motorized trail OHV less than 50" to lodges and additional motorized opportunities. Seasonal closure in Alternative E would mitigate for wildlife and wetland concerns.				
1248.8	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Mixed Use Road**	**Street Legal Vehicles Only**	**Mixed Use Road**
	Street Legal Vehicles Only / Mixed Use Road - This proposal combined with other segments of proposal 1248 would provide an alternative route to creating use on Don Hatch trail. Route connects lodges to motorized trails. ALTs B and D - Remain as street legal use only, as other segments of 1248 would not be adopted in these alternatives and no reason to add mixed use. ALTs C & E - Combines with other segments of 1248 to provide OHV access to lodges and additional motorized opportunities. Note: Seasonal closure not required on this segment as it is already an improved gravel road.				
1249	**See proposal 1009**				

1250	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Road is already a 4WD mixed road route- No change				
1251	**Unauthorized**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**	**Dispersed Camping**
	Unuathorized/4WD mixed road - Keep existing dispersed camping along route - No change				
1252	**4WD mixed road**				
	Proposal was moved to Vernal District 2046.2. (Portion of proposal is in Vernal District)				
1253	**4WD mixed road**				
	4WD mixed road / Street Legal Vehicles Only - Proposal is to remove ATVs from the route. Limit motor vehicle travel to existing routes. See proposals 1248, 1253, 1254, 1255, 1256 & 1257.				
1254	**See 1255**				
1255.1	**4WD mixed road**	**4WD mixed road - Seasonal Closure**	**4WD mixed road**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**
	4WD mixed road / 4WD mixed road seasonal closure - Seasonal closure of route would mitigate for winter range and hunting concerns, as well as wet stream crossing. ALT. B, D & E - As outlined above. ALT. C - 4WD mixed road. Designation currently allows 4WD access during hunting season.				
1255.2	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50" - Seasonal Closure**	**Motorized trail OHV less than 50" - Seasonal Closure**	**Administratively Close**	**Administratively Close**
	Motorized trail OHV less than 50" / Administratively Close - Route is currently signed closed to ATVs due to resource concerns during wet season. Administrative closure of route would reduce resource concerns. ALT. B & C - Implement seasonal closure to mitigate for wet season and winter range. Mitigate: harden crossing. ALT. D & E - Administrative closure - Route offers non-motorized hiking and biking opportunities and would address resource concerns.				
1256-1257	**See proposal 1255**				
1258	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Alt. B, C, D & E - Provides access to other OHV routes without having to trailer ATVs to trailheads.				
1259	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / Mixed use road - Adjacent BLM is compatible with use on same route. ALT. B & C - Provides access to BLM, dispersed recreation and boat ramp. ALT. D & E - Provides opportunity for non-ATV dispersed camping.				
1260	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / Mixed use road - Adjacent BLM is compatible with use on same route. ALT. B & C - Provides access to BLM, dispersed recreation and boat ramp. ALT. D & E - Provides opportunity for non-ATV dispersed camping.				
1261	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road - Duplicate proposal -See proposals 1265 and 1266				
1262	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**

	Street legal vehicles only / Mixed use road - Adjacent BLM is compatible with use on same route. There are several 4WD mixed roads off of this route already. ALT. B, C, D & E - Connects to BLM, will increase enforceability.				
1263	**See proposal 1270.**				
1264	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**Administratively Close**	**Administratively Close**
	4WD mixed road / Administratively Close - (FS Rd. 089) - Proposal 1076 depends on this route not being closed. ALT. B & C - 4WD mixed road as outlined above. ALT. D & E - Road does not access water and no identifiable destination.				
1265.1 1265.2 1265.3 1265.4	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street Legal Vehicles Only / 4WD mixed road - Route provides consistency of management with adjacent routes. ALT. B, C & E - As outlined above. ALT. D - No change, offers non OHV motorized opportunity.				
1266.1	**Street Legal Vehicles Only**	**mixed use road**	**mixed use road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / mixed use road - Proposal is to make all roads north and including FS road 001 and east of and including proposal 1118 open to mixed road. Roads affected are FS roads 001, 085, 085a - 085j. ALT. B & C - Provides access to BLM, dispersed recreation, boat ramp and dispersed camping. ALT. D & E Street Legal Vehicles Only. See proposal 1264.				
1266.2 1266.3 1266.4 1266.5	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal is to make all roads north and including FS road 001 and east of and including proposal 1118 open to 4WD mixed road. Roads affected are FS roads 001, 085, 085a - 085j. ALT. B, C and E - Provides access to BLM, dispersed recreation, boat ramp and dispersed camping. ALT. D Street Legal Vehicles Only. See proposal 1264.				
1267	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Route provides dispersed camping currently within 300 feet of road. Heavily used area. Route gives access to OHV mixed use roads from camping area. ALT. B, C & E - As outlined above. ALT. D - Street Legal Vehicles Only				
1268.1 1268.2	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route provides dispersed camping currently within 300 feet of road. Heavily used area. Route gives access to OHV mixed use roads from camping area. Replaces proposal 1196. ALT. B, C & E - As outlined above. ALT. D - Motorized Travel Prohibited. Route is greater than 150 feet.				
1269	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route accesses area that is used for dispersed camping during hunting. Route is used for horse camping. Mitigation needed to route away from wet meadow and beaver dam, and restrict camping in meadow. ALT. B, C & E. ALT. D - Motorized Travel Prohibited. Route is not compatible with current use of horse camping and wetland concerns.				
1270	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / 4WD mixed road - Route intended to change designation of FS road 158 to provide a link across highway to a route that links to Vernal. Proposal is same as proposal 2080. ALT. B, C, D & E - Does not link to ATV trails on the Vernal District, crosses highway and does not increase dispersed camping opportunities.				
1270.1	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Street Legal Vehicles Only**	**Mixed use road**

	Street legal vehicles only / Mixed use road - Route creates link to Red Canyon Lodge ALT. B, C & E - Creates link to Red Canyon Lodge. ALT D - Street Legal Vehicles Only. Route provides non-OHV motorized use.				
1271	**Street Legal Vehicles Only**	**FIX**	**FIX**	**FIX**	**FIX**
	Mixed use road / off forest - This route is on private property and should not be shown on map as FS road ALT. B, C, D & E - Close at gate to private property.				
1272	**Unauthorized and New Construction**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized and New/ Motorized Trail OHV less than 50". This route is an extension of FS Road 629 to create an ATV loop. This route is redundant with FSR 043 and 026. Route would require new construction. There is no compelling rationale to increase trail/road densities in this area. See proposal 1274. (Moved from proposal 2132).				
1273	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**	**Non-motorized trail**
	Non-motorized trail / 4WD mixed road - Proposal would open a small route segment to OHVs. However, this trail is actually a nonmotorized trail. Adding mixed use would be inconsistent with adjacent area management. (Proposal was 2191) ALT. B, C, D & E - Existing Condition, No Change as outlined above. **Map Fix - Vernal District Map to correlate with Flaming Gorge District Map as non-motorized trail.**				
1274	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only/4WD Mixed - This is a portion of a longer proposal to complete a OHV connection route from FS629 to motorized trail 014 and allow mixed use on FS629. However, this extended loop route is redundant with FSR 043 and 026. This proposal was not carried forward (see 1272). The addition of OHV use would not be compatible with the less motorized use in this area. Hence, there is no compelling rationale to increase trail/road densities in this area. (Moved from proposal 2131) ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				
1275	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route provides access to fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Route would increase road densities and is in management area for remote opportunities. Redundant route.				
1276	**Unauthorized**	**4WD Mixed Road**	**4WD Mixed Road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized Route / 4WD Mixed Road - Route provides access to fishing and dispersed camping. ALT. B & C - As outlined above. ALT. D & E - Motorized Travel Prohibited. Route would increase road densities and is in management area for remote opportunities. Redundant route.				
1277	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route is a short spur off Hwy 44 approximately two miles west of Greendale Jct. that has historical dispersed camping use. The route is located in an area where few other dispersed camping opportunities exist. ALTs B, C, and E - Adopt as outlined above. ALT D - Do not adopt, route would increase road densities.				
1278	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route is a short spur off Hwy 44 east of Lake Creek which has historical dispersed camping use. The route is located in an area where few other dispersed camping opportunities exist. ALTs B, C, and E - Adopt as outlined above. ALT D - Do not adopt, route would increase road densities.				
1279	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized route / Street Legal Vehicles Only - Route is a short spur off FS RD 218 (Sheep Creek Geological Loop north of Summit Springs. Area is heavily used during hunting season for dispersed camping. ALTs B, C, and E - Adopt as outlined above. ALT D - Do not adopt, route would increase road densities and is approximately 2000 feet in length.				

1280	Unauthorized	Motorized Travel Prohibited	Motorized Travel Prohibited	Motorized Travel Prohibited	Motorized Travel Prohibited
	Unauthorized Route / Street Legal Vehicles Only - Route is a loop off of Sheep Creek Geological Loop that is used for dispersed camping. ALT B, C, D, and E - Do not adopt. Route has resource concerns that would need to be resolved before available for designated use.				

D2 VERNAL

	ALT. A No Action	ALT. B Preferred Alternative	ALT. C Increased Motorized Opportunity	ALT. D Non-Motorized Opportunity	ALT. E Blend of C and D
Prop #	CURRENT CONDITION	PROPOSED ACTION	PROPOSED ACTION	PROPOSED ACTION	PROPOSED ACTION
2001	4WD mixed road	Administratively Close	4WD mixed road	Administratively Close	Administratively Close
	4WD mixed road / Administratively Close - Short route that leads to multiple off-road routes - hard to enforce. ALT. C - 4WD mixed road. Route provides 4WD and OHV motorized opportunity. ALT. B and D - Redundant and goes into wet meadow. Mitigation has been tried - unsuccessful				
2002	4WD mixed road	Administratively Close	4WD mixed road	Administratively Close	Administratively Close
	4WD mixed road / Administratively Close - Short route that leads to multiple off-road routes hard to enforce. ALT. B & D - Leads to multiple off-road tracks, difficult to enforce and only leads a short distance. ALT. C & E - Used during hunting and route currently exists on the ground.				
2003	4WD mixed road	Administratively Close	4WD mixed road	Administratively Close	Administratively Close
	4WD mixed road / Administratively Close - Leads to private property used for mining. Access is administrative. ALT. B, D & E - Leads to multiple off-road tracks, difficult to enforce and only leads a short distance. Creates conflict with private property. ALT. C - 4WD mixed road - there is separate proposal to keep this route open (2159).				
2004	Motorized Trail OHV less than 50"	Non-motorized Trail	Non-motorized Trail	Non-motorized Trail	Non-motorized Trail
	Motorized trail OHV less than 50" / Nonmotorized Trail - Resource concerns, steep slopes with rutting and braiding. Unauthorized or existing undesignated routes extend from this route. ALT. B & D - Resource concerns, steep slopes with rutting and braiding. Unauthorized routes extend from this route. ALT. C - Motorized Trail OHV less than 50" - within hatched area and is current route. Mitigation would be expensive and hard to enforce.				
2005	Motorized Trail OHV less than 50"	Non-motorized Trail	Motorized Trail OHV less than 50"	Non-motorized Trail	Non-motorized Trail
	Motorized trail OHV less than 50" / Administratively Close - Trail is rutted out, wet meadows; full sized vehicles are inappropriately using area causing damage. ALT. B, D, & E - Duplicate route with FS Rd. 019. Trail is rutted out, wet meadows; full sized vehicles are inappropriately using area causing damage. ALT. C - Motorized Trail OHV less than 50". Need to sign to keep inappropriate large vehicles off.				
2006	Motorized Trail OHV less than 50"	Non-motorized Trail	Motorized Trail OHV less than 50"	Non-motorized Trail	Non-motorized Trail

	Motorized trail OHV less than 50" / Administratively Close - Part of ski trail. Trail is rutted out, wet meadows; full sized vehicles are inappropriately using area causing damage. ALT. B & E - Trail is rutted out, wet meadows, full sized vehicles are inappropriately using area causing damage. ALT. C - Motorized Trail OHV less than 50". Need to sign to keep inappropriate large vehicles off. ALT. D - Duplicate route with FS Rd. 019.				
2007	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Administratively Close - Resource damage at creek. However, survey shows less resource damage than anticipated. All ALTs - 4WD mixed road; existing route and review does not warrant closure.				
2008	**4WD mixed road**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	4WD mixed road / Motorized trail OHV less than 50" - This route ties into ATV trail 028 from Round Park dispersed camping area. Resource concerns exist due to streams, wet meadows with road rutted and not suitable for larger, heavier vehicles. The change from current use 4WD mixed use road to ATV reduces many of these risks. MITIGATION: Close spur routes, conduct monitoring, install bridge or harden stream crossing at lower banks, move route out of meadow. ALT. B, C, D, and E - Reduction of 4WD mixed use road to motor trail less than 50" would reduce resource concerns along road. There is open ford across west fork of Little Brush Creek. Would provide ATV access from Round Park to other trails.				
2009	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles only**
	Mixed use road / Mixed use road - open to mixed traffic; duplicate proposal - see proposal 2093, which is the complete route.				
2010	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed Road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed use road / Mixed use road - Prohibit ATV traffic as it is not allowed on main road and there are problems with extended use into high country. ROS is primarily semi-primitive non-motorized, not managed for motorized recreation, wet area easily damaged by ATVs. Main trailhead to wilderness for hiking and horses. Related to proposals 2184, 2226, and 2256. ALT. B, D & E - ATVs are not allowed on main road and problems with extended use into high country. Non-OHV dispersed camping. ALT. C - Access to fishing and dispersed camping.				
2011	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Mixed use road - Prohibit OHV traffic. Not allowed on main road. Extended use into high country. Short route to trail, ROS is primarily semi-primitive non-motorized, not managed for motorized recreation, wet area easily damaged by ATVs. Main route to wilderness trailhead. This is related to 2184, 2226, 2256, and 2014. ALT. B, D & E - Not allowed on main road. Extended use into high country. Short route, provides a route for non OHV dispersed camping. ALT. C - 4WD mixed road. Access to fishing and dispersed camping.				
2012	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	Motorized trail OHV less than 50" / Non-motorized Trail - OHVs are going beyond end of trail and causing damage. ROS is road natural. Not compatible with 2233. ALT. B, C, D & E - Motorized Trail OHV less than 50"; may mitigate damage to high country and meadow through signs and/or barriers.				
2013	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Administratively Close / Motorized trail open to all vehicles - driving on canal, creates loop (need to check with canal) in hatched area. Gives access to Paradise Park Reservoir. ALT. B, C & E - Creates loop opportunity. Well used route, important access for ATVs. ALT. D - Administratively Close, redundant road, would create loop. Canal route.				
2014	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**

	4WD mixed road / Mixed use road - Prohibit OHV traffic. Not allowed on main road. Extended use into high country. Recreation management is primarily semi-primitive non-motorized, not managed for motorized recreation, wet area easily damaged by ATVs. Main trailhead to wilderness for hiking and horses. 2155 is duplicate; 2128 is no change. ALT. B, D & E - ATVs not allowed on main road. Extended use into high country. ALT. C - 4WD mixed road; provides access to fishing and dispersed camping.				
2015	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized Trail OHV less than 50"**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Old timber road. Provides OHV access between Kane Hollow and Round Park, takes OHV traffic off of paved road. In hatched area. Connects dispersed camping areas. Mitigation required to harden stream crossing and slope trail into stream or construction of bridge over stream to minimize damage to stream banks. North half of proposal is outside of IRA. ALT. B, C and E - Provides major connection not otherwise available, existing route, connects dispersed camping. ALT. D - Motorized Travel Prohibited; wildlife resource concerns. Road density, redundant and loop route.				
2015.1	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Old timber road. Provides OHV loop opportunities near round park. n hatched area. Connects dispersed camping areas and proposal 2105 Round Park to Kane Hollow route. ALT. B, C - Provides major connection, existing route, connects dispersed camping. ALT. D & E - Motorized Travel Prohibited; wildlife resource concerns. Road density, redundant and loop route.				
2015.2	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Old timber road. Provides OHV loop opportunities near round park. In hatched area. Connects dispersed camping areas and to proposal 2105 Round Park to Kane Hollow route. ALT. B, C - Provides major connection, existing route, connects dispersed camping. ALT. D & E - Motorized Travel Prohibited; wildlife resource concerns. Road density, redundant and loop route.				
2016	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail OHV less than 50" / Administratively Close - Route is used as a snowmobile trail, with minimal current OHV use. Concerns over wetlands, soils, wildlife. ALT. B, C, D & E - Resource concerns with minimal existing use. Removal of motorized designation would free up maintenance funds for other, more popular routes and reduce concerns over wetlands, soils, wildlife.				
2017	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / Motorized trail open to all vehicles - Open gated RD 21A, connect with spillway across dam, removes OHV from other less desirable dam. 2.5 miles of new construction. Do not carry forward in any Alternative (concerns over crossing spillway is non-mitigatable).				
2018	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Opening route to mixed traffic creates ATV connection to numerous routes and dispersed camping. Resource concerns of use on or adjacent to existing bridge. ALT. B, C, D & E - Creates ATV connection to numerous routes and dispersed camping. MITIGATE existing eligible sites before opening route.				
2019					

	Moved to Flaming Gorge District - See proposal 1019				
2020	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Existing undesignated route / Motorized trail open to all vehicles - used heavily for hunting, dispersed camping, steep slopes, within hatched travel area. Agreed on by trails coalition. Hydro concern and steep slopes. ALT. B, C & E - Heavy use for hunting, dispersed camping, within hatched area and mutual user group support - Dependent on hydro and slopes. ALT. D - Motorized Travel Prohibited - in IRA, concern with road densities and steep slopes.				
2021	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated route / Motorized trail open to all vehicles - Duplicate route. This rd is heavily used for camping, hunting and rec. stock ponds, in IRA. In hatched area. Short cut between designated roads. ALT. B, C, D & E - Motorized Travel Prohibited, duplicate, can access dispersed camping from designated route, loop, redundant, road density, IRA.				
2022	**Existing Undesignated**	**Motorized Travel Prohibited**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Existing undesignated route / Motorized trail open to all vehicles - used heavily for hunting, dispersed camping, steep slopes, within hatched travel area. Agreed on by trails coalition. Hydro concern and steep slopes. ALT. B, C & E - Heavy use for hunting, dispersed camping, within hatched area and mutual user group support - Dependent on hydro and slopes. ALT. D - Motorized Travel Prohibited - in IRA, concern with road densities and steep slopes.				
2023	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - Proposal is to maintain highline trail as non-motorized. All ALTs. - No change				
2024	**Unauthorized or Existing Undesignated**	**4WD mixed road seasonal closure**	**4WD mixed road seasonal closure**	**Motorized Travel Prohibited**	**Motorized Trail OHV less than 50" seasonal closure**
	Unauthorized or existing undesignated route / Motorized trail open to all vehicles - This route connects two designated routes that are currently closed. Outside of hatched area. Not in IRA. ALT. B, C & E - Connects two designated roads depends on 2145, 2179, 2058, 2146 being opened. Would create loop and offer OHV opportunities. Creates small loops near camping area. Seasonal closure during hunting. Need to sign for no firewood area. Needs cultural survey prior to opening. ALT. D - Motorized Travel Prohibited - creates loops and increases road density. UDWR concerns.				
2025	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	4WD mixed road / Administratively Close - Incorrectly shown on map. Correct map - use proposal 2203 as connector loop Alt. B, C, D & E - Change map to reflect actual on-the-ground system.				
2026	**4WD mixed road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	4WD mixed road / Administratively Close - short route that leads to multiple off-road routes hard to enforce. Rutting and braided in ravine. ALT. B, C & D - Redundant and goes into wet meadow. Mitigation has been tried- unsuccessful.				
2027	**Administratively Close**	**Administratively Close**	**Mixed use road - Seasonal Closure**	**Administratively Close**	**Mixed use road - Seasonal Closure**
	Administratively Close / Mixed used road - open gated Marsh Bench road to ATV traffic. Creates several miles of access. Outside of Hatched area. Check NEPA for rationale of closure. Connected with 2028. ALT. B - Administratively Close. NEPA identified rationale for closure. ALT. C -				

	Would create miles of ATV access and dispersed camping opportunities. Seasonal closure during hunting and for spring wet season Oct-May. ALT. D - Administratively Close - could potentially create loop and increases road density. User conflicts between horse groups and motorized use. Would create easy access to wet areas off road. ALT. E - Creates loop and increases road density, user-group conflicts, easy access to illegal use off road. Seasonal closure during hunting and for spring wet season Oct-May.				
2028	**Non-motorized Trail**	**Non-motorized Trail**	**Motorized trail open to all vehicles - Seasonal Closure**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail open to all vehicles - Would create loop. Route would need to be closed seasonally, wetland concerns. Adds to connectivity with 2027. ALT. B, D & E - Non-motorized Trail - user conflicts between motorized and non-motorized. Wetland concerns. ALT. C - Creates loop opportunity. Well used route, important access for ATVs, adds to connectivity. If not adopted would not include mixed use on proposal 2027. Most likely would require some construction.				
2029	**4WD mixed road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	4WD mixed road / Administratively Close - Road is currently gated. Need to reflect the closure. Wetlands, high water table. Would gain some new dispersed camping opportunity. Goshawk concerns. In current NEPA Road was closed prior to timber sale then road gated for post harvest activities. 2166 and 2235. ALT. B, C, D & E - Currently closed by gate only extends dispersed camping; also high water table and concerns about damage from vehicles. Goshawk concerns. Repetitive.				
2030.1	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Unauthorized route / 4WD mixed road - Route is a series of timber roads and unauthorized routes and provides loop and additional access to fishing at Twin Lakes. Goes though potholes area. Wetland concerns and would require seasonal restrictions. May provide alternate route for 2032. Contained within hatched area. Connected to Trail 026 closure. ALT. B, C, D and E - This road is actually Administratively Close and not open to the public. Makes loop and is redundant. There is a drainage bottom (approximately 150 meters wide) with numerous seeps and wet bogs separating the two skid trail networks. A motorized ATV route through this area would have a high potential for damage to these wetland areas.				
2030.2	**Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Existing undesignated route / 4WD mixed road - Route is a series of timber roads and unauthorized routes that provides a loop and access to fishing at Twin Lakes. Goes though potholes area. Wetland concerns and would require seasonal restrictions. May provide alternate route for 2032. Contained within hatched area. Connected to Trail 026 closure. Provides ATV access from dispersed camping areas. ALT. B, C, D and E - This road is actually Administratively Close and not open to the public. Makes loop and is redundant. There is a drainage bottom (approximately 150 meters wide) with numerous seeps and wet bogs separating the two skid trail networks. A motorized ATV route through this area would have a high potential for damage to these wetland areas.				
2031	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Street legal vehicles only / Street legal vehicles only - Fix map to reflect on ground road length approximately .25 miles. Shorten map length to show actual length of road. Rest of route is non-motorized section of Trail 026.				
2032	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**

	Motorized Trail OHV less than 50" - Non-motorized trail - change Trail 26 to non-motorized from jct. 018 to jct. of trail 34 due to riparian near RNA. Trail is in stream and parallels Ashley Creek. Trail is currently not used much, is in poor condition and requires high maintenance. Close to other routes, repetitive. Closure would diminish OHV experiences. Would limit trail opportunities which are already limited. Most OHV use is on roads. ALT. B, C, D & E - change Trail 26 to non-motorized from jct. 18 to jct. of trail 34 due to riparian near RNA and Ashley Creek. Duplicate route. Trail is currently in poor condition and needs high maintenance.				
2033	**Motorized Trail OHV less than 50"**	**see proposal 2462**	**see proposal 2462**	**Motorized Trail OHV less than 50"**	**see proposal 2462**
	Motorized trail OHV less than 50" / Administratively Close - High amount of resource concerns in multiple areas. Reduces repetitive routes. This is the same route as proposal 2462 which is adopted in Alternatives B, C and E				
2034	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street legal vehicles only - Eliminate OHV traffic. Adjacent to road natural area. Provides non ATV dispersed camping opportunity. Makes management of road easier as entire road would be same designation. Existing route is not consistent with current management of area of non-motorized use. Alt B, D, and E - consistency of management with rest of area, provides non-motorized dispersed camping. ALT C - existing designated route.				
2035	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street legal vehicles only - Prohibit OHVs traffic which has encroached onto non-motorized Trail 35. ALT. B and C - maintain existing designated use. Route is popular dispersed camping area and allowing ATV use corresponds with proposed mixed use designation of FS road 030 in these alternatives. ALT D & E - Remove ATV traffic to eliminate OHV off-road use and use of ATVs on non-motorized trails. Accesses non-motorized trail heads.				
2036	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Mixed use road / Street legal vehicles only - Limit OHV use on Red Cloud Loop as OHVs are using non-motorized trails. All ALTs - Mixed use road. Current existing legal use that provides sustainable OHV opportunities on an improved route.				
2037	**Street Legal Vehicles Only**				
	Street legal vehicles only / 4WD mixed road - Duplicate with proposal 2091.1 - See Proposal 2091.1				
2038.1	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Section of Galloway Springs Trail Cow Hollow to Galloway Corral. Route is receiving damage, wet meadows, steep slopes, crosses streams/springs. Wildlife, hydrology, and soils concerns. ALT. B, D & E - Resource concerns with existing route. ALT. C - Existing open designated route provides OHV opportunities. ALT E. Mitigates resource concerns by only shortening route to eliminate area with heaviest resource concerns				
2038.2	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**

	Motorized trail OHV less than 50" / Nonmotorized Trail - Section of Galloway Springs Trail at Galloway Corral to Galloway Spring. Route is receiving damage, wet meadows, steep slopes, crosses streams/springs. Wildlife, hydrology, and soils concerns. ALT. B, D & E - Resource concerns with existing route. ALT. C - Existing open designated route provides OHV opportunities. s				
2038.3	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Section of Galloway Springs Trail at jct. of Mtr Trail 110 and Mtr Trail 026 to Cow Hollow. Route is receiving damage, wet meadows, steep slopes, crosses streams/springs. Wildlife, hydrology, and soils concerns. ALT. B & D - Resource concerns with existing route. ALT. C & E - Existing open designated route provides OHV opportunities. Alt E would consider additional mitigation for section.				
2038.4	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Section of Galloway Springs Trail at Cow Hollow approx 1/3 mile long. Route is receiving damage, wet meadows, steep slopes, crosses streams/springs. Wildlife, hydrology, and soils concerns. ALT. B, & D - Resource concerns with existing route. ALT. C & E - Existing open designated route provides OHV opportunities. ALT E would consider additional mitigation to keep open.				
2039	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail OHV less than 50" / Nonmotorized Trail - Resource concerns including hydrology, and soils with erosion damage along Big Brush Creek from multiple ATV crossings. ALT. B, D, and E - Administratively Close due to resource concerns. ALT. C - Motorized Trail OHV less than 50", as route provides hunter access and creates a small loop as an existing designated route.				
2040	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail OHV less than 50" / Administratively Close - Part of Carter Military Road and impacts historic properties. Damage in big park meadow in wet meadow. Alternative routes open to mixed traffic. ALT. B, C, D & E - All as listed above.				
2041	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road - White Cloud Loop - Duplicate, see proposal 2018 - repeat see 2018, (2173, 2273, 2294)				
2042	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail less than 50" / Non-motorized Trail - Resource damage concerns along trail. ALT. B, C, D, & E - Resource damage is occurring on trail when wet conditions exist. During early summer 2009, route has further become severely damaged and is unusable. Further examination has determined mitigation along existing route would be costly and impracticable. A more sustainable route has been identified east of existing trail. Proposal 2464 has been developed that identifies and carries forward a reroute of this portion of the trail to a new and sustainable alignment. See proposal 2464.				
2043	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**

	Street legal vehicles only / Mixed use road - Taylor mountain road. Allows ATVs from State boundary to junction of Taylor Hollow. Opens ATV access to numerous routes. (2169, 2240, 2089, 2272, 2293). ALT. B, C, D & E - All as listed above.				
2044	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road/Street legal vehicles only - Prohibit OHV traffic on short road. Proposal would provide non-ATV dispersed camping opportunity and route leads to non-motorizes trails. Area not heavily used for ATV access. ALT. B & C - 4WD mixed road - existing designated route within hatched area. Accesses other routes. ALT. D & E - Prohibit OHV traffic on short route - non-ATV dispersed camping opportunity, not heavily used by ATVs.				
2045	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail OHV less than 50" / Administratively Close - Connected to proposal 2032, can't stay open without 2032. Route is located in creek bottom. ALT. B, D & E - change Trail 26 to non-motorized from junction 18 to junction of trail 34 due to riparian near RNA and Ashley Creek. Duplicate route. Trail is currently in poor condition and needs high maintenance. ALT. C - Closure would diminish OHV experiences. Would limit trail opportunities which are limited. Most OHV use is on roads.				
2046.1	**Mixed Use Road**	**Mixed Use Road**	**Mixed Use Road**	**Street Legal Vehicles Only**	**Mixed Use Road**
	Mixed Use Road / Street legal vehicles only - OHVs are accessing non-motorized trail. ALT. B, C & E - 4WD mixed road - provides ATV access from dispersed camping areas - Gate or barrier to prevent ATV access on Highline Trail. ALT. D - create non-ATV dispersed opportunity. Accesses Highline Trail, rutting occurring along Non-motorized Trail 025 (Highline Trail).				
2046.2	**4WD Mixed Road**	**4WD Mixed Road**	**4WD Mixed Road**	**Street Legal Vehicles Only**	**4WD Mixed Road**
	4WD mixed road / Street legal vehicles only - OHVs are accessing non-motorized trail. ALT. B, C & E - 4WD mixed road - provides ATV access from dispersed camping areas - Gate or barrier to prevent ATV access on Highline Trail. ALT. D - create non-ATV dispersed opportunity. Accesses Highline Trail, rutting occurring along Non-motorized Trail 025 (Highline Trail).				
2047	**Administratively Close**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Administratively Close**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Administratively Close / Motorized trail open to all vehicles - Route would create multiple routes accessible via ATVs and provide additional loops. Engineered routes. ALT. B, C & E - creates loop and access to multiple ATV routes. Connects to mixed traffic road. Route was closed after timber harvest for wildlife concerns. Seasonal closure during hunting (Oct 1 - May 1). ALT. D - Administratively Close - present designation provides non-motorized recreation opportunities for hiking and equestrian use.				
2048	**Administratively Close**	**Mixed Use Road**	**Mixed Use Road**	**Administratively Close**	**Administratively Close**
	Administratively Close / Street legal vehicles only - Provides access to dispersed camping, but limits ATV access. Also provides access to Highline Trail. This proposal was changed to shorten route to junction of 2087 by Trails Coalition. ALT. B & C - provides access to dispersed camping and Highline Trail. ALT. D & E - Administratively Close. High road density, repetitive, habitat fragmentation.				
2049	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**

	4wd mixed road / Street legal vehicles only - Problems with OHVs accessing non-motorized trail 25 (Highline Trail), and causing damage in wet meadows. ALT. B, C & E - 4WD mixed road, if there is damage in meadows, mitigation is possible with barriers and/or signs. Create barrier to prevent access to Highline trail. Provides ATV access from dispersed camping to other ATV routes and mixed traffic road. ALT. D - would create non-ATV dispersed camping opportunity and eliminate ATV access to Highline Trail.				
2050.1	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**	**Administratively Close**	**Motorized Trail OHV less than 50”**
	Motorized trail OHV less than 50" / Administratively Close - Reduction of road densities and loops lessens disturbance to wildlife. Proposal would reduce ATV damage in meadow. Proposal is connected to 2039. ALT. B, C, and E - Motorized Trail OHV less than 50”, closure of 2039 and 2016 eliminates two loops. Route creates multiple loops, both large and small and connects to other OHV trail opportunities. ALT. D - Reduction of road densities and loops and associated wildlife disturbance and other resource damage.				
2050.2	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**	**Administratively Close**	**Motorized Trail OHV less than 50”**
	Motorized trail OHV less than 50" / Administratively Close - Proposal would reduce road densities and associated wildlife disturbance and also reduce ATV damage in meadow. Proposal is connected to 2085 and 2086. ALT. B, C, and E - Motorized Trail OHV less than 50”, closure of 2039 and 2016 eliminates two loops and reduces road density in area. Route creates multiple loop routes, both large and small and connects to other OHV trails. ALT. D - would reduce road densities and associated disturbance to wildlife as well as other resource damage.				
2051	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Street legal vehicles only - Provide access for dispersed camping without ATV access to prevent Unauthorized or Existing Undesignated routes into Mill Park. ALT. B, C, D & E - 4WD mixed road, Route provides important recreation access for ATVs to White Cloud Loop - Mitigate with barriers to prevent ATVs entering Mill Park.				
2052	**4WD mixed road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	4WD mixed road / Street legal vehicles only - Resource damage in the form of ruts, erosion, proximity to North Fork of Ashley Creek and Center Creek, crosses Carter Military Road. Rough, rocky road where 065 leaves 043. There are many different routes that have been created to avoid rocky, rutted or muddy areas. Contains some wet, marshy areas. The road ends on the edge of a canyon where it looks like there has been a cabin. Elimination of OHV traffic would reduce use and associated illegal OHV activity off of route. ALT. B, C, D & E - All as listed above.				
2053.1	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / 4WD mixed road - Proposal dropped as other routes access same area. Proposal was to go across dam and drop existing trail 028. After investigation, trail 028 is in serviceable condition. ALT B, C, D, and E - Street Legal Vehicles Only, as outlined above.				
2053.2	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Unauthorized or existing undesignated route / 4WD mixed road - Proposal dropped as other routes access same area. Proposal was to go across dam and drop existing trail 028. After investigation, trail 028 is in serviceable condition. ALT B, C, D, and E - Motorized Travel Prohibited, as outlined above.				

2054	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**
	Motorized trail OHV less than 50" / Non-motorized Trail - Dependent of 2053. ALTs B, C, D, and E - Motorized Trail OHV less than 50”. See proposal 2053.				
2055	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Street Legal Vehicles Only**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Proposal creates OHV loop, opens ATV opportunities for dispersed camping, and connects to other ATV routes. See 2058, 2047, and 1014. ALT. B, C & E - creates loop, opens ATV opportunities for dispersed camping, and connects to alternative ATV routes. ALT. D - Street Legal Vehicles Only - consistency with other proposal determinations of this alternative, would only access the closed roads.				
2056	**Motorized trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail OHV less than 50" / Administratively Close - Resource concerns including wildlife and UDWR reports, user conflicts and safety. See proposals 2144 and 2143. ALT. B, C, D & E - All as listed above				
2057	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Existing undesignated route / Motorized trail open to all vehicles - Route is within hatched area and used to access yurt. ALT. B, C, D & E - All as listed above.				
2058	**Administratively Close**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Close**	**Motorized Trail OHV less than 50" Seasonal Closure**
	Administratively Close / 4WD mixed road - Creates loop opportunities near camping when coupled with 2146. Offers >50 opportunities. MITIGATION: Seasonal closure during hunting season. No firewood gathering in area. ALT. B, and C - Seasonal closure during hunting season Oct-May No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities. ALT. D - Administratively Close - creates loops and increases road density. ALT. E - Motorized Trail OHV less than 50" Seasonal closure during hunting season Oct-May Creates loop opportunities near camping.				
2059	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated route / 4WD mixed road - Proposal would include seasonal closure during hunting season. No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities. Surveys indicate this route is to steep (up to 40% slopes). ALT. B, C, D & E - Motorized Travel Prohibited in any alternative due to resource concerns.				
2060	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / Mixed use road - Creates connection to Outlaw Trail and other OHV routes, and ATV use from dispersed camping locations. May require new construction in short piece (50 yards). Repeat with 2174. ALT. B, C, D & E - Administratively Close due to wildlife resource concerns and repetitive with other routes including proposal 2061.				
2061	**Administratively Close**	**Mixed use road**	**Mixed use road**	**Administratively Close**	**Mixed use road**

	Administratively Close / Mixed use road - Route creates connection to Outlaw Trail and other connections and trails, and provide ATV opportunities from dispersed camping. ALT. B, C & E - creates short loop with 2060, and accesses other routes. Duplicate - See proposal 2084, 2175. Also, keeps road densities down by selecting only one loop (2061 instead of 2069 accesses other routes). ALT. D - Administratively Close, wildlife concern, outside of hatched area, repetitive.				
2062	**Street Legal Vehicles Only**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Street legal vehicles only / Administratively Close - closes abandoned system rd 446, crosses private land with no easement, road used infrequently. ALT. B, C, D & E - All as listed above.				
2063	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / Mixed use road - Iron Springs to junction 44. Provides ATV opportunity along existing road. Allows alternative route from existing Trail 026 at difficult area which is a safety concern for inexperienced riders. ALT. B, C, D & E - Street Legal Vehicles Only due to wildlife resource concerns, and would conflict with current non-ATV use in area; Engineering report found high probability and severity for crash with mixed traffic.				
2064	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**	**Non-motorized Trail**	**Motorized Trail OHV less than 50”**
	Motorized trail OHV less than 50" / Non-motorized Trail - Trail needed to accesses private land. Trail goes through wet meadows and allows dispersed camping on Cart Creek. Road is heavily braided thru meadow. ALT. B, C & E - Motorized Trail OHV less than 50”, route provides only access in general area, and popular for hunting access. Sign/gate to prohibit over 50" use on ATV trail. ALT. D - Non-motorized trail - ATVs are pushing toward non-motorized trail 003, trail parallels stream, restricting motorized use would provide wildlife habitat benefit.				
2065	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**	**Non-motorized Trail**	**Motorized Trail OHV less than 50”**
	Motorized trail OHV less than 50" / Non-motorized Trail - Trail accesses private land. Road is heavily braided through meadow. Alternatives to closing would be moving routes out of wet meadows to adjacent forest, reducing number of stream crossings on ATV trail and hardening fords or installing culverts or bridge stream crossings where necessary. ALT. B, C & E - Motorized Trail OHV less than 50”, only access in general area. Popular hunting area. Sign/gate to prohibit over 50” on ATV trail. MITIGATION - move routes out of wet meadows to adjacent forest, reducing number of stream crossings on ATV trail and hardening fords or installing culverts or bridges at stream crossings where they are necessary. ALT. D - restrict motorized traffic, ATVs are pushing toward non-motorized trail 003, trail parallels stream, dumps ATVs onto private property. Wildlife habitat benefit.				
2066	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50”**	**Motorized Trail OHV less than 50”**	**Non-motorized Trail**	**Motorized Trail OHV less than 50”**
	Motorized trail OHV less than 50" / Non-motorized Trail - Trail drops into private land, ATV access from dispersed camping. Wet meadows. ALT. B, C & E - Motorized Trail OHV less than 50”. Popular hunting area, ATV access from dispersed camping. Consider rerouting or re-design of route as it approaches Kettle Creek. ALT. D - restrict motorized traffic, ATVs are pushing toward non-motorized trail 003, trail parallels stream, dumps ATVs onto private property. Wildlife benefit.				
2067	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	4WD mixed road / 4WD mixed road - Map fix - ALT. B, C, D, E - Route needs to show correct use on map. Old timber road that has been adopted as part of Outlaw trail.				
2068	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized Trail OHV less than 50"**

	Unauthorized or existing undesignated route / Motorized trail OHV less than 50" - Route connects to Outlaw Trail and other OHV trails from dispersed camping. ALT. B, C & E - Route provides connection to other routes and opportunities from dispersed camping areas. MITIGATION: Route needs to follow trail to the west and stay out of Cart Creek. ALT. D - Motorized Travel Prohibited - outside of hatched area, repetitive, connects to networks, increase density of routes.				
2069	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Connects to FS road 249 and FS 35. Crosses private land (Dyer Mine) land owner does not want ATV traffic and there is no right of way. ALT. B, C, D & E - All as listed above.				
2070.1	**Administratively Close**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Administratively Close**	**Motorized Trail OHV less than 50"**
	Administratively Close / Motorized trail OHV less than 50" - Connects to Outlaw ATV trail and multiple other routes. May go up creek bed. ALT. B, C & E - connects 2061 to 2070.2 accesses private land (Anderson Creek) and outlaw trail, connects numerous routes. ALT. D - increases route density.				
2070.2	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized Trail OHV less than 50"**
	Unauthorized or existing undesignated route / Motorized trail OHV less than 50" - Connects to Outlaw ATV trail, provides loop and multiple routes. ALT. B, C & E - connects 2061 to 2070.1. Accesses private land (Anderson Creek) and outlaw trail, connects numerous routes. ALT. D - increases route density.				
2071	**4WD mixed road**				
	4WD mixed road / Street legal vehicles only - Duplicate - See proposal 2035, 2162, 2036.				
2072	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road - Duplicate - See proposal 2037.				
2073					
	Repeat of Proposal 2070 - Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Anderson Creek. Not located correctly on map. Connects to FS Rd. 35 4WD mixed road. Would most likely need new construction. Bypasses private land.				
2074	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Connects to FS road 249 and FS 35. Crosses private land (Dyer Mine); land owner does not want ATV traffic and there is no right of way. ALT. B, C, D & E - All as listed above.				
2075	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Connects Dyer Mountain to Iron Springs. Steep, would make loop with 2069 and 2074, and ties into several OHV routes, and connects to 2069 and 2074 in any alternative. ALT. B, C, D & E - Motorized Travel Prohibited. Concerns with connecting route that cross private land with no existing right of way.				
2076	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Provides ATV opportunity along existing route. Allows alternative route from Trail 026 at difficult area. Resource concerns. Portions of route may not exist. ALT. B, C, D & E - Motorized Travel Prohibited; all as listed above due to resource concerns.				
2077	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Repetitive route, increases road densities. Connects Round park road 547 to Kane hollow 49. See proposal 2015. ALT. B, C, D & E - Motorized Travel Prohibited.				
2078	**Non-motorized Trail**				
	Non-motorized Trail / Motorized trail OHV less than 50" - tied into proposals 1019 and 2019 - Duplicate - See proposal Don Hatch trail proposal. ALT B, C, D, E - Duplicate proposal				
2079	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail OHV less than 50". Wildlife resource concerns limit access. Not in hatched travel area. Route would require new construction, includes steep slopes, and within IRA. Route would be dependent on proposal 2039. ALT. B, C, D & E - Non-motorized Trail, wildlife concerns, outside of hatched travel area, new construction, and steep slopes, in IRA.				
2080	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Don hatch spur to Red Canyon Lodge. - Proposal moved to Flaming Gorge District				
2081	**Unauthorized or Existing Undesignated**				
	Duplicate - see 1270				
2082	**Unauthorized or Existing Undesignated**				
	Duplicate - See 2055				
2083	**Street Legal Vehicles Only**				
	Duplicate – see 2018, repeat 2041, 2173, 2273, 2294				

2084	**Administratively Close**				
	Duplicate - see 2061				
2085	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**Administratively Close**	**4WD mixed road**
	Administratively Close / 4WD mixed road - Route creates loop with proposal 2086, connects to ATV trails. ALT. B, C & E - creates loop with 2086, connects to ATV trails. ALT. D - Administratively Close, repetitive, loop, increases road density.				
2086	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized or existing undesignated / 4WD mixed road. Route connects to proposal 2085. ALT. B, C & E - creates loop with 2085, connects to ATV trails. ALT. D - Motorized Travel Prohibited, repetitive, loop, increases road density.				
2087	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / 4WD mixed road - Route connects to proposal 2048. Connects FS Road 038 and 037. Creates loop opportunity. ALT. B & C - creates loop, connects to proposal 2048. Connects road 38 and 37. ALT. D & E - Motorized Travel Prohibited, repetitive, loop, increases road density, and fragmentation.				
2088	**Administratively Close**				
	Duplicate - See 2048, repeat with 2190.				
2089	**Street Legal Vehicles Only**				
	Duplicate - See 2043, 2169, 2240, 2089, 2272, 2293				
2090	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal connects multiple routes, and accesses hunting areas. Connects FS road 245, 258, 247 and 580. ALT. B, D & E - Motorized Travel Prohibited. Deer and elk critical range, steep slopes, stream crossings, contained in IRA. Cost of mitigation for soils and hydrology concerns is prohibitive. ALT. C - Connects multiple routes, and hunting areas. Connects FS Rd. 245, 258, 247 and 580. MITIGATION - Close spur routes, fill and rehabilitate gully. Engineer route at these slopes to take a lower gradient and reduce erosion problems occurring.				
2091.1	**Street Legal Vehicles Only**	**4WD Mixed Road**	**4WD Mixed Road**	**Street Legal Vehicles Only**	**4WD Mixed Road**
	Street legal vehicles only / 4WD mixed road - Proposal to put mixed traffic on portion of Red Cloud Loop. This proposal (2091.1) is a portion of original proposal 2091 that was split due to safety issues that existed on the lower portion of route. This section does not share these concerns. ALT. B, C & E - Would allow OHV access along Red Cloud Loop and connection with other areas. ALT. D - Street Legal Vehicles Only. Proposal would change use pattern on road and there are some wildlife habitat concerns.				
2091.2	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only / 4WD mixed road - Change from street legal vehicles on Red Cloud Loop Rd #10018 to allow mixed use. This proposal (2091.2) is a portion of original proposal 2091 which included Red Cloud Loop from system road 513 (near Sims Peak) to system road #031. ALTs B, C, D, & E, Remain as street legal vehicles only on this portion of route. Safety Issue -				

	engineering report found high probability and severity for crash with mixed traffic on this section. Other section (proposal 2091.1 did not have this concern).				
2092	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal extends route of FSR 459. Route follows the wet channel bed of irrigation canal/inlet feeding the lake. Currently, the rock barrier has been moved and signs exist of ATV use in the channel and along the shoreline of Cliff Lake. Riparian area below Cliff Lake dam has ATV use and a campsite is forming. Use of flowing channel for travel route raises sediment and water quality issues for the lake and drainage. See proposals 2246, 2243, 2221, and 2280. ALT. B, C, D & E - Motorized Travel Prohibited - user conflicts between non-motorized trail and motorized trail. Located in IRA, crosses over non-motorized trail and wet meadows.				
2093.1	**Street Legal Vehicles Only**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Street legal vehicles only / Mixed use road - Add mixed use to Mosby Mountain road. Risk to resource low as it is currently a road. Connects multiple routes and dispersed camping to ATV routes. Open at Bills Park north. ALT. B, C, D & E - Creates links to adjacent mixed routes and loop with 2013.				
2093.2	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only / 4WD mixed road - Change from street legal vehicles on portion of Mosby Mountain Rd to allow mixed use. This proposal (2093.2) is a portion of original proposal 2093 which included entire Mosby Mountain Rd. ALTs B, C, D, & E, Remain as street legal vehicles only on this portion of route. Safety Issue - engineering report found high probability and severity for crash with mixed traffic on this section. Other section (proposal 2093.1 did not have this concern).				
2094	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - Proposal is to keep mixed use. All ALTs - no change				
2095	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - Proposal is to keep mixed use. All ALTs - no change				
2096	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only / 4WD mixed use road - Chepeta Lake Road. Proposal would add OHV use and connect with other OHV routes off Chepeta Lake Rd. See proposals 2239, 2241, 2267, 2284, , 2287, and 2256. ALT. B, C, D & E - Street Legal Use Only. Route is in area that is currently managed as non-motorized, semi-primitive that provides for non-OHV motorized camping and other recreation opportunities. Proposal is not compatible with current management of area.				
2097	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Unauthorized or existing undesignated / 4WD mixed road - Route provides approximately 1/2 mile of hunting access. Resource concerns with wet meadows and riparian area, contained in IRA. ALT. B, C, D & E - Motorized Travel Prohibited - along stream, not heavily used.				
2098	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated/ 4WD mixed road - Multiple routes in the area. Benefits depend on proposals 2099 and 2115. Concerns with wet meadows, riparian area. ALT. B, C, D & E - Motorized Travel Prohibited as proposal 2021 not adopted, safety concerns with putting mixed traffic on mine road, repetitive, loop route, adds to road density.				
2099	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Existing undesignated route / Motorized trail open to all vehicles - Contained within hatched travel area, connects FS road 255 and 257 with shortcut, creates loop, used for hunting. Stream crossing. ALT. B, C & E - Proposal contained within hatched area, connects FS roads 255 and 257 with short cut, creates loop, used for hunting. ALT. D - Motorized Travel Prohibited due to stream crossing and wet riparian area.				
2100	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / 4WD mixed road - Route provides access to dispersed camping, hunting and recreation areas, accesses private lands. Dead ends at private land. ALT. B, C, D & E - Motorized Travel Prohibited. Short route, does not create loop or connectivity, contained in IRA. Route also dead ends at private land, has stream crossings, and redundant with other routes.				
2101	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / Motorized trail open to all vehicles - Route creates loop, existing used heavily for dispersed camping and hunting. Accesses private land. Dependant on proposal 2102. ALT. B & C - creates loop, used heavily as dispersed camping, hunting. ALT. D & E - Motorized Travel Prohibited, contained in IRA, increases road density, does not meet ROS (semi-primitive, non-motorized). Steep soils with sensitive, shallow, erosive soils.				
2102	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Route creates loop, used heavily as dispersed camping, hunting. Dependant on proposal 2101. ALT. B & C - creates loop, used heavily as dispersed camping, hunting. ALT. D & E - Motorized Travel Prohibited, does not make sense on its own and is dependent on 2101, would increase road density and loops.				
2103	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Creates additional hunting/dispersed camping continuing beyond existing designated road for approximately 1.6 miles. May create loop with proposal 2101 to road 257. Does not create loop or connectivity with other system routes. ALT. B, C & E - heavily used to access camping, hunting and rec. ALT. D - Motorized Travel Prohibited - steep slopes, increased road density.				

2104	**Unauthorized or Existing Undesignated**				
	Proposal added to 2103 - small extension of proposal 2103.				
2105	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / Mixed use road - This is the road to limestone mine. Road is maintained by mine, concerns over additional traffic. ALT. B, C, D & E - Street Legal Vehicles Only - safety concerns over mixed traffic. Did not adopt proposal 2098 so there is no further access.				
2106	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / 4WD mixed road - Route creates loop, accesses dispersed camping and recreation areas, and hunting. Repetitive route with high road density in area, road is in riparian area and in stream. ALT. B, C, D & E - Motorized Travel Prohibited - repetitive route, high road density in area, road is in riparian area and in stream.				
2107	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2108	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2109	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2110	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2111	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2112	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2113	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2114	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				

2115	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail OHV less than 50" / Administratively Close - Route accesses Limber Flag yurt. This route would create non-motorized trail access to Limber Flag with alternate motorized access on FS 254, 255. ALT. B, C, D & E - Non-motorized Trail. All as outlined above.				
2116	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2117	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2118	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2119	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2120	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2121	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2122	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2123	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2124	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2125	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - no change				
2126	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	No change				

2127	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / Administratively Close - No change				
2128	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - No change				
2129	**Administratively Close**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Administratively Close**	**Motorized trail open to all vehicles**
	Administratively Close / 4WD mixed road - Route connects to motorized trail 09, may need some new construction to complete loop. ALT. B, C & E - provides connect to other OHV routes and creates motorized loop opportunities. MITIGATION: mitigate existing eligible sites. ALT. D - Administratively Close - UDWR concerns over fragmentation, road density, wildlife disturbance, and loop.				
2130.1	**Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Existing Undesignated / Motorized Trail open to all Vehicles - Provides connection to motorized trail 09, may need some new construction to complete loop. This is the first section off FS Rd 057. Corresponds with proposal 2129. ALT. B, C & E - provides connection to other OHV routes and OHV loop opportunities. MITIGATION: Mitigate existing eligible sites. ALT. D - Non-motorized Trail - fragmentation, road density, loop, wildlife disturbance, riparian area.				
2130.2	**New Construction**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	New Construction / Motorized Trail open to all Vehicles - Provides connection to motorized trail 09, may need some new construction to complete loop. This is the second section of proposal that connect to Mtr Trail 009. Corresponds with proposal 2129. ALT. B, C & E - provides connection to other OHV routes and OHV loop opportunities. MITIGATION: Mitigate existing eligible sites. ALT. D - Non-motorized Trail - fragmentation, road density, loop, wildlife disturbance, riparian area.				
2131.1	**Street Legal Vehicles Only**				
	Proposal moved to Flaming Gorge District as 1274.1.				
2131.2	**Street Legal Vehicles Only**				
	Proposal moved to Flaming Gorge District as 1274.2.				
2132	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / Motorized trail OHV less than 50" - Proposal to extend/connect forest road #629 with motorized trail #014. Route would create loop with other road/trails, accesses Carter Military Trail yurt. This route is redundant with FSR 043 and 026. The connection between Vernal and Flaming Gorge would exist as does loop opportunities with these currently mixed traffic roads. There is no compelling rationale to increase trail/road densities in this area. ALT. B, C, D & E - Motorized Travel Prohibited; all as listed above.				
2133	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**

	Mixed use Road / Mixed use road - no change				
2134	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - no change				
2135	**no trail**				
	No trail / Non-motorized trail - Proposal to create non-motorized trail from Dry Fork Flume Trail. All ALTs - This is outside the scope of the travel management planning rule.				
2136	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Non-motorized Trail - Proposal to remove motorized use on one mile of system road, close to town and Dry Fork. Loops with two trailheads off Dry Fork Road. ALT. B, C, D & E - 4WD mixed road - would be conditional on creating new Non-motorized Trail to create loop, user conflicts.				
2137	**4WD mixed road**				
	Duplicate - See proposal 2136				
2138	**4WD mixed road**				
	Duplicate - See proposal 2136				
2139	**Administratively Close**	**Administratively Close**	**Mixed use road - Seasonal Closure**	**Administratively Close**	**Street Legal Vehicles Only - Seasonal Closure**
	Administratively Close / Motorized trail open to all vehicles - Proposal creates additional dispersed camping by adding 1/2 mile of trail. See proposals 2027, 2188, and 2141. ALT. B & D - Administratively Close - increases high road density. User conflicts with equestrian use. Concerns with illegal use to wet areas off route. ALT. C - Would create additional OHV access and dispersed camping opportunities. MITIGATION: seasonal closure during hunting and spring wet season Oct-May. ALT. E - Creates additional opportunity for non-OHV dispersed camping, limit ATVs by street legal only designation. MITIGATION: seasonal closure during hunting and for spring wet season Oct-May.				
2140	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	This route already exists as motorized trail OHV less than 50" on top of an administrative closure. There is no need to do anything. ALT. B, C, D & E - All, as listed above.				
2141	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal; would create loop between Marsh Bench road and FS 031 by tying into FS 474. ALT. B, C, D & E - Motorized Travel Prohibited - resource concerns with sensitive soils and wet areas, and wildlife habitat. Does not create dispersed camping. Proposal relies on 2027, 2139 and 2188 to create loop. User conflicts with horse groups and motorized.				
2142	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2188				

2143	**Administratively Close**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	Administratively Close / Motorized trail OHV less than 50" - This would create a reroute of an ATV trail that is dangerous and in bad repair. Proposal links with 2144, 2056 and 2150. ALT. B, C, D & E - would create link between 2164 and 2143 and allow closure of 2150 where resource damage is a concern.				
2144	**NEW CONSTRUCTION**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	ALT. B, C, D & E - would create link between 2164 and 2143 and allow closure of proposal 2150 where resource damage is a concern.				
2145	**Administratively Close**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Close**	**Motorized Trail OHV less than 50" - Seasonal Closure**
	Administratively Close / 4WD mixed road - Proposal to open gated road #032. Route provides potential to connect to other system roads as long as use is allowed beyond gates, opportunity for dispersed camping, compatible with ROS. Proposal is not in roadless. ALT. B & C - Seasonal closure during hunting season Oct-May. Creates OHV and UHV loop opportunities near camping. ALT. D - Administratively Close - increases road density. UDWR concerns over fragmentation, road density, wildlife disturbance. ALT. E - Seasonal closure during hunting season Oct-May. Creates loop opportunities near camping.				
2146	**Administratively Close**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Close**	**Motorized Trail OHV less than 50" - Seasonal Closure**
	Administratively Close / 4WD mixed road - Creates loop opportunities near camping when joined with proposal 2058. Offers >50 opportunities. MITIGATION: Seasonal closure during hunting season. No firewood gathering in area. ALT. B & C - Seasonal closure during hunting season Oct-May No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities. ALT. D - Administratively Close - increases road density. UDWR concerns over fragmentation, road density, wildlife disturbance. ALT. E - ATV only use. Seasonal closure during hunting season Oct-May. No firewood gathering in area. Creates loop opportunities near camping. Offers >50 opportunities.				
2147	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Non-motorized Trail / 4WD mixed road - Proposal would change non-motorized trail 127 to 4WD mixed road. Route is in IRA and would not be compatible with current use. ALT. B, C, D & E - Street Legal Vehicles Only. Proposal would not be compatible with current use. In winter range and goshawk area.				
2148					
	Moved to Flaming Gorge District as proposal 1272.				
2149	**Motorized Trail OHV less than 50"**				
	Motorized trail OHV less than 50" / Non-motorized trail - Proposal was an area recommendation for all trails in area to be nonmotorized. Rationale given by proposal author was benefits to wildlife. Determination made to review specific suggestions for area under separate proposal and not collective for area.				
2150	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**

	Motorized trail OHV less than 50" / Non-motorized trail - Existing conflicts between motorized and non-motorized hunting use, riparian area conflicts, UDWR concerned about wildlife habitat. Trail is difficult and dangerous. Proposal relates to 2056, 2144, 2008, and 2017. ALT. B, C, D & E - All as outlined above.				
2151	**Motorized Trail OHV less than 50"**				
	Duplicate – See proposal 2115				
2152	**4WD mixed road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	4WD mixed road / Administratively Close - Road is physically not on ground. Remove from system. ALT. B, C, D & E - All, as listed above.				
2153	**Administratively Close**	**Mixed use road**	**Mixed use road**	**Administratively Close**	**Mixed use road**
	Administratively Close / 4WD mixed road - Proposal increases opportunities for OHVs and dispersed camping. Gives access from dispersed camping to ATV routes. ALT. B, C & E - increases opportunities for OHVs and dispersed camping. Gives access from dispersed camping to ATV routes. ALT. D - Remain administratively closed - creates loops and increases road density. UDWR concerns over fragmentation, road density, wildlife disturbance.				
2154	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road - See proposal 2009				
2155					
	Duplicate - See proposal 2014				
2156	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Street legal vehicles only - Route is a spur off of road that becomes mixed in proposal 2009. Proposal to reduce mix to street legal only Is not compatible with proposal 2093. ALT B, C, D and E - Existing Condition, No change. 4WD mixed road as outlined above.				
2157	**Street Legal Vehicles Only**				
	Move this proposal to Flaming Gorge District - Duplicate of proposal 2131.1.				
2158	**4WD mixed road**				
	Duplicate - See proposal 2026				
2159	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**

	4WD mixed road / 4WD mixed road - no change				
2160	**4WD mixed road**				
	Duplicate - See proposal 2002				
2161	**4WD mixed road**				
	Duplicate - See proposal 2001				
2162	**4WD mixed road**				
	Duplicate - See proposal 2035				
2163	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - Duplicate - See proposal 2008				
2164					
	Duplicate - See proposal 2008				
2165	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Mixed use road / 4WD mixed use - can already take mixed vehicles. Do not need to change.				
2166	**4WD mixed road**				
	4WD mixed road / Street legal vehicles only - See proposal 2029				
2167	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Mixed use road - Proposal was to examine purpose of road. Route is a well constructed road 0.5 miles south of FS Road 10506. Currently gated. Timber recommends to keep closed. No rationale to open. ALT. B, C, D & E - All, as listed above.				
2168	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Mixed use road / Street legal vehicles only - Proposal to remove OHV use from small section of system road #017. This would create a gap in OHV use tying into Red Cloud Loop. Route is at the first section of FS 017, there is better parking for the ATVs at the head of 017 and 027 than from Red Cloud Loop. ALT. B & C - Mixed use road. Proposal would not be compatible with 2290. ALT. D & E - would be compatible with alternative outcome for 2290.				
2169					
	See proposal 2043				
2170	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**

	4WD mixed road / Street legal vehicles only - Proposal reduces traffic by limiting ATVs on FS Rd. 436. Proposal would reduce access to dispersed camping and removes loop opportunity for ATVs. ALT. B, C, D & E - 4WD mixed road - would reduce loop opportunity; doesn't make sense to close route to just ATVs, there is not a large amount of resource damage occurring and it would be difficult to restrict ATV traffic along this one road.				
2171	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	4WD mixed road / Street legal vehicles only - Proposal to remove OHV use. Steep slopes, but on engineered road. Proposal would reduce access to dispersed camping from OHVs, winter range. ALT. B, C & E - 4WD mixed road - reduces access to dispersed camping from OHVs, winter range. ALT. D - near lake, in winter range and on erosive soils on steep slopes, provide non-OHV dispersed camping.				
2172	**4WD mixed road**				
	See proposal 2035				
2173	**Street Legal Vehicles Only**				
	See proposal 2018				
2174					
	Duplicate - See proposal 2060				
2175					
	Duplicate - See proposal 2061				
2176	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / 4WD mixed road - Proposal accesses close to non-motorized Highline Trail. Proposal dropped as conflicts with consideration in proposal 2126.				
2177	**Administratively Close**				
	Duplicate - See proposal 2077				
2178	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / 4WD mixed road - Proposal to open up gated system road for public access to include mixed use. Route would provide additional dispersed camping opportunities. ALT B, C, D, and E - Do not adopt proposed change. UDWR concerns over fragmentation, road density, wildlife disturbance. Short route, does not create loop or connection with other routes.				
2179					
	Duplicate - See proposal 2145				
2180	**Administratively Close**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Close**	**Administratively Close**

	Administratively Close / 4WD mixed road - Proposal to open up gated system road for public access to include mixed use. Proposal would provide additional dispersed camping opportunities and possibility of creating OHV loops. MITIGATION: Seasonal closure during hunting season. No firewood gathering in area. Offers >50 opportunities. ALT. B & C - provides dispersed camping and OHV opportunities. Seasonal closure during hunting season Oct-May No firewood gathering in area. ALT. D & E - Administratively Close - creates loops and increases road density. Resource concerns over soils, UDWR concerns over fragmentation, road density, wildlife disturbance.				
2181	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road -extend FS road 547 beyond current location. High risk to hydro and soils. ALT. B, C, D & E - 4WD mixed road. Repetitive route with the top of proposal 2015, follows and crosses stream. Steep area and wildlife habitat concerns.				
2182	**4WD mixed road**				
	Duplicate - See proposal 2011				
2183	**4WD mixed road**				
	Duplicate - See proposal 2011				
2184					
	Duplicate - See proposal 2010				
2185	**Street Legal Vehicles Only**				
	Route in Roosevelt/Duchesne District. Duplicate - Moved to proposal 3057.				
2186	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Street legal vehicles only - Proposal removes ATV use unless Mosby Mountain road is opened to ATV use in proposal 2093. ALT. B, C, D & E - 4WD mixed road - spur off of road that becomes mixed (proposal 2009) is not compatible with proposal 2093. See proposal 2093.				
2187	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - Need for maintenance on this road to address downed trees across road. This is not a change in designation.				
2188	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicle use only / 4WD mixed road - Route provides access for ATVs from dispersed camping areas to other ATV routes. If connected to proposals 2141, 2139, and 2027 would create loop. Very steep soils and hydro concerns. ALT. B, C, D & E - Street Legal Vehicles Only - Resource concerns with steep slopes, and hydro, and T & E species. Route does not provide dispersed camping opportunities.				
2189	**Administratively Close**				
	Duplicate - See proposal 2129				
2190					

	Duplicate - See proposal 2088				
2191	**Street Legal Vehicles Only**				
	Moved to Flaming Gorge District - See proposal 1273				
2192	**Existing Undesignated**				
	Existing Undesignated / Street legal vehicle only - Route provides dispersed camping area in hatched travel area. Is existing borrow pit. - Proposal replaced with proposal 2336 which has correct alignment.				
2193	**Unauthorized or Existing Undesignated**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Unauthorized or existing undesignated / Street legal vehicles only - Proposal is existing borrow site heavily used for dispersed camping, but needs road number. ALT. B, C, D & E - gives access to additional dispersed camping.				
2194	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal provides connection to ATV routes from dispersed camping sites, add mixed traffic to existing route. ALT. C & E - creates loop opportunity and connects to additional routes for ATVs from dispersed camping areas. ALT. B & D - Street Legal Vehicles Only - provides non-OHV dispersed camping opportunity. Route is redundant and would create disturbance to permitted cowboy camp.				
2195	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Route connects larger loop and gives additional OHV opportunities. ALT. C & E - creates loop opportunity for ATVs. MITIGATION: shallow soils, roads may need additional maintenance. ALT. B & D - Street Legal Vehicles Only. Route provides non-OHV dispersed camping opportunity. Route is redundant.				
2196	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**Administratively Close**	**4WD mixed road**
	4WD mixed road / Administratively Close - Road is overgrown and accesses pond. This is a maintenance issue. Not being used currently. ALT. B, C & E - 4WD mixed road, this is a maintenance issue, and no rationale for closing existing road. ALT. D - Route is not being used and closure would reduce road densities and maintenance costs.				
2197	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Route connects ATV trail to forest boundary and other mixed use roads. MITIGATION: allow on gravel portion of this route only. ALT. B, C, D & E - All, as listed above.				
2198	**Street Legal Vehicles Only**				
	Duplicate – See proposal 2025 and 2203				
2199	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized / Street legal vehicles only - Proposal does not connect to other routes, drops into the mine proponent, in elk winter range. Steep slopes. ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				

2200	**Unauthorized**				
	Duplicate – See proposal 2384				
2201	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / 4WD mixed road - Proposal to add/change trail to a system road for dispersed camping. Proposal conflicts with proposal 2006. Issues with resource damage (deep rutting, full-size vehicles widening trail, vehicles short-cutting to access trail, etc.). ALT B, C, D, & E - Motorized Travel Prohibited as outlined above.				
2202	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Redundant route, utilized proposal 2203 instead. See proposal 2203.				
2203	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV Less than 50"**	**Motorized Trail OHV Less than 50"**	**Motorized Travel Prohibited**	**Motorized Trail OHV Less than 50" seasonal closure**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Proposal to connect the old highway from system road #551 to road #227 near the corrals for OHV access. Route provides a better loop than proposal 2025, joins two or more routes, used during hunting. ALT. B & C - As listed above. ALT. D - Motorized Travel Prohibited - loop road, critical winter range, increases road densities, sage grouse concern. ALT. E - As listed above and seasonally closed Oct to May. MITIGATION: Line route adjacent meadows with barrier rock or fencing. Old roadbed needs some drainage work where there is evidence of channeling.				
2204	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change. This is outside scope of motorized travel planning process.				
2205	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change. This is outside scope of motorized travel planning process.				
2206	**Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Existing undesignated route / 4WD mixed road - Proposal provides access to dispersed camping area. Route is In hatched travel area. Possible access road to Oaks park canal. ALT. B & C - accesses dispersed camping and hunting area, within hatched travel area, not in IRA. ALT. D - Motorized Travel Prohibited - increases road density and is access to dispersed camping >150' from designated route. ALT. E - accesses dispersed camping and hunting area. Keep as non-OHV dispersed camping opportunity.				
2207	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Did not carry forward because it is very similar and already covered by proposal #2090. -- See proposal 2090. ALT. B, C, D & E - Motorized Travel Prohibited.				

2208	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal provides additional dispersed camping, well used route for hunting and camping. ALT. B, C & E - As listed above. ALT. D - Motorized Travel Prohibited, creates loop and increases road densities.				
2209	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change. This is outside scope of motorized travel planning process.				
2210	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2211	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / 4WD mixed road - Route accesses private land and mine. Route is within IRA. ALT. B, C, D & E - Motorized Travel Prohibited - accesses private land, owner does not want public on land, outside of hatched travel area, in IRA, big game winter range, concerns with sage grouse habitat. Also, general use would be for hunting, but if opened it would have to be seasonally closed for wildlife habitat during this time.				
2212	**Unauthorized or Existing Undesignated**				
	Duplicate or addressed by other proposal - See proposal 2203				
2213	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change. This is outside scope of motorized travel planning process.				
2214	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or Existing Undesignated / 4WD mixed road - Short route that leads to multiple off-road routes with enforceability issues. Route is rutted and braided in ravine. ALT. B, C, D & E - Motorized Travel Prohibited - redundant, crosses wet meadow, mitigation has been attempted without success, concerns with enforceability of illegal use off route.				
2215	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / 4WD mixed road - Route is in area with non-compatible ROS (semi-primitive non-motorized). Rest of area managed for non-motorized trails, not appropriate to manage for increased motorized use. Not compatible with current use as primary trailhead to Wilderness. Outside of Vernal travel area. ALT. B, C, D & E - Motorized Travel Prohibited, dropped from further consideration. Conflicts with proposals 2025 and 2027.				

2216	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal to add user created route east of Hwy 191/East Park junction. Route does not provide connection to other routes or other recreation opportunities. Route is not used for dispersed camping. Concerns with steep slopes and not suitable for vehicle travel (safety). ALT B, C, D, and E - Motorized Travel Prohibited as outlined above.				
2217	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Administratively Close - No rationale was given for this proposal. Current acceptable use. ALT B, C, D, and E - Motorized Travel Prohibited, dropped from further consideration.				
2218	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change. This is outside scope of motorized travel planning process.				
2219	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Route creates alternate accesses from canyon to ridge in bad weather. ALT B, C, D, and E - Motorized Travel Prohibited. On same soil type as main road, determination to use funding to maintain existing road than open alternative route. Redundant.				
2220	**Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Existing undesignated route / 4WD mixed road - Well used road, in good condition. Route provides dispersed camping in hatched travel area. Creates small loop. ALT. B, C & E - As listed above. ALT. D - Motorized Travel Prohibited, creates loop and accesses dispersed camping >150 from road.				
2221	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - See proposal 2092				
2222	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Unauthorized or existing undesignated / Motorized trail open to all vehicle - Route accesses dispersed camping. The proposal does not exist on the ground for its entire length. However there is approximately 900 ft that is current dispersed camping access. ALT. B - Motorized Travel Prohibited. Road does not exist for entire length. ALT. C & E - there is approximately 900 ft that is current dispersed camping access. ALT D - Motorized Travel Prohibited, route is greater than 150 ft for dispersed camping.				
2223	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Unauthorized or existing undesignated / Street legal vehicles only / 4WD mixed road / Motorized trail OHV less than 50" - Route is more than one road type designation. (Motorized trail OHV less than 50" is not a repeat elsewhere and will be addressed here. Other portions are addressed in proposal 2253.1). Extend unauthorized portion to ridge for game retrieval. Road is steep with soils and erosion concerns. ALT. B, C, D & E - Motorized Travel Prohibited, as listed above.				
2224					
	No proposal				
2225	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2093				
2226	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail open to all vehicles - Proposal reflects current use and accesses dispersed camping allowing larger OHVs in area. Road surface would need some work - comes off of proposal 2010. ALT. B, C, D & E - Motorized Travel Prohibited. Trail is currently designated non-motorized trail 048. ROS (semi-primitive non-motorized). Area is managed for non-motorized recreation and non-motorized trails -- therefore proposal of increased motorized use conflicts with existing management. Not compatible with current use as alternative trailhead to wilderness.				
2227	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2093				
2228	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail OHV less than 50" - Route follows stream, and sections do not exist. Outside of hatched travel area. ALT. B, C, D & E - Non-motorized Trail as outlined above.				
2229	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Proposal provides OHV access off of main road, creates small loop, and adds increased miles of motorized routes. Hydro concerns, crosses drainages and wet areas. Wildlife concerns including big game winter range and sage grouse. Existing high road density in area, with roads currently allowing mixed use. Route does not exist on ground across canyon. ALT. B, C, D & E - Motorized Travel Prohibited, as outlined above.				
2230	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2231	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail open to all vehicles - Route travels through wetland and has associated resource concerns. This area is wet and the combined proposals 2027 and 2028 would require mitigation and new construction. Cost of maintenance would be high due to resource issues. Concerns with ability to maintain road with limited funding which would result in additional resource damage if not maintained. Conflicts with non-motorized use. ALT B, C, D & E - Non-motorized Trail, as listed above and user conflicts between motorized and non-motorized.				

2232	**Administratively Close**				
	Administratively Close / 4WD mixed road - See proposal 2139				
2233	**Motorized Trail OHV less than 50"**	**Motorized Trail Open to all vehicles**	**Motorized Trail Open to all vehicles**	**Motorized Trail Open to all vehicles**	**Motorized Trail Open to all vehicles**
	Motorized trail OHV less than 50" / Motorized trail open to all vehicles - Proposal to change from ATV/motorized trail and upgrade to motorized trail >50" or road to access dispersed camping at Blanchett Park. ALT. B, C, D & E - Motorized Trail open to all vehicles, as listed above. Currently route is being used by larger vehicles for dispersed camping and is within hatched travel area.				
2234	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	Mixed use road / Mixed use road - No change				
2235	**Administratively Close**				
	Administratively Close / 4WD mixed road - See proposal 2029				
2236	**Street Legal Vehicles Only**				
	Duplicate - See proposals 2063, 2271, and 2293				
2237	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed - No change, See proposal 2044				
2238	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change. This is outside scope of motorized travel planning process.				
2239	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2096				
2240	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2043				
2241	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2096				
2242	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	Motorized trail OHV less than 50" / Motorized trail OHV less than 50" - No change, See proposals 2064, 2065				

2243	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail OHV less than 50" - Route creates loop to Chepeta Lake. Change of use is not compatible with current use and non-motorized management of area. Resource concerns with wet meadows and user conflicts. - Proposal includes portions of proposal 2092 and Non-motorized Trail. ALT. B, C, D & E - Non-motorized Trail, as listed above.				
2244					
	No proposal				
2245	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail OHV less than 50" - Route is an old jeep road from Chepeta to White Rocks. Proposal is not compatible with current management of area as non-motorized, back country area. See proposal 2023. ALT. B, C, D & E - Non-motorized Trail, as listed above.				
2246	**4WD mixed road**				
	See proposals 2251, 2280; Unauthorized portion is duplicate - See proposal 2092				
2247	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / 4WD mixed road - Route follows stream, road does not exist at this point. Contained in IRA, outside of hatched travel areas. ALT. B, C, D & E - Non-motorized Trail, as listed above.				
2248	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Partial duplicate of proposal 2106. Route uses portions of roads that already exist as 4WD mixed and street legal vehicles. ALT. B, C, D & E - Motorized Travel Prohibited, very steep and crosses stream. Repetitive route, with other routes available to make connections.				
2249	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Existing undesignated route / Motorized trail OHV less than 50" - Route does not connect to Outlaw Trail but loops from FSR 555 to 555. Contained within hatched area. Portions of route are on steep slopes with hydro and soils concerns. Route stays in drainage the whole way, in an area of high route densities. A portion of proposal is unauthorized with the rest existing designated roads and trails. ALT. B, C, D & E - Motorized Travel Prohibited, as listed above for resource concerns.				
2250	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Mixed use road - Multiple camping roads near Colton Trail. Area has multiple wet areas. This proposal has multiple routes and consideration made for unauthorized portion only. Portion is duplicate with 2416. - See proposal 2005. ALT. B & C - add dispersed camping. ALT. D & E - Motorized Travel Prohibited - wet areas, >150 from road for dispersed camping.				
2251	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				

2252	**Administratively Close**				
	Duplicate - See proposal 2013				
2253.1	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal gives additional access for OHVs from Lapoint area to forest. Provides connectivity and possible loops routes. Provides alternative route to Paradise Road. ALT. B, C, D & E - All, as listed above.				
2253.2					
	No Proposal				
2253.3	**Unauthorized or Existing Undesignated**	**Motorized Trail open to OHVs less than 60"**	**Motorized Trail open to OHVs less than 60"**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open OHVs less than 60" - Route is important to local users for recreation and hunting. It gives additional access from Lapoint area to forest. Provides connectivity and possible loops routes. Provides alternative route to Paradise Road. May need engineering and/or construction and finalized ground location/truthing. Route is not appropriate for larger than 60" vehicles. ALT. B & C - As listed above. ALT. D & E - Motorized Travel Prohibited - creates additional loops and increases road density. This route is duplicate of 2093.				
2253.4	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2253.5	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2253.6	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2253.7	**4WD mixed road**				
	No Proposal				
2253.8	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2254	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road and Street legal vehicles only / 4WD mixed road - Portion of road that is street legal vehicles only is a Duplicate - See proposal 2093, rest is already 4WD mixed road.				

2255	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail OHV less than 50" - ALT. B, C, D & E - Non-motorized Trail; would change Non-motorized Trail 127 to 4WD mix. Route is in IRA and not compatible with current use/management of area. Route is in big game winter range and has other wildlife habitat concerns.				
2256	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road: Duplicate - See proposal 2096				
2257.1	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / 4WD mixed road - Proposal addresses same route as 2062 which is an Administratively Close road. - See proposal 2062 ALT. B, C, D & E - Street Legal Vehicles Only, as listed above.				
2258.1	**Unauthorized or New Construction**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or New / Mixed use Road - Route would provide a connection from FS Rd 113 (White Cliffs area) to FS RD 447 south of Bills Park. ALT B, C, D & E - Do not adopt. Other OHV access is provided by proposal 2286. Route is not apparent on ground and would require new construction to connect.				
2258.2 2258.3 2258.4 2258.5	**Street Legal Vehicles Only**				
	Street legal vehicles only / Mixed use road - Duplicate -- See Proposal 2093				
2258.6 2258.7	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - This proposal (2258.6) is a portion of original proposal 2258 which included additional routes with different existing conditions to allow 4WD mixed use. -- This portion is the current FS RD 447 that allows 4WD mixed use. Existing Condition, No change. (See proposals 2258.1-2258.5)				
2259	**Non-motorized Trail**				
	Non-motorized Trail / Non-motorized Trail - no change				
2260	**Non-motorized Trail**				
	Non-motorized Trail / Non-motorized Trail - no change				
2261	**Non-motorized Trail**				
	Non-motorized Trail/Non-motorized Trail - no change				
2262	**Unauthorized**				
	Duplicate - see 2139, 2141, 2188				
2263	**Unauthorized or Existing Undesignated**				

	Unauthorized or existing undesignated / Non-motorized Trail - No change (beyond scope of travel management)				
2264	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change (beyond scope of travel management)				
2265	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Non-motorized Trail - No rational provided to carry forward. Route is currently 4WD mixed road used appropriately. ALT B, C, D, and E - 4WD mixed road as listed above.				
2266	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated route / Motorized trail open to all vehicles - Proposal would create access to cabin on private land. Have reasonable access through proposals 2103 or 2104. ALT. B, C, D & E - Motorized Travel Prohibited - short route, in IRA. Route dead-ends at private land.				
2267	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2096				
2268	**Motorized Trail OHV less than 50"**				
	Duplicate - See proposals 2032, 2033, and 2038				
2269	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / 4WD mixed road - Route provides access to dispersed camping. Area is in wet meadow with resource damage and associated concerns. ALT. B, C, D & E - Motorized Travel Prohibited, as listed above.				
2270	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Scenic trail comes off of stock pond on FSR 253. Concerns with T & E species, wet meadow areas. Consideration for alternative route on side of East Mckee wet meadows to form smaller loop with FS Rd. 253. These user created routes are on south side of FS Rd. 253. ALT. B, C, D & E - Motorized Travel Prohibited, south end of route crosses wet meadow. Dispersed camping available along other existing routes.				
2271	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2063.1				

2272	**Street Legal Vehicles Only**				
	See proposal 2043				
2273	**Street Legal Vehicles Only**				
	See proposal 2018				
2274.1	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Unauthorized or existing undesignated / Motorized trail open to all vehicles - Scenic trail crosses right at 253. ALT. B, C & E - Creates access from dispersed camping to multiple ATV/mixed routes. ALT. D - Motorized Travel Prohibited; increases density, high road density.				
2274.2	**Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**
	Existing undesignated route / Motorized trail OHV less than 50" - Route provides important connection for ATV access along Hwy 191, existing route, avoids wet meadow areas. ALT. B, C, D & E - Inside hatched area, provides scenic trail and necessary connection along Hwy 191. Creates access from dispersed camping to multiple OHV/mixed routes.				
2274.3	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	Motorized trail OHV less than 50" / Motorized trail OHV less than 50" - No change				
2274.4	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2274.5	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
2275	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2093				
2276	**Non-motorized Trail**				
	Non-motorized Trail / Motorized trail OHV less than 50" - Route is along the side of canal to Lost and Blanchett Parks. Connects to motorized trails and loops to Paradise and Mill Pond and returns to Blanchett. Proposal addressed in proposals 2013 and 2233.				
2277	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail OHV less than 50" - Route would provide motorized access to fishing and hunting at Twin Lakes. Route creates high user-conflict, as route is presently designated as non-motorized system trail 051. Not compatible with non-motorized recreation management of surrounding area. Outside of hatched travel area - See proposal 2276. ALT B, C, D, and E - Non-motorized Trail as outlined above.				
2278	**Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Existing undesignated route / Mixed used road - Route would provide additional motorized access (approximately 1 mile) to close proximity for fishing at Little Elk Lake utilizing existing "on-the-ground" route. Resource concerns with wildlife habitat. UDWR concerns over fragmentation, road density, wildlife disturbance. ALT B, C, D, and E - Motorized Travel Prohibited as outlined above.				
2279	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change (beyond scope of travel management)				
2280	**4WD mixed road**				
	4WD mixed road / 4WD mixed road - Similar to proposal 2092. See proposal 2092				
2281	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or existing undesignated / Motorized trail OHV less than 50" - Route is part of old Chepeta road, would provide additional OHV route. Route is outside of hatched area, and motorized proposal would be inconsistent with current management of high lakes area as less motorized use. ALT. B, C, D & E - Motorized Travel Prohibited, as listed above.				
2282	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route crosses dam, do not carry forward, See proposal 2092. ALT. B, C, D & E - Motorized Travel Prohibited, as listed above.				
2283	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail open to all vehicles - Route would allow OHV access to lakes for fishing of lakes, gives access to elderly. Route is outside of hatched travel area and inconsistent with current management of high lakes area as less motorized and non-OHV dispersed camping. ALT. B, C, D & E - Non-motorized Trail, as listed above.				
2284	**Street Legal Vehicles Only**				
	Duplicate - See proposal 2096				
2285	**Street Legal Vehicles Only**	**Fix**	**Fix**	**Fix**	**Fix**
	Correct map to show actual route to river.				
2286	**Unauthorized**				
	Duplicate - See proposal 2253				
2287	**Street Legal Vehicles Only**				
	Duplicate – See proposal 2096				

2288	**Street Legal Vehicles Only**				
	Duplicate – See proposal 2257.3				
2289	**Street Legal Vehicles Only**				
	Duplicate – See proposal 2093				
2290	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / 4WD mixed road - Proposal places mixed traffic on Red Cloud Loop. Engineering report found mixed traffic would result in high probability and severity of a crash. ALT. B, C, D & E - All as listed above. Proposal would change use pattern on road and there are multiple wildlife habitat concerns, conflicts along non-motorized trail and Flume Trail non-motorized trailhead.				
2291	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / 4WD mixed road - Short route with limited OHV access. Existing designation provides non-OHV dispersed camping opportunity. Not consistent with current management of area. - See proposal 2034. ALT. B, C, D & E - All as listed above.				
2292	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal extends mixed use to end of road. ALT. B, C, D & E - All as listed above and will improve management and enforcement. Consistency with rest of route.				
2293	**Street Legal Vehicles Only**				
	See proposal 2043				
2294	**Street Legal Vehicles Only**				
	See proposal 2018				
2295	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicle only / Mixed use road - Proposal connects into White Cloud Loop, and Red Cloud Loop to Highway 191. ALT. B, C, D & E - Street Legal Vehicles Only, concerns with mixed traffic on paved roads and would increase and change traffic through numerous locations of T & E species.				
2296	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / Mixed use road - Diamond Mountain road. Proposal would allow OHV access from dispersed camping areas. Only street legal OHVs can ride on paved roads. ALT. B, C, D & E - Street Legal Vehicles Only, concerns with mix traffic on paved road along with mine traffic and large recreation vehicles.				
2297	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - No change				

2298	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - No change				
2299	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - No change				
2300	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - No change				
2301	**Unauthorized or Existing Undesignated**				
	Unauthorized or existing undesignated / Non-motorized Trail - No change (outside of travel management scope)				
2302	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Power line road; non-system route that accesses established and sustainable dispersed camping sites that are located >150ft from Greens Draw road (#049). Outside IRA. ALT. B, C, D & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2303	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Established two-track that provides access to sustainable dispersed camping locations. Inside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2304	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Established two-track that provides access to sustainable dispersed camping locations. Inside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2305	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Established two-track that provides access to sustainable dispersed camping locations. Inside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is an appropriate use.				
2306	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**

	Dispersed camping off FS Rd. 018 - Rock slide area also winter snowmobile parking. Inside IRA. ALT. B, C, D & E - Inside hatched area, motorized and non-motorized trailhead parking - no dispersed camping would be allowed under existing NEPA.				
2307	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping off FS Rd. 018 in Brownie Canyon - down towards creek. Location of majority of route is within 150 feet from road. Inside IRA. ALT. B, C, D & E - All, as listed above.				
2308	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping off FS Rd. 508 - Charley Park gravel pit. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2309	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 508. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2310	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Charley's Park dispersed camping - Dispersed camping throughout this area - especially hunting. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2311	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping all along this track along FS route 509. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2312	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 234 - Charley's Park by spring. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2313	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 509 Charley's Park to Alma Taylor Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2314	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 Feet**	**Dispersed Camping less than 150 Feet**	**Dispersed Camping less than 150 Feet**	**Dispersed Camping less than 150 Feet**

	Dispersed camping off FS Rd. 234. Inside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 Feet. Route is within 150 feet of road and would be accessible without separate designation.				
2315	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 Feet**	**Dispersed Camping less than 150 Feet**	**Dispersed Camping less than 150 Feet**	**Dispersed Camping less than 150 Feet**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 Feet. Route is within 150 feet of road and would be accessible without separate designation.				
2316	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Last dispersed camping south on Alma Taylor Road. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 Feet . Route is within 150 feet of road and would be accessible without separate designation.				
2317	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 030. Outside IRA. ALT. B, C, D & E - Outside hatched area; however, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. Close to existing 4WD mixed use road.				
2318	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping off FS Rd. 030 - Alma Taylor Lake trailhead. Outside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Outside hatched area, significant resource damage in wet areas, field data demonstrated substantial braiding and even use of chains for vehicles traveling in area.				
2319	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 018 cow camp above overlook. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2320	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2321	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping south fork east off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2322	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Dispersed camping south fork west off FS Rd. 018. Inside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Inside IRA, outside hatched, other dispersed camping nearby to north and east not in IRA. Proposal is in wet area.				
2323	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Dispersed camping off FS Rd. 248 near mud springs. Inside IRA. ALT. B, C & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. ALT. D - Inside IRA, outside hatched area.				
2324	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized Travel Prohibited**	**Motorized trail open to all vehicles**
	Dispersed camping off FS Rd. 044 south of Mud Springs. Inside IRA. ALT. B, C & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. ALT. D - Inside IRA, outside hatched area.				
2325	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Dispersed camping off FS Rd. 018. Inside IRA. ALT. B, C & E - Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. ALT. D - Inside IRA, outside hatched area.				
2326	**4WD Mixed Road**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Rd. 514 already designated - Map Fix. ALT. B, C, D & E - Already designated road as 514 - need to correct as map fix to show existing designated route.				
2327	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping and accesses fishing and day use site. Outside IRA. ALT. B, C, D & E - Strong history of use, accesses fishing and day use area with FS toilet already at location.				
2328	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2329	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Dispersed camping perimeter at Twin Parks. Outside IRA. ALT. B, C & E - Inside hatched area, Strong history of dispersed camping use; however resource damage is occurring but can be mitigated, appearance on travel map should be delayed until mitigation complete. ALT. D - Motorized Travel Prohibited.				
2330	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off FS 018 to meadow east of Trout Creek. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2331	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping along FS route 448 - Bill's Park. Inside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Inside IRA, outside hatched area, history of dispersed camping use, but resource issues found with in wet areas.				
2332	**4WD mixed road**	**fix**	**fix**	**fix**	**fix**
	Map fix of alignment for FS road 448 Bill's Park (proposal 2258.7)				
2333	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Paradise Road (104) ALT. B, C, D & E - **No Change** - already system road				
2334	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Perimeter of dispersed camping on Trout Creek hill. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2335	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping. Outside of IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2336	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping near gravel pit. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2337	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Perimeter of Ox Park dispersed camping. Outside IRA. ALT. B, C, D & E - Majority of route is within 150 feet of road and would be accessible without separate designation.				
2338	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping at Long Park reservoir. Outside IRA. ALT. B, C, D & E - Majority of route is within 150 feet of road and would be accessible without separate designation.				

2339	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Summit Park south side. Outside IRA. ALT. B, C, D & E - Inside hatched area, history of dispersed camping use, area is being managed for dispersed camping, need to place barrier to identify end of route.				
2340	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping off FS Rd. 018. Outside IRA. ALT. B, C, D & E - Outside hatched area, history of dispersed camping, but resource damage is occurring, rocky and rutted.				
2341	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping off Paradise Road (104). Inside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Outside hatched area, close enough to designated road for camping within 150 feet without further designation.				
2342	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Ice Cave Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2343	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Ice Cave Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, Strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2344	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Ice Cave Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2345	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Paradise Road 104. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2346	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping loop at Julius Park. Outside IRA. ALT. B, C, D & E - **No Change** - already system road (FS 464).				

2347	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Johnson Bench road. Outside IRA. ALT. B, C, D & E - Outside hatched area, however strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2348	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Johnson Bench road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2349	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping by Whiterocks Cave bridge. Inside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Inside hatched area, but close to stream and not appropriate for dispersed camping. Area managed for foot travel and parking for white rocks cave.				
2350	**Unauthorized or Existing Undesignated**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Unauthorized or Existing Undesignated / Street Legal Vehicles Only - Dispersed camping by Snowtel site. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2351	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping. Inside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet . Majority of route is within 150 feet of road and would be accessible without separate designation.				
2352	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping. Inside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Route is within 1/4 mile of developed campground and not allowed for dispersed camping.				
2353	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping. Inside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Route is within 1/4 mile of developed campground and not allowed for dispersed camping.				
2354	**Unauthorized or Existing Undesignated**	**4WD Mixed Road**	**4WD Mixed Road**	**4WD Mixed Road**	**4WD Mixed Road**
	Dispersed camping off Chepeta Rd (110). Outside IRA. ALT. B, C, D & E - Outside hatched area, but heavily used historically for dispersed camping. Street legal vehicle only designation only.				
2355	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**

	Dispersed camping off Chepeta Rd (110). Inside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route is within 150 feet of road and would be accessible without separate designation.				
2356	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Tract off 048. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2357	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150" - resource damage concerns. Inside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Inside hatched area but resource damage occurring beyond 150 feet. Area within 150 feet is accessible without further designation.				
2358	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2359	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Range Study - heavy dispersed camping on both sides of track. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2360	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2361	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2362	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2363	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2364	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2365	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2366	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study - main route south branch. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2367	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' - aspen grove off 191. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, route to be designated would avoid resource damage occurring on existing route across meadow. Mitigation needed to prevent travel on meadow.				
2368	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2371. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet . Route within 150' of 2366 that would be designated - accessible without further designation.				
2369	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of 2366 that would be designated - accessible without further designation.				
2370	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**

	Dispersed camping beyond 150' Range Study - fragment of proposal 2371. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of 2371 that would be designated - accessible without further designation.				
2371	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2372	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study - fragment of 2371. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of 2366 that would be designated - accessible without further designation.				
2373	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2371. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of 2371 that would be designated - accessible without further designation.				
2374	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2375	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2366. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of 2366 that would be designated - accessible without further designation.				
2376	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study - fragment of proposal 2366. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of 2366 that would be designated - accessible without further designation.				
2377	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2378	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of proposal 2377 that would be designated - accessible without further designation.				

2379	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2380	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route within 150' of proposal 2379 that would be designated - accessible without further designation.				
2381	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping beyond 150' Range Study. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Route is within 150' of proposal 2362 that would be designated - accessible without further designation.				
2382	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150' Dispersed camping adjacent to East Park road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2383	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping adjacent to Colton G.S. RD. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2384	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping beyond 150', dispersed camping by Little Lake - Strong history of dispersed camping and area is being managed for dispersed camping use. Duplicate of proposal 2200. ALTs B,C,D, & E - All as outlined above.				
2385	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping west of Little Lake. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2386	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping west of Little Lake. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2387.1 2387.2	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping beyond 150', dispersed camping west of Little Lake by stock ponds. Inside IRA. ALT. B, C, D & E - Inside hatched area, history of dispersed camping use. Camping area south captured by proposal 2393.				
2388	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Big Lake. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2389	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Colton Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2390	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping off Colton Rd. Inside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Majority of route is within 150 feet of road and would be accessible without separate designation.				
2391	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping near Iron Springs. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2392	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping near Bullionville. Inside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Inside hatched travel area, but steep slope and rutting is occurring.				
2393	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping west of Little Lake. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2394	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Dispersed camping west of Hwy 191 near Highline Trail. Outside IRA. ALT. B, C & E - Outside hatched area, but strong history of dispersed camping route, dispersed camping is considered an appropriate use. ALT. D - Outside hatched area.				

2395	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping west of Hwy 191 near Highline Trail. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Outside hatched area, majority of route is within 150 feet of road and would be accessible without separate designation.				
2396	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping west of Hwy 191 near Highline Trail. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet - route is within 150 feet off designated road.				
2397	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping west of East Park reservoir. Outside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Outside hatched area, resource damage occurring, rutting and wet area.				
2398	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Dispersed camping west of East Park reservoir. Outside IRA. ALT. B, C & E - Outside hatched area, but strong history of dispersed camping route, dispersed camping is considered an appropriate use. ALT. D - outside hatched area, beyond 150'.				
2399	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping west of East Park reservoir. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Outside hatched area, majority of route is within 150 feet of road and accessible without designation, area beyond 150' has resource concerns near stream.				
2400	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off East park road near turnoff to Iron Springs. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2401	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping off Red Cloud Loop (018) near East Park road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2402	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Dispersed camping off Red Cloud Loop near East Park road. Outside IRA. ALT. B, C, D & E - Motorized Travel Prohibited. Resource damage occurring in wet areas and rutting occurring. Area is already physically closed on ground due to damage that has occurred.				

2403	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Iron Springs. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2404.1 2404.2	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Iron Springs west. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2405	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Grizzly Ridge Meadow. Outside IRA. ALT. B, C, D & E - Route is already designated FS road 047.				
2406	**Unauthorized or Existing Undesignated**	**Dispersed Camping not allowed**	**Dispersed Camping not allowed**	**Dispersed Camping not allowed**	**Dispersed Camping not allowed**
	Dispersed camping Grizzly Ridge meadow. Outside IRA. ALT. B, C, D & E - No Dipsersed Camping. Route is within 1/4 mile of summer home area.				
2407	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping Bassett Springs. Inside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Majority of route is within 150 feet of road and would be accessible without separate designation.				
2408.1 2408.2	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping gravel pit Bassett Springs. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2409	**Motorized Trail OHV less than 50"**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Motorized Trail OHV less than 50" / Motorized trail open to all vehicles - Dispersed camping Bassett Springs area - on current ATV route. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2410	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area - lots of dispersed camping in area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				

2411	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2412	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2413	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2414.1	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line from FS Rd. 063 to Outlaw Trail - heavy dispersed camping use. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2414.1	**Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line from FS Rd. 063 to Outlaw Trail - heavy dispersed camping use. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2415	**Motorized Trail OHV less than 50"**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line from Hwy 191 to Outlaw Trail/Sheep Trail road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2416.1	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line off Outlaw Tail / Sheep Trail Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. May need mitigation				
2416.2	**Motorized Trail OHV less than 50"**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping line off Outlaw Tail / Sheep Trail Road. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use. May need mitigation				

2417	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping line single campsite. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Majority of route is within 150 feet of road and would be accessible without separate designation.				
2418	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping below Kane Hollow. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2419	**Unauthorized or Existing Undesignated**				
	Dispersed camping below Round Park, borrow pit area. Outside IRA. Duplicate - See proposal 2193 and portion of proposal 2015				
2420	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping Round Park. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2421	**Unauthorized or Existing Undesignated**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**	**Dispersed Camping less than 150 feet**
	Dispersed camping north of Round Park road. Outside IRA. ALT. B, C, D & E - Dispersed Camping less than 150 feet. Majority of route is within 150 feet of road and would be accessible without separate designation**.**				
2422	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Dispersed camping east of Big Lake. Outside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2422.1	**Unauthorized or Existing Undesignated**				
	Old road, connection route from Kane Hollow to FS420 (provides link to Round Park). Duplicate with proposal 2424. Proposal carried forward in 2424.				
2423	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Old road, connection route from Kane Hollow to FS Rd. 063 (provides ATV connection to NE side of D2) - similar to proposal 2106 (not adopted) - Field review identified that resource concerns can be mitigated and appropriate to maintain. Outside of IRA. ALT. B, C & E - Inside hatched area, highly used as connection route, adjacent to intermittent stream, improvements necessary for mitigation of concern with wet areas. ALT. D - Inside hatched area; however, route is near wet area and mitigation would be required.				

2424	**Unauthorized or Existing Undesignated**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	Old road, connection route from Kane Hollow to FS 420, part of connection to Round Park/East Park proposals. Outside IRA. ALT. B, C, D & E - Inside hatched area, high used connection route, important connection to keep ATV's off paved FS Rd. 020.				
2425	**Unauthorized or Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**
	Connection from Kane Hollow to FS Rd. 249, keeps ATV's off paved FS Rd. 020. Already marked and signed with stop signs on ground. Outside IRA. ALT. B, C, D & E - Inside hatched area, provides connection to keep ATV's off paved FS RD 020, already marked on ground.				
2426	**Unauthorized or Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**
	Connection between FS 422 and FS 426, follows old dugway road. Outside IRA. ALT. B, C, D & E - Inside hatched area, provides connection from FS 422 to FS 426				
2427	**Unauthorized or Existing Undesignated**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50"**
	Route provides important connection from FS 063 to FS 078 (link to NE side of D2). ALT. B, C & E - Inside hatched area, provides important connection from FS 063 to FS 078 (link to NE side of D2), existing location is technical, and reroute recommended for long-run sustainability. ALT. D - Inside hatched area, but some resource concerns requiring mitigation - sections steep/slopes.				
2428	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized Trail OHV less than 50"**
	Route to Grizzly Ridge overlook, very highly used route, portion on old road, good route. Inside IRA. ALT. B, C & E - Inside hatched area, destination ride to provide scenic view, strong history of use and popular route.				
2429	**Unauthorized or Existing Undesignated**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**	**Motorized trail open to all vehicles**
	Dispersed camping Bassett Springs area - lots of dispersed camping in area. Inside IRA. ALT. B, C, D & E - Inside hatched area, strong history of dispersed camping use, area is being managed for dispersed camping, and dispersed camping is considered an appropriate use.				
2430-2449	**No Proposals - Proposal numbers reserved for use, but no proposals obtained.**				
2450	**4WD mixed road**	**Administratively Close**	**4WD mixed road**	**Administratively Close**	**Administratively Close**
	4WD mixed road / Administratively Close - this road is not being used, vegetation is growing in tracks. Traffic uses route to west instead. ALT. B, D & E - this road is not being used. Traffic uses route to west instead. ALT. C - keep road open for 4WD and OHVs.				

2451	**Motorized trail OHV less than 50"**	**Non-Motorized Trail**	**Non-Motorized Trail**	**Non-Motorized Trail**	**Non-Motorized Trail**
	Motorized trail OHV less than 50" / Nonmotorized Trail - This route is not being used, is hard to find on the ground and is in wet meadow and stream. ALT. B, C, D & E - All, as listed above.				
2452	**Unauthorized or Existing Undesignated**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Unauthorized or existing undesignated / 4WD mixed road - This road is used by the Boy Scouts for the High Uinta Camp. Support vehicles drive supplies along the route. Road does need some maintenance. ALT. B, C & E - this road is used by the Boy Scouts for the High Uinta Camp. Support vehicles drive supplies along the route. Road does need some maintenance. No rationale for OHV use, Carry forward as street legal vehicles only. ALT. D - Open the road to only the scouts through a special use permit, otherwise keep closed to public.				
2453	**Unauthorized or Existing Undesignated**	**Fix**	**Fix**	**Fix**	**Fix**
	This road does not exist on the ground and needs to be removed from map.				
2454	**Street Legal Vehicles Only**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**	**Administratively Closed**
	Street Legal Vehicle Only / Administrative Closed - This route is at the start of a nonmotorized trail and is not being used well. Resource damage is occurring and substantial pioneering of new routes is occurring along the trail. ALT B, C, D, & E - All as outlined above				
2455	**Unauthorized or Existing Undesignated**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	This reflects actual use. Road is currently gated closed.				
2456	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Non-motorized Trail**	**Motorized Trail OHV less than 50"**
	Motorized Trail OHV less than 50" / Motorized trail OHV less than 50" - Route parallels Hwy 191 north of Red Springs and provides an important connection for OHVs, as OHV travel is not allowed on Hwy 191. May help provide future OHV connection between Vernal and Flaming Gorge recreation areas. ALT B, C, and E - As outlined above. Alt D - Route does not presently join with other routes to make a Vernal/Flaming Gorge connection --as other proposals that would make this connection are presently not being carried forward in alternatives. Removal of route would decrease road densities in area.				
2457	**Street Legal Vehicles Only**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Street Legal Vehicles Only / Administratively Closed - This route is at the base of Paradise Reservoir and accesses dispersed camping to the west of the dam. The existing bridge across the creek was deteriorated and was removed due to safety concerns. ALTs B,C,D, and E - Administratively close road. Alternative route to access this area from Mosby Mountain Road 104 is considered in proposal 2458.				
2458	**New Construction**	**4WD Mixed Road**	**4WD Mixed Road**	**4WD Mixed Road**	**4WD Mixed Road**

	Unauthorized or New Construction / 4WD Mixed Road - This route would provide an alternative to FS road 463 below Paradise Reservoir which is proposed for administrative closure. Route would provide access to dispersed camping west of Paradise Reservoir previously accessed by FS 463. ALTs B, C, D, and E - All as outlined above.				
2459	**Unauthorized or Existing Undesignated**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized or Existing Undesignated / Motorized Trail OHV Less than 50" - Route provides access off Motorized Trail 026 to meadow area near Big Brush Creek Cave. ALTs B, C, D, and E - Do not adopt route. Hydrology and other resource concerns exist along route as it travels in stream/wash area and above Big Brush Creek Cave.				
2460	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized Trail OHV less than 50" - Route would provide motorized access from FS Rd 030 to Motorized Trail 034 near Galloway Corral. ALTs B, C, D, and E - Do not adopt. Route would place motorized travel on one of the few nonmotorized trails in area. Concerns exist with wildlife, hydrology and other resources.				
2461	**Unauthorized or Existing Undesignated**	**Motorized Trail open to all Vehicles**	**Motorized Trail open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail open to all Vehicles**
	Unauthorized or Existing Undesignated / Motorized Trail open to all Vehicles - Route is presently being used to access dispersed camping SE of Iron Springs. Route is within hatched travel area and has strong historical use for dispersed camping. Route would also provide OHV access from dispersed camping to Outlaw ATV Trail. ALTs B, C, and E - As outlined above. Alt D - Do not adopt, would increase route densities in area.				
2462	**Motorized Trail OHV less than 50"**	**Motorized Trail open to all Vehicles**	**Motorized Trail open to all Vehicles**	**Motorized Trail OHV less than 50"**	**Motorized Trail open to all Vehicles**
	Motorized Trail OHV less than 50" / Motorized Trail open to all Vehicles - This proposal is related to proposal 2461 that accesses dispersed camping SE of Iron Springs. The proposal is a portion of Motorized Trail 026. Change in designated to allow for motorized vehicles over 50" will allow this portion of route to be utilized for vehicles to accessing dispersed camping in proposal 2461. ALTs B, C, and E - Adopt as indicated above. Alt D - Do not adopt, route would increase amount of traffic on route and would not correlate with alternative D of proposal 2461.				
2463	**Non-Motorized Trail**	**Non-Motorized Trail**	**Non-Motorized Trail**	**Non-Motorized Trail**	**Non-Motorized Trail**
	Nonmotorized Trail / Motorized Trail OHV less than 50" - Route would provide OHV access to Whiterocks lake and other lakes along an existing old road. ALTs B, C, D, and E - Do not adopt. Route is along existing Nonmotorized trail 124. OHV use is not compatible with current management for area.				
2464	**Unauthorized or Existing Undesignated**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	Unauthorized or Existing Undesignated / Motorized Trail OHV less than 50" - Route is an old logging road and is proposed as an alternative for rerouting Trail 070 (part of Outlaw ATV Trail). Substantial resource damage is occurring along the present alignment of trail 070 in wet meadow area. Proposal corresponds with proposal 2042 which would close the portion of motorized trail 070 where damage is occurring. ALTs B, C, D, and E - All as outlined above. Reroute will provide a sustainable trail and reduce resource concerns.				

D34 ROOSEVELT - DUCHESNE
NORTH UNIT

	ALT. A No Action	ALT. D Preferred Alternative	ALT. C Increased motorized opportunity	ALT. D Non-motorized opportunity	ALT. E Blend of C and D
Prop #	**CURRENT CONDITION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**
3001	**Unauthorized**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Travel Prohibited**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Unauthorized route / Motorized trail open to all vehicles – Extension of existing route would provide scenic viewing and dispersed camping opportunities. Resource concerns with soil damage, trail braiding and rutting. Mitigation: Seasonal closure may mitigate upper damage, engineering can address lower road damage and hairpin turn. Close road at junction of FSR 135. Gate route for seasonal closure. ALT. B, C & E - mitigate with seasonal closure Oct - June and re-engineering as outlined above. ALT. D - Motorized Travel Prohibited. Resource concerns with soils, alpine area, and other.				
3002	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Travel Prohibited**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Unauthorized route/ Motorized trail open to all vehicles. ALT. B & D - Motorized Travel Prohibited difficult to mitigate alpine. ALT. C & E - comes off of proposal 3001 and would be hard to effectively close. Mitigate for wet w/seasonal closure Oct - Jun.				
3003	**Street Legal Vehicles Only**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Street legal vehicles only / Administratively Close - Route goes to a mine and private operation. ALTs B, C, D, and E - All as outlined above. Mining company will add and maintain gate and road beyond gate.				
3004	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only/ 4wd mix – There is NEPA that clearly restricts ATV traffic (dropped proposal 5/20/08). See proposal 3084.				
3005	**Street Legal Vehicles Only**	**mixed use road**	**mixed use road**	**mixed use road**	**mixed use road**
	Street legal vehicles only / mixed use road FS road 144. Route would provide access from campground to 4WD mixed road #180 for ATVs. ALT. B, C, D & E - change from motorized trail open to all vehicles on proposed action.				

3006	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / Motorized trail open to all vehicles - See proposal 3061. Unauthorized route / Administratively Close, user conflict during hunting. ALT. B, C & E - used for dispersed camping and creates short loop, provides ATV access from dispersed camping area. Area is highly road and motorized. There should not be a large expectation from non-motorized hunters of no disturbance from vehicles in this area. ALT. D - Motorized Travel Prohibited – Unauthorized route, repetitive, increased road density, and runs through shallow, sensitive, or erosive soils.				
3007	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Administratively Close / 4WD mixed road - FS road #484 is Administratively Close. Road is only 1/2 mile that has been extended by unauthorized route. Route would provide access area for prospecting. -- See proposal 3084. ALTs B, C, D, and E - Administratively Close. Unauthorized, short route, no compelling reason to adopt.				
3008	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – delete 4wd mix portion from tribal lands				
3009.1 3009.2	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road /Street legal vehicles only (change status end in GIS) - See proposal 3013. Route crosses tribal property where OHV use is not allowed. Alternative route in proposal 3013 will allow OHV connection off Tribal land. All ALTs - Street Legal Vehicles Only as outlined above				
3010	**4WD mixed road**	**Fix**	**Fix**	**Fix**	**Fix**
	4WD mixed road / Street legal vehicles only. Remove 4WD mix from Tribal lands as not allowed under Tribal rules.				
3011	**Administratively Close**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Close**	**4WD mixed road - Seasonal Closure**
	Administratively Close / 4WD mixed road - Seasonal Closure - FS road 192 Administratively Close mapped as closed to public open for 4WD mixed use. Resource concerns with use during wet season. There is an old gate site on FS road 140 that could be used for seasonal closure to protect soils (Oct-June). Mitigation - Seasonal closure of area with gate. Sign areas where spurs are forming in alpine zone. ALT. B, C & E - As outlined above with sign or gate to keep on road, monitor for effectiveness, and close if vehicles continue going off road. ALT D - Administratively Close. Resource concerns listed above.				
3012	**Administratively Close**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Administratively Close**	**Motorized Trail Open to all Vehicles**
	Administratively Close / Motorized trail open to all vehicles - Route provides additional OHV opportunities on existing road. Concerns that initially closed route for species of concern have been resolved. ALT. B, C & E - Reasons for previous closure have been resolved. ALT. D - Administratively Close. Opening increases road densities.				
3013	**New Construction and Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50"**
	New Construction / Motorized trail open to all vehicles to redirect ATV traffic off of tribal land; ALT. B, C & E - As outlined above. New construction.				

3014		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Remove off forest designation (check consistency with forest)				
3015		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Remove off forest designation (check consistency with forest)				
3016	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street Legal Vehicles Only / 4WD mixed use. ALT. B & D - provides non-ATV dispersed camping opportunities. ALT. C & E - sign where necessary to keep on road.				
3017	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	Administratively Close / Administratively Close - Map fix correct map to show closed to public				
3018		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – add road number (275) to map				
3019		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – remove 4WD designation from tribal lands on road 270				
3020		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – Add road number FS road 270A				
3021	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Road 292 Administratively Close - Map Fix (map as closed to public)				
3022	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Road 280 is Administratively Close - Map Fix (map as closed to public)				
3023	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Administratively Close – In 2005, lots of blow down covered road. Change to maintenance level 1 if not used. ALT. B, C, D & E - No change - road is open and clear of debris, portions in burned area from the North Neola Fire. Road should remain system road.				
3024	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / Administratively Close – In 2005, lots of blown down trees covered road. Change to maintenance level 1 if not used. ALT. B, C, D & E - No change - road is open and clear of debris, portions in burned area from the North Neola Fire. Road should remain system road.				

3025	**Administratively Close**	**Administratively Close**	**4WD mixed road**	**Administratively Close**	**4WD mixed road**
	Administratively Close / 4WD mixed road - FS road 380 is Administratively Close. Need to correct map as closed to public or change designation to 4WD mixed road to reflect current use. ALTs B, D, and E - Maintain administrative closure. ALT C - Show as 4WD mixed road allowing current use.				
3026		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – Add road number to map (385)				
3027	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	FS road 107 is Administratively Close - Map fix - Map as closed to public				
3028	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	FS road 484 Administratively Close - Map fix - Map as closed to public				
3029					
	Duplicate - See proposals 3004, 3010, and 3073				
3030		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Add road number to map (649)				
3031					
	Duplicate - See proposal 3011				
3032	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	Administratively Close road 428 - Map fix - Map as closed to public				
3033	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Road 170 Administratively Close - Map fix - Map as closed to public				
3034	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	FS Road 173 Administratively Close - Map fix - Map as closed to public				
3035		**Fix**	**Fix**	**Fix**	**Fix**
	FS road 180 - Map fix - Add road number				

3036		**Fix**	**Fix**	**Fix**	**Fix**
	FS road 412 - Map fix - Add road number				
3037	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Mixed-use road / Street legal vehicles only - FS road 227. User group conflicts between motorized and equestrian. Removal of OHV use would improve safety (mixed traffic on level 3 road), separation from wilderness area activities. ALT B & C - Mixed use road. Existing popular use and provides OHV opportunities on existing road. ALT. D & E - will reduce unauthorized routes off of road and conflicts between user groups. Separates wilderness trailhead from ATV use.				
3038	**Administrative Closed**	**Administrative Closed**	**Administrative Closed**	**Administrative Closed**	**Administrative Closed**
	Proposal to close road will not be carried forward as road is already administratively closed. (WildHorse Ridge A & B). Remainder of road system route. Route is closed for OHV's, open for street legal vehicles. Map fix - needs to be included on travel map.				
3039	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road. Proposal would increase safety by rerouting OHVs off of system trail that is experiencing resource damage and failed bridge. Route would use existing system roads, provide reduction of maintenance requirements, and reduce concerns. ALTs B, C, D and E - All as outlined above.				
3040.2	**Street Legal Vehicles Only**	**mixed use road**	**mixed use road**	**mixed use road**	**mixed use road**
	Street legal vehicles only / mixed use road. Proposal would increase safety by rerouting OHVs off of system trail that is experiencing resource damage and failed bridge. Route would use existing system roads, provide reduction of maintenance requirements, and reduce resource concerns. ALTs B, C, D and E - All as outlined above.				
3040.3	**Motorized trail OHV less than 50"**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Motorized trail / non motorized trail - OHVs would be rerouted in proposal 3040.2 around stream crossing and rough trail. All alternatives.				
3041	**4WD mixed road**				
	4WD mixed road / Administratively Close - Road has been closed for years and has been rehabilitated due to resource concerns. -- See proposal 3082.				
3042	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street legal vehicles only / Street legal vehicles only - No change. See proposal 3082, duplicate of 3004, 3007, 3081				
3043	**Unauthorized**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Trail Open to All Vehicles - Seasonal Closure**	**Motorized Travel Prohibited**	**Motorized Trail Open to All Vehicles - Seasonal Closure**
	Unauthorized route / Motorized trail open to all vehicles. Route provides scenic views, additional Forest access, and possible dispersed camping. See proposal 3043. Mitigation: Seasonal closure beyond gate to minimize damage when wet. (See proposals 3055, 3054, and 3011). ALT. B, C & E - Sign or gate to keep on road, monitor for effectiveness, and close if vehicles continue going off road. Mitigate for wet season damage w/ seasonal closure Oct - Jun. ALT. D - Motorized Travel Prohibited. Inside IRA, unauthorized route.				

3044	**Unauthorized**				
	Unauthorized route / Non-motorized trail - No change. This is outside scope of motorized travel planning process.				
3045	**Unauthorized**				
	Unauthorized route / Non-motorized trail - No change. This is outside scope of motorized travel planning process.				
3046	**Motorized trail OHV less than 50"**				
	See proposal 3074.1				
3047	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail OHV less than 50" - ALT B, C, D, and E - Motorized Travel Prohibited. Unauthorized route, no compelling rational to adopt.				
3048	**Mixed use road**				
	Map fix show road 227 to end at trailhead - Duplicate - See proposal 3037				
3049					
	Proposal was to show access on tribal lands - Response: access is shown correctly				
3050		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – Remove mixed use on tribal lands (Tribal rules do not permit ATV use)				
3051	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Proposal was to change mixed use road to tribal lands as street legal only. Upon review, existing condition of this section was found to be already street legal only. Map shows street legal to Tribal lands. There is no compelling reason to have mixed use to tribal. No Change.				
3052	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Non-motorized Trail - This is opposite of proposal 3071 (See 3071). This is already a designated non-motorized trail FS Trail 055. Non-motorized groups use route. Conversion to motorized use does not fit with current management of area and type of use. ALT. B, C, D & E - Nonmotorized Trail - No Change.				
3053	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50" - Seasonal Closure**	**Motorized trail OHV less than 50"**	**Administratively Close**	**Motorized trail OHV less than 50" - Seasonal Closure**

	Motorized trail OHV less than 50" / Administratively Close - Proposal is to close to address motorized vs. non-motorized hunter conflicts and address elk calving area. Also map fix Trail 127 to connect to self - See proposal 3058. ALT. B & E - Implement seasonal closure (Sept 30 to June 15) to address elk calving. ALT C. Motorized trail OHV less than 50" seasonal closure as used for motorized hunting access. ALT. D - Wildlife concerns - elk calving, hunter conflicts.				
3054	**4WD mixed road**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Close**	**4WD mixed road - Seasonal Closure**
	4WD mixed road / 4WD mixed road - Seasonal Closure - See proposals 3043, 3054, 3011, 3055. Concerns with resource damage during wet season with illegal use off of road. ALT. B, C & E - Sign or gate to keep on road, monitor for effectiveness, and close if vehicles continue going off road. Mitigate for wet season damage w/ seasonal closure Oct - Jun 30. ALT. D - Administratively Close road. Conflicts with motorized vs. non-motorized groups, resource concerns as listed above.				
3055	**Unauthorized**				
	4WD mixed road / 4WD mixed road - Seasonal Closure - Duplicate - See proposal 3043				
3056	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
3057	**Street Legal Vehicles Only**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Street legal vehicles only / 4WD mixed road - Moved from proposal 2185. ALT. B, C, D & E - road previously closed along this section with reseeding and reclamation efforts already in place. (Changed 2/4/09).				
3058	**Motorized trail OHV less than 50"**				
	Duplicate - See proposal 3053.				
3059	**Non-motorized Trail**	**Non-motorized Trail**	**4WD mixed road**	**Non-motorized Trail**	**4WD mixed road**
	Non-motorized trail / 4WD mixed road – Route is currently non-motorized trail. ALT. B & D - Route would create user conflicts and does not address UDWR concerns for elk calving and hunter conflicts. ALT. C & E - Route is a two-track road that receives dispersed camping. **Mitigation:** May need additional engineering, installation of cattle crossing or gate.				
3060	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / Motorized trail open to all vehicles - Route is used for dispersed camping. ALT. B, C & E - Open for dispersed camping. ALT. D - Motorized Travel Prohibited. Route is beyond 150 feet from designated route.				
3061					

	Duplicate - See proposal 3006				
3062	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / Motorized trail open to all vehicles. Route is used for dispersed camping and hunting vista. ALT. B, C & E - Route provides acceptable dispersed camping and hunting access. ALT. D - Motorized Travel Prohibited. Route is beyond 150 feet from existing designated route.				
3063	**Unauthorized or Administratively Close**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route or Administratively Close timber roads / Motorized trail open to all vehicles - Route is not appropriate at this time to allow motorized use, due to severity of fire. ALT. B, C, D & E - All, as listed above.				
3064	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / Motorized trail open to all vehicles - FS regulations restrict camping within 1/4 mile of developed campground. This would include lower portion of the road. ALT. B, C, D & E - Motorized Travel Prohibited – repetitive route, increased road density, loop, runs through shallow, sensitive, erosive soils (needs soils survey).				
3065	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Access FS road 322 may not be open (see proposal 3024). ALT. B, C, D & E - is not compatible with other alternatives				
3066	**Mixed use road**	**Mixed use Road**	**Mixed use Road**	**Mixed use Road**	**Mixed use Road**
	Duplicate or addressed by other proposal - Proposal was to address concerns of crossing tribal property with OHVs on otherwise mixed use road. Proposal 3009 and 3013 address and implement a short motorized trail reroute off Tribal property. -- See proposals 3009 and 3013				
3067	**New Construction**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	New Construction or Unauthorized route / Motorized trail OHV less than 50" - Route connects FS road 135 and 197. Route may not be feasible due to resource impacts. The area was closed in the 1980's due to resource impacts. High soils and sedimentation concern. Conflict with motorized vs. non-motorized user groups. ALT. B, C, D & E - All as outlined above.				
3068	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorize trail / Motorized trail OHV less than 50" - FS non-motorized trail 300 is a designated pack trail. Motorized designation would create user group conflicts and parallels stream. ALT. B, C, D & E - Non-motorized Trail as outlined above.				
3069	**4WD mixed Road**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - wrong number on map, needs to be 404.				
3070	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Unauthorized route / Motorized trail open to all vehicles - Route could provide access to dispersed camping. However, this road would not have a right of way across private property and not be legally used. ALT. B, C, D & E - Motorized Travel Prohibited as outlined above.				
3071	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized Trail / Motorized trail open to all vehicles - Opposite of proposal 3052. This is portion of non-motorized trail 055. ALT. B, C, D & E - Non-motorized Trail, used by non-motorized groups. Does not fit with current type of use				
3072					
	No proposal				
3073					
	Duplicate - See proposals 3010 and 3029				
3074.1	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50”**	**4WD mixed road**	**Motorized trail OHV less than 50”**	**Motorized trail OHV less than 50”**
	Motorized trail OHV less than 50" / Motorized trail open to all vehicles - Route would provide additional access for larger size OHVs. ALT B, D, and E - Motorized trail OHV less than 50”. Concerns of ability of route to support larger vehicles. ALT. C - Dispersed camping at end and provides UHV opportunities.				
3074.2	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
3074.3	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route does not exist on ground - Used proposal 3074.5 instead				
3074.4	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
3074.5	**Administratively Close**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Administratively Close**	**Motorized trail OHV less than 50"**
	Administratively Close / Motorized trail OHV less than 50" - This road already exists and is engineered. It is presently difficult to tell where legal access ends. ALT. B, C & E - This route exists on ground and is well used. ALT D - Administratively Close, increases road densities in area, and provides non-motorized trail opportunity.				
3074.6	**Unauthorized**	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50"**	**Motorized Travel Prohibited**	**Motorized trail OHV less than 50"**
	Unauthorized route / Motorized trail OHV less than 50" - This trail already exists and it is difficult to tell where existing legal motorized access ends. ALT. B, C & E - This route exists on ground and is well used. ALT. D - Motorized Travel Prohibited. Increases road densities, provides non-motorized recreation opportunities. MITIGATION: Will needs signs to show where open road stops.				
3075	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**

	Proposal was to allow ATV use on this route - No change. 4WD mixed road designation already allows ATV use.				
3076					
	No proposal				
3077	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized trail / Motorized trail open to all vehicles - Proposal would create large ATV loop. Not compatible with ROS. Signal track that would require additional engineering, critical winter range, wildlife habitat concerns, and sensitive soils. See proposals 2116, 2297. ALTs B, C, D, and E - Non-motorized Trail as outlined above.				
3078	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Street Legal Vehicles Only / Street Legal Vehicles Only - FS Road 134 (Rock Creek) - No change.				
3079	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Unauthorized route / 4WD mixed road - Route would provide access to fishing and camping. Compatible with ROS and outside of IRA. ALT. B, C & E - Route provides access to fishing and camping. ALT. D - Motorized Travel Prohibited. Increases road density.				
3080					
	Duplicate or addressed by other proposals - See proposal 3077, 2116, and 2297				
3081					
	Street legal vehicles only / 4WD mix - Duplicate or addressed by other proposals - See proposals 3004 and 3007.				
3082	**Street Legal Vehicles Only**	**4WD mixed road - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Administratively Close**	**4WD mixed road - Seasonal Closure**
	Street legal vehicles only / Administratively Close - FS road 225. Proposal is to Administratively Close at narrow spot in road with gate. Road is receiving resource damage in alpine areas, including braiding and rutting. Mitigation costs would be high. ALT. B, C & E - Maintain designation with MITIGATION: Seasonal closure Oct - June. This will keep the shallow soils from being rutted during wet season. ALT. D - Administratively Close - as outlined above. Road was closed for several years and opened with the condition that it could be closed again if damage occurred.				
3083	**4WD mixed road**				
	Duplicate - See proposal 3057.				
3084					

	Duplicate or addressed by other proposal - See 3004, 3082, and 3007.				
3085					
	No Proposal				

DISPERSED CAMPING

3086	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Route is approx 860 ft and outside of IRA. ALT. B, C & E - Strong historical use, outside of IRA. ALT. D - Do Not Adopt. Route is greater than 300 feet.				
3087	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is greater than 300 feet and in IRA. ALT. B & C - accesses multiple camp areas greater than 300, in IRA. ALT. D & E - Do Not Adopt. Accesses multiple camp areas, but is too far from main road and in IRA.				
3088	**Unauthorized**				
	This route is the same as and an extension of 3230. See proposal 3230 as it ends at the correct area.				
3089	**Dispersed Camping**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Route is greater than 300 feet and outside of IRA provides access to popular area. ALT. B, C & E - Strong historical dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 300 feet.				
3090	**Unauthorized**				
	Proposal dropped from further consideration - Route does not actually exist on ground. ALT B, C, D, and E - Do not Adopt.				
3091	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in aspen stand. ALT. B, C, D & E - Outside of IRA. Route is less than 150 feet from designated route.				
3092	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in aspen and grass area. ALT. B, C, D & E - Route is less than 150 feet from designated route.				
3093	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**

	ALT. B, C, D & E - Route is less than 150 feet from designated route.				
3094	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in lodgepole and aspen area. ALT. B, C, D & E - Route is less than 150 feet from road.				
3095	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Two dispersed sites approximately 300 feet from road. In IRA. Hells Canyon # 19, 20. ALT. B, C & E - Route is approximately 300 feet from designated road. ALT. D - Do Not Adopt in IRA and greater than 150 feet.				
3096	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in lodgepole and aspen area. ALT. B, C, D & E - Route is less than 150 feet from road.				
3097	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Two dispersed sites less than 300 feet from road. Inside IRA. Hells Canyon ALT. B, C & E - Route is less than 300 feet from designated route in area of historical dispersed camping. ALT. D - Do Not Adopt. Route is in IRA and greater than 150 feet.				
3098	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated route.				
3099	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated road.				
3100	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated road.				
3101	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	ALT. B, C, D & E - Route is less than 150 feet from designated road.				
3102	**Unauthorized**				

	No Change - Information not available.				
3103	**Unauthorized**				
	No Change - Information not available.				
3104	**Unauthorized**				
	No Change - Information not available.				
3105	**Unauthorized**				
	No Proposal				
3106	**Unauthorized**				
	No Change - Information not available				
3107	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Do Not Adopt**
	Small site in aspen and sage. Route is long, greater than 900 feet. Inside IRA. ALT. B & C - Strong history of dispersed camping and well used. Closure would be difficult to enforce and dispersed camping is considered an appropriate use. ALT. D & E - Do Not Adopt. Route is greater than 300 feet and inside IRA.				
3108	**Unauthorized**				
	Large site in aspen, and lodgepole. Route is approximately 460 feet. Duplicate -- See Proposal 3074.6				
3109	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Do Not Adopt - Route is too long, resource concerns.				
3110	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Do Not Adopt - Route is too long. Duplicate or addressed in other proposal - See proposal 3396				
3111	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Site in sagebrush and aspen. In IRA well used and multiple routes in area need to post to restrict traffic in area. ALT. C - Strong history of dispersed camping, well used route, closure would be difficult to enforce. ALT B. - Proposal for adjacent route is for OHV less than 50" and not compatible with proposed use - Do not adopt. ALT. D & E - Do Not Adopt. Route is greater than 300 feet and inside IRA.				
3112	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Do Not Adopt - Line is misdrawn. See proposal 3388				

3113	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Meadow area with available sites for over 6 trailers. Route is less than 300 feet. ALT. B, C & E - Route is within 300 feet of designated route with strong history of dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 150 feet and inside IRA.				
3114	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Open meadow suitable for 3-4 trailers. Route is less than 300 feet. ALT. B, C & E - Route is less than 300 feet from designated road in area of strong dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 150 feet and inside IRA.				
3115	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Small, rocky and flat, trailers not recommended. Not connected to any purpose or existing route. Route is greater than 350 feet. ALT. B, C, D & E - Do Not Adopt. Route is greater than 350 feet and in an area where trailers not recommended, sites not available for dispersed camping.				
3116	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Rock and grass flat area would allow 3-4 trailers. Route is less than 300 feet from designated route. ALT. B, C & E - Route is less than 300 feet from a designated route in an area of historical dispersed camping use. ALT. D - Do Not Adopt. Route is inside IRA, greater than 150 feet.				
3117	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Grassy aspen stand would allow for 3-4 trailers. Route is over 2000 feet and relies on proposal 3127. ALT. B, D & E - Do Not Adopt -- too far from designated route. In IRA. ALT. C - Existing use, multiple dispersed camping opportunities.				
3118					
	Route is not on ground or does not provide dispersed camping opportunities.				
3119					
	Route is not on ground or does not provide dispersed camping opportunities.				
3120					
	Route is not on ground or does not provide dispersed camping opportunities.				
3121					

	Route is not on ground or does not provide dispersed camping opportunities.				
3122	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Large meadow near stream and pond, very large site. ALT. B, C & E - Outside of IRA, less than 300 feet from designated route. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3123	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Large meadow near stream and pond, very large site. ALT. B, C & E - Outside of IRA, less than 300 feet from designated route. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3124	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Sandy site surrounded by ponderosa pine. Route is greater than 500 feet. Strong historical use. Route is greater than 300 feet. ALT. B, C & E - Route has strong historical use, popular site, not in IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3125	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Small rocky track that circles back to main road. Site is sandy and small. Segment from main road to site is greater than 75 meters. ALT. B, C & E - Outside of IRA, less than 300 feet from designated route. ALT. D - Do Not Adopt. Route is greater 150 feet.				
3126.1	**Unauthorized**	**Do Not Adopt**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Accesses small rocky site surrounded by ponderosa pine. Route is greater than 800 feet. ALT. B, D & E - Do Not Adopt. Route is greater than 300 feet and in IRA. ALT. C - Provides loop dispersed camping opportunity.				
3126.2	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Accesses small rocky site surrounded by ponderosa pine. Route is greater than 800 feet to end of route. ALT. B, C & D - Do Not Adopt. Route is greater than 300 feet from designated route, inside IRA. ALT. E - Keep first two sites that are within 300 feet of designated route.				
3127.1	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Grassy aspen stand allowing 3-4 trailers. Route is greater than 2000 feet. Provides access to power lines. Range permittees access. Last 450 feet is within IRA. ALT. B, D & E - Do Not Adopt. Route is greater than 300 feet and partially in IRA. ALT. C - keep entire loop route, strong history of dispersed camping.				
3127.2	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Duplicate - This is section of 3127.1. Entire route is shown in 3127.1 See proposal 3127.1.Grassy aspen stand, allowing 3-4 trailers. Route is greater than 2000 feet. Provides access to power lines. Range permittees access. Last 450 feet is within IRA. ALT. B, D & E - Do Not Adopt. Route is greater than 300 feet and partially in IRA. ALT. C - Keep entire loop route, strong history of dispersed camping use--ALT C provided in Proposal 3127.1.				
3128					
	No Proposal				
3129	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Portion of currently open road. No need to adopt				
3130	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Route is less than 300 feet from designated road. Outside IRA. ALT. B, C & E - Route is less than 300 feet with history of dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3131	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Grassy aspen stand allowing for 3-4 trailers. Route is greater than 1100 feet. Access to power lines. Difficult to stop traffic. Range permittees access. Comes off of end of proposal 3117. Very long route. ALT. B, D & E - Do Not Adopt. Route is greater than 300 feet and in IRA. ALT. C - Keep entire loop route. Strong history of dispersed camping use.				
3132	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Grass and aspen stand allowing 3-4 trailers. Route is greater than 1600 feet. Access to power lines. Difficult to stop traffic. Range permittees access. Comes off of end of proposal 3117. Very long route. ALT. B, D & E - Do Not Adopt. Route is greater than 300 feet and in IRA. ALT. C - Keep entire loop route. Strong history of dispersed camping.				
3133	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Small rocky site in aspen. Outside of IRA. Route is greater than 500 feet. ALT. B, C & E - Outside of IRA. Keep entire loop route. Strong history of dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 300 feet.				
3134	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Small rocky site in aspen. Outside of IRA. Route is greater than 650 feet. Relies on proposal 3133. ALT. B, C & E - Outside of IRA. Keep entire loop route. History of dispersed camping. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3135	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Small rocky site in aspen. Outside of IRA. Route is greater than 1000 feet. Relies on proposals 3133 and 3134. ALT. B, C & E - Outside of IRA, Keep entire loop route, strong history of dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 150 feet from a designated route.				

3136.1	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Aspen and grass site allowing 1-2 trailers. Historical hunting camp area allowing 3 trailers. Route is less than 300 feet. ALT. B, C & E - Historical use, outside of IRA, less than 300 feet from designated route. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3136.2	**Unauthorized**	**Motorized Travel Prohibited**	**Do Not Adopt**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	First site is small site in sage with a few aspen. Route is approximately 300 feet to site. Second site is small site in sage with a few aspen. Entire length is 625 feet. Inside IRA. ALT. B, C & D - Do Not Adopt. Route is greater than 300 feet. ALT. E - Keep first site. Approximately 300 feet from designated route.				
3137	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Aspen and grass site allowing 1-2 trailers. Historical hunting camp area allowing 3 trailers. Route is less than 300 feet. ALT. B, C & E - Historical use, outside of IRA, route is less than 300 feet from designated route. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3138					
	No Proposal				
3139					
	No Proposal				
3140	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Do Not Adopt**	**4WD mixed road**
	Old logging road, small site within lodge pole area that allows 1-2 trailers. Route is greater than 600 feet, outside IRA. ALT. B, C & E - Outside of IRA, strong history of dispersed camping. ALT. D - Do Not Adopt. Route is greater than 150 feet from designated route.				
3141	**Unauthorized**				
	Old hunting site, Flea Flat area. Duplicate - See proposal 3006.				
3142	**Unauthorized**				
	Duplicate or addressed in other proposal - See proposals 3141 and 3006.				
3143					
	No Proposal				
3144.1	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Five sites along these routes. Outside of IRA. This route covers both sides of the road; each side is within 3000 feet. ALT. B, C & E - Five sites along these routes. Outside of IRA. Within 300 feet of designated route. ALT. D - Do Not Adopt. Route is greater than 150 feet.				

3144.2	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Dispersed camping less than 150 feet**	**Motorized Travel Prohibited**
	Five sites along these routes. Outside of IRA. This route covers both sides of the road each side is within 300 feet. ALT. B, C & E - Routes are shown in proposal 3144.2 ALT. D - adopt sites within 150 feet.				
3145					
	No Proposal				
3146					
	No actual site on ground.				
3147.1	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Spot on ridge by lookout. Route is greater than 5300 feet. Outside of IRA. This is a portion of proposal 3059, which is adopted in ALTs C and E as 4WD mixed road. Adopt portion of this proposal that does not overlap proposal 3059. ALT. B, C & E - Outside of IRA, heavy historical use. ALT. D - Do Not Adopt. Route is greater than 150 feet, creates loop routes and is redundant.				
3147.2	**Unauthorized**				
	Duplicate - See proposal 2059				
3148	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Extension of proposal 3147 - open area in pine. ALT. B, C & E - Outside of IRA - extension of 3147. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3149	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Open area in pine approximately 300 feet from road. Outside of IRA. ALT. B, C & E - open area in pine approximately 300 feet from designated road. Not in IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3150	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Open area in pine approximately 1000 feet from designated road. Outside of IRA. Road is well traveled and looks like open route. Extension of proposal 3150. ALT. B, C & E - Strong historical dispersed camping use. Outside of IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3151	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Open area in pine greater than 1000 feet from road. Outside of IRA. Road is well traveled and looks like open route. Route is extension of proposals 3150, and 3151. ALT. B, C & E - Strong history of dispersed camping. Outside IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3152	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**

	Site located on rock outcropping. Road is well traveled and looks like a designated route. ALT. B, C & E - Strong history of dispersed camping. Outside of IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3153	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Small site in pine area. Part of same route as proposals 3149 - 3154. ALT. B, C & E - Strong history of dispersed camping use. Outside IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3154	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	End of proposed dispersed camping route of proposals 3149 - 3154. Route ends at hiking trail. No access beyond rock pit for ATVs. ALT. B, C & E - Strong history of dispersed camping use. Outside of IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3155	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large site surrounded by pine view of mill park. In IRA. Route is greater than 1700 feet. ALT. B, D & E - Do Not Adopt route is greater than 1700 feet and within IRA, also accesses additional unauthorized routes beyond. ALT. C - Large site surrounded by pine with view of Mill Park.				
3156	**Unauthorized**				
	Duplicate or addressed in other proposal - See proposal 3233.				
3157	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Grassy spot along canal in cottonwoods. Outside of IRA. Sites are approximately 300 feet of designated route. ALT. B, C & E - Outside of IRA with sites approximately 300 feet from designated road. ALT. D - Do Not Adopt. Route is greater than 150.				
3158	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Grass and sage area along river allowing for 1-2 trailers, outside of IRA, sites approximately 300 feet of designated route. ALT. B, C & E - Outside of IRA, sites are approximately 300 feet from designated route. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3159	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Aspen area along creek, outside of IRA. Route is greater than 1500 feet. Popular site. ALT. B, C & E - Outside of IRA, strong historical use. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3160	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Small site in young aspen stand within 300 feet of designated road. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated road. ALT. D - Do Not Adopt. In IRA.				
3161	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Highly used dispersed camping area. Mitigation should be made with barrier rock and road base. Route is greater than 300 feet. ALT. B, C & E - Strong historical use. **Mitigation:** install barrier rock and road base. ALT D - Do Not Adopt. Route is greater than 150 feet, inside IRA.				

3162	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. Mitigation should be made with barrier rock and road base. ALT. B, C & E - Strong history of dispersed camping use. MITIGATION: Install barrier rock and road base. ALT. D - Do Not Adopt. Route is greater than 150 feet and inside IRA.				
3163	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Less than 150 feet from road. Inside of IRA. Strong history of use. ALT. B, C, D & E - Route is less than 150 feet.				
3164	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large portion of this route is on designated route, rest is well within 150 feet of road.				
3165	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. This area needs work with barrier rock and road base. ALT. B, C & E - Strong history of dispersed camping area. MITIGATION: Install barrier rock and road base. ALT. D - Do Not Adopt. Route is greater than 150 feet, inside IRA.				
3166	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. This area needs work with barrier rock and road base. Fire pits in wet meadows. Depends on 3165. ALT. B, C & E - in IRA. ALT. D - Do Not Adopt. Route is greater than 300 feet, inside IRA.				
3167	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Intensively used dispersed area. This area needs work with barrier rock and road base. Fire pits in wet meadows. Proposal depends on proposals 3165 and 3166. ALT. B, C & E - Route is less than 300 feet from designated route, historical dispersed camping. **Mitigation:** Install barrier rock and road base. ALT. D - Do Not Adopt. Route is greater than 150 feet, inside IRA**.**				
3168	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route is close to Iron Mine developed campground. FS regulations do not permit dispersed camping within 1/4 mile of developed campground. ALTs B, C, D, and E - Do Not Adopt as outlined above.				
3169	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route is close to Iron Mine developed campground. FS regulations do not permit dispersed camping within 1/4 mile of developed campground. ALTs B, C, D, and E - Do Not Adopt as outlined above.				
3170	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Route dead-ends at fence. Small site with corral at end of designated route. Do Not Adopt - Already on existing open route.				
3171	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	No site on ground - Do Not Adopt.				

3172	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	No site on ground - Do Not Adopt.				
3173	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Do Not Adopt**
	Log Hollow - small site in aspen and meadow on ridge top. Route is greater than 500 feet from designated route. Inside IRA. ALT. B & C - Strong history of dispersed camping use. ALT. D & E - Do Not Adopt. Route is greater than 300 feet and inside IRA.				
3174					
	No Proposal				
3175	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	No site on ground - Do Not Adopt. See proposal 3195				
3176					
	This is not a proposal for dispersed camping, but a proposal to close an unauthorized route. No change required in status.				
3177	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site in sage and aspen meadow allowing for over 6 trailers. Route is less than 150 feet. Inside IRA. ALT. B, C, D & E - Route is less than 150 feet.				
3178	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small sites, not heavily used. Route is less than 150 feet. Outside of IRA. ALTs B, C, D, and E - Dispersed camping less than 150 feet.				
3179	**Unauthorized**				
	This is already a designated route.				
3180	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Aspen stand on ridge 300 feet from designated route. Outside IRA. ALT. B, C & E - Outside of IRA, sites are approximately 300 feet from designated route. ALT. D - Do Not Adopt. Route is over 150 feet.				
3181					
	No Proposal				
3182	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large aspen meadow, approximately 300 feet from designated route. Inside of IRA. ALT. B, C, D & E - Do Not Adopt. Inside IRA and greater than 150 feet from designated route.				

3183					
	No Proposal				
3184	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large aspen meadow, greater than 300 feet from designated route. Outside of IRA. ALT. B, C, D & E - Do Not Adopt. Over 150 feet from designated route, resource concerns.				
3185	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large aspen meadow, greater than 300 feet from designated route. Inside of IRA. ALT. B, C, D & E - Do Not Adopt. Route is inside of IRA and greater than 150 feet from designated route.				
3186					
	No Proposal				
3187					
	No Proposal				
3188	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route travels both inside and outside of IRA. Four locations from Bear Wallow. Possible old logging road. Furthest site is approximately 1200 feet from designated route. Closest site is within 300 feet. ALT. B, C & E - Route has strong historical use, difficult to stop at 300 feet. Keep entire route. ALT. D - Do Not Adopt. Route is greater than 150 feet, inside IRA.				
3189	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated route in aspen stand near dam.				
3190	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Aspen, grass and pine are allowing for 3-4 trailers. Outside of IRA, within 300 feet of designated road. ALT. B, C & E - Not in IRA, within 300 feet of designated road. ALT. D - Do Not Adopt. Route is greater than 150 feet, inside IRA.				
3191					
	Duplicate - See proposal 3190				
3192	**Unauthorized**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**	**Do Not Adopt**
	Site does not exist on ground - Do Not Adopt.				
3193	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull out off of main road allowing for 1-2 trailers. Route is within 150 feet of road.				

3194	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Large site in pine, grass, and meadow approximately 200 feet from road. Inside IRA. ALT. B, C & E - Large site within 300 feet from road. ALT. D - Do Not Adopt. Inside of IRA.				
3195	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Small site in aspen and lodge pole. Inside IRA. ALT. B, C & E - Within 300 feet of designated road. ALT. D - Do Not Adopt. Inside of IRA.				
3196	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Aspen and sage area located on hillside. Route is inside of IRA and greater than 1300 feet. ALT. B & C - Strong historical use. ALT. D & E - Do Not Adopt in IRA, too far from road.				
3197	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Meadow with aspen and sage. Location would allow 4-5 trailers. Inside of IRA, approximately 400 feet from designated road. ALT. B, C & E - Strong history of dispersed camping use. Allow for multiple trailers. ALT. D - Do Not Adopt. Inside IRA.				
3198	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Grass, sage, pine, and aspen area allowing for 3-4 trailers. Inside of IRA. Route is less than 300 feet from designated road. ALT. B, C & E - Historical use within 300 feet of designated road. ALT. D - Do Not Adopt. Route is greater than 150 feet and inside IRA.				
3199	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Grassy rock and pine area. Inside of IRA. Two dispersed camping sites. Route is approximately 900 feet. ALT. B & C - Historical use. ALT. D & E - Do Not Adopt. Route is greater than 300 feet and inside of IRA.				
3200	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Old logging road (non-system) that is heavily used illegally by ATVs.				
3201	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3202	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				

3203					
	Duplicate or addressed by other proposal - See proposal 3190				
3204	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3205	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3206	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route has a strong history of traditional dispersed camping use. Route is approximately 540 feet from main road. Outside IRA. ALT B and C - Traditional and strong history of dispersed camping use. ALT D & E - Route is greater than 300 feet from designated road.				
3207	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3208	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is within 150 feet of designated road. Outside of IRA				
3209	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is a small pull off of designated road within 150 feet.				
3210	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is a small pull off of designated road within 150 feet.				
3211	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is a small pull off of designated road within 150 feet.				
3212	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**

	Route is a small pull off of designated road within 150 feet.				
3213	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Well used loop route, outside of IRA. Route is greater approximately 1450 feet. ALT. B & C - Well used site with history of traditional dispersed camping use. ALT. D & E - Do Not Adopt. Route is approximately greater than 300 feet.				
3214	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Four sites adjacent to and parallel with designated road. Route is within 150 feet of designated road.				
3215	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Small meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do Not Adopt. Resource concerns.				
3216	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do Not Adopt. Resource concerns.				
3217	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do Not Adopt. Resource concerns.				
3218	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do Not Adopt. Resource concerns.				
3219	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Aspen with meadow - trailers not recommended due to resource concerns. ALT. B, C, D & E - Do Not Adopt. Resource concerns.				
3220.1	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**4WD mixed Road**
	Secluded spot in rock outcropping. First 300 feet are not in IRA. This section is the first 300 feet. ALT. B & C - provides access to secluded area for dispersed camping. ALT. D - Do Not Adopt. Most of the route is in IRA and too long. ALT. E - Block road at 300 feet. This would limit vehicles to within 300 feet of designated road (current legal use).				
3220.2	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Secluded spot in rock outcropping. First 300 feet are not in IRA. This is the section beyond 300 feet. ALT. B & C - provides access to secluded area for dispersed camping. ALT. D - Do Not Adopt. Most of the route is in IRA and too long. ALT. E - Block road at 300 feet. This would limit vehicles to within 300 feet of designated road (current legal use).				
3221	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**

	Route is less than 300 feet in aspen and fir allowing for 1-2 trailers. Outside IRA. ALT. B, C & E - Route is under 300 feet and has traditional disperse camping use. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3222	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Aspen, sage, and pine area with multiple sites. Inside IRA. ALT. B & C - Multiple sites room for small groups. ALT. D & E - Do Not Adopt. Inside of IRA and greater than 150 feet.				
3223	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is less than 150 feet. Aspen area allowing for 3-4 trailers.				
3224	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Open area with strong possibility for illegal off-road OHV use. Trailers not recommended. ALT. B, C, D & E - Do Not Adopt as outlined above.				
3225	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route has multiple locations allowing for greater than 6 trailers. Loop is approximately 1650 feet. ALT. B, C & E - Route provides a loop for greater pulling ease ad trailer maneuverability. Room for small groups. MITIGATION: Close one portion of the loop to limit traffic. ALT. D - Do Not Adopt. Inside of IRA and greater than 150 feet.				
3226	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pullout off main road with capacity for 1-2 trailers. Within 150 feet of road.				
3227	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is less than 300 feet from main route and provides for up to 4 trailers. ALT. B & C - Historical use and room for multiple trailers. ALT. D & E - Do Not Adopt. Route is greater than 150 feet.				
3228	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route comes off of proposal 3227 and offers multiple sites. Outside of IRA. Route is greater than 400 feet. ALT. B & C - When combined with proposal 3227, there is room for small or medium groups. ALT. D & E - Do Not Adopt. Route is greater than 300 feet, and it is not possible to effectively block road at 300 feet.				
3229.1	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Long route (greater than 1300 feet) accesses one level site. Inside of IRA. This is the first section of proposal on FS ground. ALT. B, D & E - Do Not Adopt in IRA and greater than 300 feet. ALT. C - Provides access to secluded, level area for dispersed camping.				
3229.2	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Long route (greater than 1300 feet) accesses one level site. Inside of IRA. This is the second section as it crosses non-forest property. Do not Designate this section. ALT. B, D & E - Do Not Adopt in IRA and greater than 300 feet. ALT. C - Provides access to secluded, level area for dispersed camping - Designation of other sections only.				
3229.3	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Long route (greater than 1300 feet) accesses one level site. Inside of IRA. This is the third section as route reenters Forest. ALT. B, D & E - Do Not Adopt in IRA and greater than 300 feet. ALT. C - Provides access to secluded, level area for dispersed camping.				
3230	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Multiple sites along a greater than 1100 foot route. Outside of IRA. ALT. B & C - Route gives access to multiple sites not in IRA. ALT. D & E - Do Not Adopt. Route is greater than 150 feet.				
3231	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route is less than 300 feet from main route. Inside IRA. ALT. B, C & E - Provides dispersed camping within existing legal boundary off of main routes. ALT. D - Do Not Adopt. Inside IRA and greater than 150 feet.				
3232	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	Route is approximately 300 feet. Outside of IRA. ALT. B, C & E - Route is within 300 feet and outside of IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3233	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route depends on access from proposal 3155, which was not carried forward in ALTs B, D, or E. Inside of IRA. ALTs B, D & E - Do Not Adopt. Route is greater than 300 feet and dependant on another proposal not carried forward in these alternatives. Inside IRA. ALT C - Connects to proposal 3155 which was carried forward in this alternative.				
3234	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Route connects to proposal 3148, which connects to proposal 1347. This joins motorized routes which receive heavy motorized use and dispersed camping. Outside of IRA. ALT. B, C & E - Outside of IRA, connects to proposal 3148 to create extended loop route with multiple sites. ALT. D - Do Not Adopt. Redundant and increases road densities.				
3235	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route branches off proposal 3144. Outside of IRA. Proposal adds an additional 650 feet when combined with proposal 3144. Route would allow for 2-3 trailers. ALTs B and C - Connects with other routes to provide multiple dispersed camping areas. ALT. D & E - Do Not Adopt. Road ends at IRA and could give unintentional access into the roadless area. Also, greater than 300 feet from designated route.				
3236	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is approximately 800 feet from designated route and provides multiple dispersed camping sites. ALT. B & C - route provides multiple sites along route. ALT. D & E - Do Not Adopt. Route is greater than 300 feet.				
3237	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Route is a branch off of proposal 3236 and adds an approximate 264 feet for dispersed camping. ALT. B, C - Route provides multiple sites along route and is within 300 feet of designated road. ALT. D & E - Do Not Adopt. Route is greater than 150 feet.				
3238	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is less than 150 feet from main road. Route provides for 1-2 trailers in aspen and grass area.				
3239	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off from main road and less than 150 feet. Outside of IRA.				
3240	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off from main road and less than 150 feet. Outside of IRA.				
3241	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in aspen and grass area allowing for 2-3 trailers. Route is less than 150 feet. Outside of IRA.				
3242	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in aspen and grass area allowing for 2-3 trailers. Route is less than 150 feet. Outside of IRA.				
3243	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Rough road and not appropriate for trailers or larger vehicles. Inside IRA. ALT. B, C, D & E - Do Not Adopt, rough road, trailers not recommended.				
3244	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Short route within 300 feet of designated road. Outside of IRA. ALT. B, C & E - Outside of IRA and within 300 feet of designated road. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3245	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Route is less than 300 feet from main road and allow for 3-4 trailers. Outside of IRA. ALT. B, C & E - Within 300 feet of designated road (existing legal use). Outside of IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3246	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**

	Route would allow for 6 or more trailers in an open area. Outside of IRA and within 300 feet of designated route. ALT. B, C & E - Multiple sites with small group camping opportunity. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3247	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off from main road and less than 150 feet. Outside of IRA.				
3248	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Small site with strong dispersed camping historical use. Route is not in IRA and greater than 300 feet. ALT. B and C - Historical dispersed camping use. ALT. D & E - Do Not Adopt. Route is greater than 300 feet.				
3249	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is highly used as a hunting camp, approximately 500 feet. ALT B & C - Strong history of dispersed camping use. ALT D & E - Do Not Adopt. Route is greater than 300 feet.				
3250	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Multiple dispersed camping sites along FSR 289 less than 150 feet from designated route.				
3251					
	Route is already open for dispersed camping use				
3252	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site along main road is within 150 feet.				
3253	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Multiple sites allowing for 6 or more trailers, within 150 feet of designated route.				
3254	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in aspen and sage area within 150 feet of designated route.				
3255	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site along main road is within 150 feet.				
3256	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**

	Route is less than 300 feet from designated road and has history of dispersed camping. Outside IRA. ALT. B, C & E - Route is within 300 feet of road, outside IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3257	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is outside of IRA and greater than 400 feet. Strong historical dispersed camping use. ALT. B and C - Strong historical use, outside of IRA. ALT. D & E - Do Not Adopt. Route is greater than 300 feet.				
3258	**Unauthorized**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Motorized Travel Prohibited**	**Street Legal Vehicles Only**
	Route is in aspen area near dam within 300 feet of main road. Outside IRA. ALT. B, C & E - Route is within 300 feet of main road, outside IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3259	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site within 150 feet of designated route. Outside IRA.				
3260	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3261	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3262	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3263	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Route is in sage and aspen area allowing for over two trailers. Route is within 300 feet of main road and outside IRA. ALT. B, C & E - Route is within 300 feet of main road and outside IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3264	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in sage and aspen area allowing for 2 trailers. Outside IRA and within 150 feet of main road.				
3265	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**

	Route is in sage and aspen area. Outside IRA and within 150 feet of main road.				
3266	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in meadow on ridge and within 150 feet of designated road.				
3267	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping within 150 feet of designated route.				
3268	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**4WD mixed road**
	Route is in aspen and grass area within 300 feet of designated route. Outside of IRA. ALT. B, C & E - Route is within 300 feet of main road, outside IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3269	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site in aspen allowing for 4-5 trailers within 150 feet of designated route.				
3270	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pull off in aspen area within 150 feet of designated route.				
3271	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Large site allowing for 6 or more trailers. Route is within 300 feet of designated route. ALT. B, C & E - Route is within 300 feet of designated route, historical use. ALT. D - Do Not Adopt, route is IRA and greater than 150 feet.				
3272	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site allowing for 6 or more trailers within 150 feet of designated route.				
3273	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large site allowing for 6 or more trailers within 150 feet of designated route.				
3274	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				

3275	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3276	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3277	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3278	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in aspen area within 150 feet of designated road.				
3279	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route is in large meadow area and within 300 feet of designated route. ALTs. B, C & E - Route is within 300 feet of designated route. ALT D. - Do Not Adopt. Route is greater than 150 feet, Inside IRA.				
3280	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is in large meadow area outside of IRA. Route is greater than 300 feet. ALTs B & C - Route is in area of strong historical dispersed camping. ALTs. D & E - Do Not Adopt. Route is greater than 300 feet.				
3281	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site allowing dispersed camping within 150 feet of designated route.				
3282	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is long in area where resource concerns exist and trailers not recommended. Inside IRA. ALT. B, C, D & E - Do Not Adopt. Inside IRA, trailers not recommended.				
3283	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Small site in pines not recommended for trailers or larger vehicles. Inside IRA. ALT. B, C, D & E - Do Not Adopt. Inside IRA, trailers not recommended.				

3284	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pullout off of main road by river within 150 feet of designated route.				
3285	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small tent site by river within 150 feet of designated route.				
3286	**Unauthorized**	**Dispersed Camping Not Allowed**	**Dispersed Camping Not Allowed**	**Dispersed Camping Not Allowed**	**Dispersed Camping Not Allowed**
	Dispersed camping area within 150 feet of designated route - Area is within 1/4 mile of Iron Mine Campground - All ALTs - Dispersed camping not allowed.				
3287	**Unauthorized**				
	Moved to South Unit Proposal 4029.				
3288	**Unauthorized**				
	Moved to South Unit Proposal 4030.				
3289	**Unauthorized**				
	Moved to South Unit Proposal 4031.				
3290	**Unauthorized**				
	Moved to South Unit Proposal 4032.				
3291	**Unauthorized**				
	Moved to South Unit Proposal 4033.				
3292	**Unauthorized**				
	Moved to South Unit Proposal 4034.				

3293	**Unauthorized**				
	Moved to South Unit Proposal 4035.				
3294	**Unauthorized**				
	Moved to South Unit Proposal 4036.				
3295	**Unauthorized**				
	Moved to South Unit Proposal 4037.				
3296	**Unauthorized**				
	Moved to South Unit Proposal 4038.				
3297	**Unauthorized**				
	Moved to South Unit Proposal 4039.				
3298	**Unauthorized**				
	Moved to South Unit Proposal 4040.				
3299	**Unauthorized**				
	Moved to South Unit Proposal 4041.				
3300	**Unauthorized**				
	Moved to South Unit Proposal 4042.				
3301	**Unauthorized**				
	Moved to South Unit Proposal 4043.				

3302	**Unauthorized**				
	Moved to South Unit Proposal 4044.				
3303	**Unauthorized**				
	Moved to South Unit Proposal 4045.				
3304	**Unauthorized**				
	Moved to South Unit Proposal 4046.				
3305	**Unauthorized**				
	Moved to South Unit Proposal 4047.				
3306	**Unauthorized**				
	Moved to South Unit Proposal 4048.				
3307	**Unauthorized**				
	Moved to South Unit Proposal 4049.				
3308	**Unauthorized**				
	Moved to South Unit Proposal 4050.				
3309	**Unauthorized**				
	Moved to South Unit Proposal 4051.				
3310	**Unauthorized**				
	Moved to South Unit Proposal 4052.				

3311	**Unauthorized**				
	Moved to South Unit Proposal 4053.				
3312	**Unauthorized**				
	Moved to South Unit Proposal 4054.				
3313	**Unauthorized**				
	Moved to South Unit Proposal 4055.				
3314	**Unauthorized**				
	Moved to South Unit Proposal 4056.				
3315	**Unauthorized**				
	Moved to South Unit Proposal 4057.				
3316	**Unauthorized**				
	Moved to South Unit Proposal 4058.				
3317	**Unauthorized**				
	Moved to South Unit Proposal 4059.				
3318	**Unauthorized**				
	Moved to South Unit Proposal 4060.				
3319	**Unauthorized**				
	Moved to South Unit Proposal 4061.				

3320	**Unauthorized**				
	Moved to South Unit Proposal 4062.				
3321	**Unauthorized**				
	Moved to South Unit Proposal 4063.				
3322	**Unauthorized**				
	Moved to South Unit Proposal 4064.				
3323	**Unauthorized**				
	Moved to South Unit Proposal 4065.				
3324	**Unauthorized**				
	Moved to South Unit Proposal 4066.				
3325	**Unauthorized**				
	Moved to South Unit Proposal 4067.				
3326	**Unauthorized**				
	Moved to South Unit Proposal 4068.				
3327	**Unauthorized**				
	Moved to South Unit Proposal 4069.				
3328	**Unauthorized**				

	Moved to South Unit Proposal 4070.				
3329	**Unauthorized**				
	Moved to South Unit Proposal 4071.				
3330	**Unauthorized**				
	Moved to South Unit Proposal 4072.				
3331	**Unauthorized**				
	Moved to South Unit Proposal 4073.				
3332	**Unauthorized**				
	Moved to South Unit Proposal 4074.				
3333	**Unauthorized**				
	Moved to South Unit Proposal 4075.				
3334	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site for dispersed camping within 150 feet of designated route.				
3335	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site for dispersed camping within 150 feet of designated route.				
3336	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site for dispersed camping within 150 feet of designated route.				
3337	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers near small stream. Route is within 150 feet of designated route.				

3338	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 1-2 trailers near small stream. Route is within 150 feet of designated route.				
3339	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers near small stream. Route is within 150 feet of designated route.				
3340	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3341	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in sage and grass area and allow for 1-2 trailers. Route is within 150 feet of designated route.				
3342	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small area that would allow for one trailer. Route is within 150 feet of designated route.				
3343	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3344	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is in meadow, aspen and sage area. It would allow for 4-5 trailers. Route is greater than 300 feet. Inside IRA. ALT B & C - Multiple sites allowing for historical dispersed camping use. ALT. D & E - Do Not Adopt. Route is inside IRA and greater than 300 feet.				
3345	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3346	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in long meadow would allow for 3-4 trailers. Route is within 150 feet of designated route.				

3347	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in long meadow would allow for 6 or more trailers. Route is within 150 feet of designated route.				
3348	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in pine area within 150 feet of designated route.				
3349	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in pine area within 150 feet of designated route.				
3350	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site allowing for 1-2 trailers within 150 feet of designated route.				
3351	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in rock and pine area within 150 feet of designated route.				
3352	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in rock and pine area within 150 feet of designated route.				
3353	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route is in a little meadow by cliffs and would allow for 4 or more trailers. Route is within 150 feet of designated route.				
3354	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is in a small patch of sub alpine fire. Route is greater than 300 feet and inside IRA. ALTs B & C - Strong history of dispersed camping and multiple sites. ALT. D & E - Do Not Adopt. Route is in IRA and greater than 300 feet.				
3355					
	No Proposal				

3356	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small tent site on route within 150 feet of designated route.				
3357	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Route is in open alpine area near old corral. Route is within 150 feet of designated route.				
3358	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small tent site located on route near ridge top. Route is within 150 feet of designated route.				
3359	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Route is in grassy, rocky area in a sub-alpine bowl within 150 feet of designated route.				
3360	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small rocky site located on route within 150 feet of designated route.				
3361	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Bare rocky site allowing 3-4 trailers within 150 feet of designated route.				
3362	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small grassy area on pull off within 150 feet of designated route.				
3363	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Grassy area from pull off that would allow 2-3 trailers. Route is within 150 feet of designated route.				
3364	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Large open area (rough road for trailers) located within 150 feet of designated route.				

3365	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large open area with history of dispersed camping use (rough road for trailers) Route is greater than 300 feet. Inside IRA. ALT B & C - Strong history of dispersed camping. ALT. D & E - Do Not Adopt. Inside IRA and greater than 300 feet.				
3366	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large open area (rough road for trailers) within 150 feet of designated route.				
3367	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Rocky, grass flat that would allow for 3-4 trailers. Route is within 150 feet of designated route.				
3368	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located near river. Route is within 150 feet of designated route.				
3369	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route near river would allow for 2-3 trailers. Route is within 150 feet of designated route.				
3370	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in lodgepole area. Route is within 150 feet of designated route.				
3371	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in lodgepole area. Route is within 150 feet of designated route.				
3372	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in lodgepole area. Route is within 150 feet of designated route.				
3373	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Small site located in new lodgepole pine. Route is approximately 500 feet. Outside of IRA. ALT. B & C - Strong historical use, outside IRA. ALT. D & E - Do Not Adopt. Route is greater than 300 feet.				
3374	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site in new lodgepole pine area. Route is within 150 feet of designated route.				
3375	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large grass and aspen site within 150 feet of designated route.				
3376	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site on Lightning Ridge within 150 feet of designated route.				
3377	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large site (no shade), strong history of dispersed camping use. Route is approximately 600 feet. Inside IRA. ALT B & C - Strong history of dispersed camping. ALT. D & E - Do Not Adopt. In IRA and route is greater than 300 feet.				
3378	**Unauthorized**	**4WD mixed road**	**4WD mixed road**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large grassy meadow (no shade) Route is greater than 550 feet. Strong history of dispersed camping. Outside IRA. ALT. B & C - Strong history of dispersed camping use, outside IRA. ALT. D & E - Do Not Adopt. Route is greater than 300 feet.				
3379	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route leads to secluded dispersed camping location within 300 feet of designated route. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and offers secluded dispersed camping opportunity. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3380	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located within 150 feet of designated route.				
3381	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located on Lightning Ridge. Route is within 150 feet of designated route.				
3382	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small site located in lodgepole area. Route is within 150 feet of designated route.				

3383	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3384	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3385	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3386	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site located within 150 feet of designated route.				
3387	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Small dispersed camping site located in pine area. Route is less than 300 feet of designated route and outside of IRA. ALT. B, C & E - Route is within 300 feet of designated route, historical dispersed camping use. Outside IRA. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
3388	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site near old sawmill (see proposal 3112). Route is within 150 feet of designated route.				
3389	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is approximately 1/2 mile and concerns with resources exist. ALTs B, C, D, and E - Do Not Adopt as outlined above.				
3390	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route leads to dispersed camping area in grass and lodgepole pine. MITIGATION: Close route beyond this site as it continues further and would adversely affect road densities. ALT B & C - Strong historical dispersed camping in an area of appropriate use. Mitigate as shown above. ALT. D & E - Do Not Adopt. Route is over 300 feet and inside IRA.				
3391	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**

	Route leads to dispersed camping by Rock Lake. Route is greater than 700 feet. Inside IRA. ALT. B & C - Strong historical dispersed camping use in an area that supports use. ALT. D & E - Do Not Adopt - Route is over 300 feet and inside IRA.				
3392	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route leads to capped mine. Not appropriate for dispersed camping use. ALTs B, C, D, and E - Do Not Adopt as outlined above.				
3393	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is in open alpine area having historical dispersed camping use. Route is over 500 feet and inside IRA. ALT C - Strong history of dispersed camping. ALT. B, D & E - Do Not Adopt. Route is over 300 feet and inside of IRA. Route continues beyond site and designation could encourage use beyond site.				
3394	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site along road. Route is within 150 feet of designated route.				
3395	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site along road. Route is within 150 feet of designated route.				
3396	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large dispersed camping site in aspen and grass area. Route is approximately 300 feet. Inside IRA. This proposal replaces proposal 3110 which is much longer. MITIGATION: Stop vehicles at this point. ALT C - Route is in within 300 feet of designated route and history of dispersed camping use. ALT. B, D, & E - Adjacent route would be Motorized trail OHV less than 50", designation as open to all vehicles would not be compatible. Do Not Adopt. Route is greater than 150 feet.				
3397	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in aspen within 150 feet of designated route.				
3398	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in aspen and dead lodgepole. Route is within 150 feet of designated route.				
3399	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in ponderosa pine. Route is within 150 feet of designated route.				
3400	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**

	Small dispersed camping site in ponderosa pine. Route is within 150 feet of designated route. MITIGATION: Route continues past this point, would need to sign or barrier to stop traffic from going beyond 150 feet.				
3401	**Street Legal Vehicles Only**	**Administratively closed**	**Administratively closed**	**Administratively closed**	**Administratively closed**
	Street legal / Administratively Closed - This route is not being used currently as it is blocked with fallen trees. Unauthorized route 3001 is the route being used.				

D34 ROOSEVELT - DUCHESNE
SOUTH UNIT

	ALT. A No Action	ALT. D Preferred Alternative	ALT. C Increased motorized opportunity	ALT. D Non-motorized opportunity	ALT. E Blend of C and D
Prop #	**CURRENT CONDITION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**	**PROPOSED ACTION**
4001	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Unauthorized route / 4WD mixed road - Route is used for hunting with district support to open. Inside IRA. ALT. B, C & E - Road is located on top of ridge, minimal resource damage. And area is limited hunting entry. MITIGATE for resource concerns. ALT. D - Motorized Travel Prohibited. Non-designation would provide non-motorized hunting opportunity.				
4002	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route is used for hunting with district support to open. Inside IRA. ALT. B, C & E - Route provides important hunting access. MITIGATE for resource concerns. ALT. D - Motorized Travel Prohibited. Non-designation would provide non-motorized hunting opportunity.				
4003	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Unauthorized route / 4WD mixed road - Route is used for hunting with district support to open. Inside IRA. ALT. B & C - Road is located on top of ridge, Area is limited hunting entry. ALT. D & E - Motorized Travel Prohibited. Non-designation would provide non-motorized hunting opportunity.				
4004	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**Administratively Close**	**4WD mixed road**
	Administratively Close / 4WD mixed road - Proposal to open road for 4WD mixed use for hunting and motorized access. ALT. B, C & E - Concerns over improper use onto UDWR can be mitigated by signage and other means. ALT. D - Administratively Close. Provides non-motorized hunting opportunities, concerns from UDWR over improper use.				
4005	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**

	4WD mixed road / Administratively Close - Proposal to close route to motorized use. No compelling reason found to close. ALT. B, C, D & E - 4WD mixed road.				
4006	**Non-motorized Trail**	**Non-motorized Trail**	**Motorized Trail Open to all Vehicles**	**Non-motorized Trail**	**Non-motorized Trail**
	Non-motorized trail / Motorized trail open to all vehicles - Route accesses popular hunting area, may be user conflicts between motorized and non-motorized hunters. ALT. B, D & E - Non-motorized Trail in order to provide non-motorized hunting experiences. ALT. C - Provides motorized hunting access to popular area.				
4007	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50”**	**Motorized trail OHV less than 50”**	**Administratively Close**	**Motorized trail OHV less than 50" - Seasonal Closure**
	Motorized trail OHV less than 50" / Administratively Close - Proposal is to close motorized trail 657. Route is in big game winter range. ALT. B & C - Motorized trail OHV less than 50”. Route provides hunting and other recreational access. ALT. D - Administratively Close due to road density and within critical winter range. ALT. E - Mitigate by seasonal closure (Oct-June) for winter range with signing.				
4008	**Motorized trail OHV less than 50"**	**Motorized trail OHV less than 50”**	**Motorized trail OHV less than 50”**	**Administratively Close**	**Motorized trail OHV less than 50”**
	Motorized trail OHV less than 50" / Administratively Close - Road does not actually connect as loop on ground. Concerns with UDWR management of adjacent lands. ALT. B, C & E - mitigate concerns through signing restricting traffic to only FS roads. ALT. D - DWR concern for management of adjacent lands. Northern and southern ends do not actually loop as shown on map.				
4009	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**	**Mixed use road**
	4WD mixed road / Administratively Close to ATV. UDWR has expressed concerns with improper use of OHVs traveling onto UDWR land. ALT. B, C, D & E - Concerns over improper use onto UDWR can be mitigated by signage and other means.				
4010	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**
	4WD mixed road / 4WD mixed road - No change				
4011	**Motorized trail OHV less than 50"**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**
	Motorized trail OHV less than 50" / 4WD mixed road - Route supports larger vehicles and is being used as such. Designation would provide for legal use of UHV and jeep opportunities. ALT. B, C, D & E - make end of road apparent with signage.				
4012		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Correction of route number to 081				
4013	**4WD mixed road**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**	**Motorized Trail OHV less than 50"**
	4WD mixed road / Motorized Trail OHV less than 50" - FS road 069. Route has been managed for several years as motorized trail for OHV's less than 50" and was depicted on the 2005 travel map as Motorized OHV trail. This proposal will correct the designation to show actual use of route. ALTs B, C, D and E - All as outlined above.				

4014		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Correction of map to move road numbers closer to road depiction.				
4015	**Street Legal Vehicles Only**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**4WD mixed road**
	Street legal vehicles only / 4WD mixed road - Proposal would increases motorized opportunities for OHVs. ALT. B, C & E - Increases OHV opportunities on a designated road that would support such use. ALT. D - Street Legal Vehicles Only. Proposal would increase traffic and associated resource impacts.				
4016	**Administratively Close**	**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - FS road 073 is presently Administratively Close. Need to show as closed on map. (This route was closed during 1999 travel management NEPA analysis).				
4017		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS road 097				
4018		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - show FS road 098				
4019		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS road 169				
4020		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - Show FS road number				
4021	**4WD mixed road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	4WD mixed road / Administratively Close - Route does not exist on ground and is not being used. ALTs B, C, D & E - All as outlined above.				
4022	**Administratively Close**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**	**Administratively Close**	**Street Legal Vehicles Only**
	Administratively Close / Street legal vehicles only. Proposal is to open currently Administratively Close FS road 303. Proposal would provide additional dispersed camping opportunities. ALT B, C, and E - Proposal provides for additional dispersed camping on an existing system route. ALT. D - Administratively Close. Route would increase road densities and reduce non-motorized experience.				
4023	**Mixed use road**	**Administratively Close**	**Administratively Close**	**Administratively Close**	**Administratively Close**
	Mixed use road / Administratively Close – Road is currently gated and locked although depicted on current travel map as open. Route accesses horse pasture and guard station. ALT. B, C, D & E - Administratively Close in order to reflect current administrative only use.				

4024	**4WD mixed road**	**4WD mixed road**	**4WD mixed road**	**Street Legal Vehicles Only**	**Street Legal Vehicles Only**
	4WD mixed road / Street legal vehicles only - Route is short for ATVs and allows illegal cross country access on open portion of route. ALT. B & C - 4WD mixed road. Route provides OHV and UHV opportunities. ALT. D & E - Change in designation would improve enforceability along areas of concern.				
4025		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix – add FS road number 496				
4026		**Fix**	**Fix**	**Fix**	**Fix**
	Map fix - add FS road number 172				
4027	**4WD mixed road**	**Street Legal Vehicles Only - Seasonal Closure**	**4WD mixed road - Seasonal Closure**	**Street Legal Vehicles Only - Seasonal Closure**	**Street Legal Vehicles Only - Seasonal Closure**
	4WD mixed route / Street legal vehicles only - Route is too short for ATV use and otherwise would have to trailer ATVs to access starting point. ATVs are currently driving across meadow while wet and fording stream causing resource damage and rutting. ALT. B, D & E - Route is short and not consistent with use of main road. Route allows access to areas where illegal use is prevalent and causing resource damage. MITIGATION: Mitigate for wet season damage from street legal vehicles as well with seasonal closure (Oct - Jun 1). ALT. C - 4WD mixed road - Route provides short OHV route from dispersed camping area. MITIGATION: Mitigate for wet season damage with seasonal closure (Oct - Jun 1).				
4028					
	No Proposal				
DISPERSED CAMPING					
4029	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route provides access to grassy open spot for dispersed camping within 150 feet of designated route.				
4030	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route leads to small site near stream. Route is within 150 feet of designated route.				
4031	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping area located within 150 feet of designated route.				

4032	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Small dispersed camping area located within 150 feet of designated route.				
4033	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Large dispersed camping site allowing for 4-5 trailers. Route is located within 150 feet of designated route.				
4034	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Large dispersed camping site allowing for 6 or more trailers. Route is located within 150 feet of designated route.				
4035	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping site allowing for 2-3 trailers. Route is located within 150 feet of designated route.				
4036	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping site located at Jackson Hollow allowing for 2-3 trailers. Route is within 150 feet of designated route.				
4037	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Large dispersed camping site located in sage and pine area allowing for 5 or more trailers. Route is located within 150 feet of designated route.				
4038	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Large dispersed camping site in sage and pine area allowing for 3 or more trailers. Route is located within 150 feet of designated route.				
4039	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Large dispersed camping site in sage and pine area. Route is located within 150 feet of designated route.				
4040	Unauthorized	Motorized Trail Open to all Vehicles	Motorized Trail Open to all Vehicles	Motorized Trail Open to all Vehicles	Motorized Trail Open to all Vehicles

	Route leads to existing borrow pit site and allows for 5 or more trailers. Route is less than 300 feet from designated route. Inside IRA. ALT. B, C, D & E - Strong history of dispersed camping use. Route within 300 feet of main road. Administrative use leads to borrow pit.				
4041	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route leads to a large site allowing for 3-4 trailers. Route is less than 300 feet from designated road. Inside IRA. ALT. B, C & E -Route is less than 300 feet from road, leads to multiple dispersed camping opportunities. ALT. D - Do Not Adopt. Route is greater than 150 feet and inside IRA.				
4042	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Route leads to large open dispersed camping area in Water Hollow. Route is within 150 feet of designated route.				
4043	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route leads to dispersed camping allowing for two or more trailers. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is less than 300 feet from main road and historical use for dispersed camping. ALT. D - Do Not Adopt. Route is greater than 150 feet. Inside IRA.				
4044	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route leads to dispersed camping in sub alpine fir area. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is less than 300 feet from main road. Strong historical dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
4045	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Road is along Tub Ridge road and approximately 300 feet. Inside IRA. ALT. B, C & E - Route is approximately 300 feet from main road, historical dispersed camping use. ALT. D - Do Not Adopt Route is greater than 150 feet.				
4046	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Route leads to a dispersed camping site allowing for one or more trailers. Rough road. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is less than 300 feet from main road in historical area of dispersed camping. ALT. D - Do Not Adopt. Route is greater than 150 feet.				
4047	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping site allowing for 2-3 trailers. Route is within 150 feet of designated route.				
4048	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**

	Dispersed camping area in open sage allowing for 1-2 trailers. Route is within 150 feet of designated route.				
4049	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in open sage allowing for 1-2 trailers. Route is within 150 feet of designated route.				
4050	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in open sage allowing for 4-5 trailers. Route is within 150 feet of designated route.				
4051	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in open sage and aspen allowing for 4-5 trailers. Route is within 150 feet of designated route.				
4052	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in aspen and fir allowing for 4-5 trailers. Route is within 150 feet of designated route.				
4053	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 4-5 trailers. Route is within 150 feet of designated route.				
4054	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 5 or more trailers. Route is within 150 feet of designated route.				
4055	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 5 or more trailers. Route is within 150 feet of designated route.				
4056	Unauthorized	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet	Dispersed camping less than 150 feet
	Dispersed camping area in aspen and fir (Horse Ridge) allowing for 3-4 trailers. Route is within 150 feet of designated route.				

4057	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route leads to hunting camp and overlook. Route is extension of Howard Spring road and greater than 1600 feet. Inside IRA. ALT. B & C - Route provides dispersed camping in an area of strong historical use. ALT. D & E - Motorized Travel Prohibited. Route is over 300 feet, long route (1600 feet) and in IRA.				
4058	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping on Flat Ridge road allows for 1-2 trailers. Route is within 150 feet of designated route.				
4059	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping on Flat Ridge road. Route is within 150 feet of designated route.				
4060	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in sage, grass, and sub alpine fir area. Route is within 150 feet of designated route.				
4061	**Administratively Close**	**4WD mixed road**	**4WD mixed road**	**Administrative Close**	**4WD mixed road**
	Route leads to dispersed camping in aspen and sub alpine fire. Site includes cement pads and toilet, cherry stemmed out of IRA (West of old Avintaquin G.S.). Route was originally portion of FS road 517. It is approximately 1800 feet. ALT. B, C & E - Existing route, previous administrative site, heavy dispersed camping use, outside of IRA. ALT. D - Administrative Closed. Route is greater than 150 feet.				
4062	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping near cow camp within 150 feet of designated route.				
4063	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Large opening off of main route allowing 10 or more trailers. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and strong history of dispersed camping. ALT. D - Do Not Adopt. Route is greater than 150 feet and inside of IRA.				
4064	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in douglas fir area with small site for 2 trailers. Route is within 150 feet of designated route.				

4065	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small pullout of main road in sage area. Route is within 150 feet of designated route.				
4066	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Trail Open to all Vehicles**
	Large dispersed camping site in sage and sub alpine fir area. Route is less than 300 feet from main road. Inside IRA. ALT. B, C & E - Route is within 300 feet of designated route and strong historical dispersed camping use. ALT. D - Do Not Adopt. Route is greater than 150 feet and inside IRA.				
4067	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Large dispersed camping site in sage and sub alpine fir area. Route is approximately 750 feet. Inside IRA. ALT. B & C - Strong history of dispersed camping use in an area of appropriate use. ALT. D & E - Motorized Travel Prohibited. Route is greater than 300 feet and inside IRA.				
4068	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Large dispersed camping site in sage and sub alpine fir area. Route is within 150 feet of designated route.				
4069	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site in douglas fir and sage. Route is within 150 feet of designated route.				
4070	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Small dispersed camping site at edge sage flat and douglas fir. Route is within 150 feet of designated route.				
4071	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping area at head of Bumper Canyon. Route is within 150 feet of designated route.				
4072	**Unauthorized**	**Motorized Trail Open to all Vehicles**	**Motorized Trail Open to all Vehicles**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Route is well defined road with and old structure at road end. Route is greater than 2100 feet. Inside IRA. ALT. B & C - Route is well used site and road with strong history of dispersed camping, which is considered an appropriate use in the area. ALT. D & E - Motorized Travel Prohibited. Route is greater than 300 feet and inside of IRA.				
4073	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**

	Dispersed camping in douglas fir area within 150 feet of designated road.				
4074	**Unauthorized**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**	**Dispersed camping less than 150 feet**
	Dispersed camping in douglas fir area within 150 feet of designated road.				
4075	**Unauthorized**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**	**Motorized Travel Prohibited**
	Small site allowing for 2-4 trailers - This area is within the managed campground and is maintained as such. ALTs B, C, D, and E - Motorized Travel Prohibited. Within existing campground.				

This page intentionally left blank

Appendix B

Appendix B - Project Design Features

Project design features (PDFs) include the Best Management Procedure (BMPs) 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 ANF would follow National direction for signing and maps. The Forest Service has developed a standard national format for motor vehicle use maps (MVUM). These maps will be available at local Forest Service offices and, as soon as practicable, on Forest Service web sites.
- Newly Designated Roads and Trails. Newly designated roads and trails would be subject to the following project design features (a) through (m). 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. All newly designated roads or trails will not be authorized or placed onto the MVUM until on the ground assessments are made and all applicable PDFs are implemented.

    a. **Cultural Resources.** The Forest Archaeologist will conduct a cultural resources survey and evaluation, and receive concurrence from the Utah and Wyoming State Historic Preservation Office. Concurrence requires that no impacts would occur to cultural resource sites, or impacts would be mitigated to acceptable levels. Although most routes have been inventoried and cleared for use, a Programmatic Agreement or Memorandum of Agreement may be used to ensure all cultural resource requirements have been met.

    b. **Plants.** Complete a rare plants survey and evaluation, and enact necessary protection measures so that no unacceptable impacts would occur to rare plants, or impacts would be mitigated to acceptable levels.

    c. **Animals.** Complete a survey, evaluation and consultation for threatened, endangered, and sensitive animals. Enact necessary protection measure so that no unacceptable impacts would occur, or mitigate impacts to acceptable levels where possible.

    d. **ATV Trail Condition Assessments.** Qualified personnel complete an ATV Trail Condition Assessment on all new ATV routes to identify problems, recommend corrective measures and to establish a baseline for future monitoring.

    e. **Route Standards.** Design roads and trails to 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).

    f. **Trail Rerouting.** Reroute trails where water management structures cannot function or be properly maintained, where trails cross soils or sites poorly suited for motorized use, or to avoid impacting other sensitive resources (such as cultural sites).

g. **Trail Reclamation.** Reclaim abandoned trail segments by physical closure, installation of water management structures, and pulling available slash over the abandoned trail.

h. **Trail Construction.** Standard trail construction will follow the specifications required from EM-7720-102.

i. **Water Management Structures.** On all new motorized trails, construct and maintain water management features (such as waterbars, grade dips, culverts, sheet drains, check dams, ditches, or bridges).

j. **Reclaim unauthorized roads accessed by newly designated motorized trails.** Reclaim all unauthorized roads which originate off the newly designated motorized trails by signing or physical closure such as installation of water management structures, de-compacting the abandoned travel way, and pulling available slash over the roadway.

k. **Trail Improvement.** When rerouting a poorly located trail segment is not feasible, improve the trail surfaces so it will support use without unacceptable resource impacts. Improvement techniques include replacing or capping unsuitable soils including fills with geotextiles, gravel, corduroy, wood matrix, puncheon, porous pavement panels, or matting.

l. **Fish Bearing Streams.** All stream crossings on fish bearing streams will meet the Regional Aquatic Organism Passage Guidelines. Qualified personnel will review and concur on all stream crossings to verify if the stream is fish bearing, provides passage, and protects and maintains habitat.

m. **Weeds.** Include measures to prevent the spread of noxious weeds such as: use of weed-free gravel or soil, use of weed-free hay or straw and prompt re-vegetation of areas of disturbed soil. Treat identified noxious weed sites as appropriate.

n. **Public Safety.** Qualified personnel will complete assessments to determine measures needed to provide for safe use.

o. **Soil and Water Conservation practices.** Forest Service Handbook (FSH) 2509.22 will be used as the BMPs to meet the water quality protection elements of the Utah Non-point Source Management Plan.

Appendix C

Appendix C - Wilderness Potential: Proposals and Effects by Alternative

Introduction

Section 3.4 Wilderness Potential provides an assessment of the Travel Management Plan and associated effects to wilderness potential by consideration of inventoried Potential Wilderness Areas. This assessment has utilized the following table and information in completion of the assessment. This appendix describes the specific routes that are contained in Potential Wilderness Area inventory by area and proposal number. In addition, this appendix includes a set of location maps that show the 2005 Potential Wilderness Area inventory.

In recognition of the high degree of public interest in the 2001 Roadless Inventory, an appendix with a set of location maps showing the 2001 roadless inventory has also been included.

This appendix is meant to supplement the discussion provided in Section 3.4 Wilderness Potential. For a more detailed discussion of these items, refer to Section 3.4 Wilderness Potential**.**

Proposals by Potential Wilderness Area and Inventoried Roadless Area

Potential Wilderness Area No. 401107, Roadshed							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
401032	1005.0	4.0	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
419020	2016.0	3.4	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
	2039.0	2.5	ATV trail	Admin. closed	ATV trail	Admin. closed	Admin. closed
	2050.0	1.6	ATV trail	ATV trail	ATV trail	Admin. closed	ATV trail
	2086.0	0.5	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2130.1	0.6	Undesignated route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2130.2	0.2	None	Const. all vehicle trail	Const. all vehicle trail	None	Const. all vehicle trail
Consequences of Alternatives:			Improves attributes by closing the 4 mile ATV trail, proposal 1005, and not adding several other all vehicle trails to dispersed camp sites. Alternatives B and E would be better than C or A.				

Potential Wilderness Area No. 401201, South Slope High Country							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
None	2325.0	0.1	Unauthorized route	Road	Road	None	Road
	2354.0	0.1	Unauthorized route	Road	Road	Road	Road
401003	2115.0	2.3	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
401032	2233.0	1.7	ATV trail	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
Consequences of Alternatives:			2325 and 2354 are roads in Potential Wilderness, and each is less than 0.1 miles long. Does not meet inventory criteria and reduce all wilderness attributes; inventory updates would exclude corridor or area around the trail. 2233 would have little effect – corridor would be slightly wider.				

Potential Wilderness Area No. 401202, Dyer Mountain							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
None	2042.0	2.3	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
419020	2070.2	1.4	Undesignated route	ATV trail	ATV trail	None	ATV trail
	2464.0	2.3	Undesignated route	ATV trail	ATV trail	ATV trail	ATV trail
Consequences of Alternatives:			2460 would remain a non-motorized trail. 2070 - Action Alternatives would improve attributes - close routes in hatched area; D would best retain condition; no new designated motorized routes				

Potential Wilderness Area No. 401203, Grizzly Ridge							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
419020	2057.0	0.6	Undesignated route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2150.0	1.8	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
	2428.0	1.3	Undesignated route	ATV trail	ATV trail	None	ATV trail
Consequences of Alternatives:			Action alternatives improve by closing Unauthorized Routes and 2 mile ATV trail across the core of the area; D best for undeveloped character.				

Potential Wilderness Area No. 401204, Mount Lena							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
401003	2020.0	0.4	Undesignated route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2064.0	1.9	ATV trail	ATV trail	ATV trail	Nonmotorized trail	ATV trail
	2065.0	3.9	ATV trail	ATV trail	ATV trail	Nonmotorized trail	ATV trail
	2066.0	3.0	ATV trail	ATV trail	ATV trail	Nonmotorized trail	ATV trail
	2270.0	1.6	Undesignated route	None	None	None	None
	2303.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2304.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2305.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail

Consequences of Alternatives:	All alts would improve conditions for wilderness attributes from closure of routes in hatched area; D would be best; close most ATV trails and increase nonmotorized ROS in increase opportunities for solitude and primitive recreation. Overtime other attributes would also have improved conditions.

Potential Wilderness Area No. 401205, Brush Creek

IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
419020	2001.0	0.4	Road	Admin. closed	Open	Admin. closed	Admin. closed
	2002.0	1.0	Road	Admin. closed	Open	Admin. closed	Admin. closed
	2392.0	0.1	Unauthorized route	None	None	None	None
Consequences of Alternatives:			Many routes inside and outside of the hatched area would be removed by action alternatives, in addition to these closures in Alternatives B, D, and E. Improvements in conditions of wilderness attributes would result, though the area would retain its motorized ROS classes.				

Potential Wilderness Area No. 401206, Ashley Gorge

IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
419020	2032.0	5.2	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
	2035.0	0.9	Road	Road	Road	Road	Road
	2038.1	1.1	ATV trail	Nonmotorized trail	ATV trail	Nonmotorized trail	Nonmotorized trail
	2038.2	2.0	ATV trail	Nonmotorized trail	ATV trail	Nonmotorized trail	Nonmotorized trail
	2038.3	2.8	ATV trail	Nonmotorized trail	ATV trail	Nonmotorized trail	ATV trail
	2038.4	0.4	ATV trail	Nonmotorized trail	ATV trail	Nonmotorized trail	ATV trail
	2045.0	1.1	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
	2208.0	1.7	Undesignated route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2324.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2460.0	2.9	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
Consequences of Alternatives:			Many routes inside and outside of the hatched area would be removed by action alternatives. Improvements in conditions of wilderness attributes would be best in D, but solitude and primitive recreation would also be available in a larger area under Alternatives B and E. Alternative C would have the fewest positive effects due to the remaining number of open motorized routes.				

Potential Wilderness Area No. 401208, Lower Dry Fork West							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
401004	2028.0	1.4	Nonmotorized trail	Nonmotorized trail	All vehicle trail	Nonmotorized trail	Nonmotorized trail
Consequences of Alternatives:			Proposal 2028 would change the use on the 1.4 miles of trail, and add the extra width and noise of motorized in the area. Wilderness attributes of undeveloped character and opportunities for solitude would be slightly reduced.				

Potential Wilderness Area No. 401301, High Uintas A							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
None	3137	0	Unauthorized route	Road	Road	None	Road
	3149	0	Unauthorized route	Road	Road	None	Road
	3150	0	Unauthorized route	Road	Road	None	Road
	3151	0	Unauthorized route	Road	Road	None	Road
	3152	0	Unauthorized route	Road	Road	None	Road
401016	3155	0	Unauthorized route	None	All vehicle trail	None	None
	3233	0	Unauthorized route	None	All vehicle trail	None	None
419020 None 401016	3053	4	ATV trail	ATV trail	ATV trail	Admin. Closed	ATV trail
	3117	0	Unauthorized route	None	All vehicle trail	None	None
	3137	0	Unauthorized route	Road	Road	None	Road
	3149	0	Unauthorized route	Road	Road	None	Road
	3150	0	Unauthorized route	Road	Road	None	Road
	3151	0	Unauthorized route	Road	Road	None	Road
	3152	0	Unauthorized route	Road	Road	None	Road
	3155	0	Unauthorized route	None	All vehicle trail	None	None
Consequences of Alternatives:			These routes are already in use even though most are not designated. Alternative D would be the best for improving conditions of wilderness attributes, particularly solitude and primitive recreation, by closing the 4 mile ATV trail, proposal 3053, and not adding the all vehicle trails to dispersed camp sites. Alternatives B and E would be better than C or A.				

Potential Wilderness Area No. 401301, High Uintas B							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
401015	3025	1	Admin. Closed	Admin. Closed	Road	Admin. Closed	Road
419020	3087	0	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	3097	0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3220.2	0	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	3222	0	Unauthorized route	All vehicle trail	All vehicle trail	None	None
Consequences of Alternatives:			Alternatives B and D would be best for maintaining wilderness attributes because they designate no new routes, and retain the road closure of 3025 proposal. If this road is opened (Alternatives D & E) inventory updates would exclude the road and very slightly reduce the size of the area.				

Potential Wilderness Area No. 401301, High Uintas C							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
None	3354	0	Unauthorized route	All vehicle trail	All vehicle trail	None	None
0401014	3011	1	Admin. Closed	Road	Road	Admin. Closed	Road
	3196	0	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	3198	0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
0401015	3160	0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3161	0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3162	0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
0419020	3001	3	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3002	1	Unauthorized route	None	All vehicle trail	None	All vehicle trail
	3043	2	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3116	0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3182	0	Unauthorized route	None	None	None	None
	3184	0	Unauthorized route	None	None	None	None

Potential Wilderness Area No. 401301, High Uintas C							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
	3185	0	Unauthorized route	None	None	None	None
None	3354	0	Unauthorized route	All vehicle trail	All vehicle trail	None	None
Consequences of Alternatives:			These routes already have some level of use. Proposals 3001 and 3011 access about the same area. Alternative D would be the best for improving conditions of wilderness attributes by closing the 4 mile ATV trail, proposal 3011, and not adding several other all vehicle trails to dispersed camp sites. Alternatives B and E would be better than C or A..				

Potential Wilderness Area No. 401302, Rhoades Canyon							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
401015	3379.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
419020	3377.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
Consequences of Alternatives:			These routes access dispersed camping areas along perimeter roads. Wilderness attributes would best be maintained or improved by Alternatives D and E due to the reduced disturbance to the area and its undeveloped character.				

Potential Wilderness Area No. 401303, Big Ridge							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
401014	3113.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3114.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3197.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3199.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	3365.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
419020	3074.5	1.8	Admin. closed	ATV trail	ATV trail	Admin. closed	ATV trail
	3074.6	1.8	Unauthorized route	ATV trail	ATV trail	None	ATV trail
	3173.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	3271.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3390.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	None	None

Potential Wilderness Area No. 401303, Big Ridge							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
	3391.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	3393.0	0.1	Unauthorized route	None	All vehicle trail	None	None
Consequences of Alternatives:			Proposal 3074.5 and 3074.6 cross an area where there are currently no open motorized routes. These proposals would have negative effects to the wilderness attribute of solitude and primitive recreation, in all alternatives except D. The other trails all continue to provide for dispersed camping off of main roads. Closing all of these routes (Alternative D) would be best for maintaining and improving the wilderness attribute of undeveloped character; Alternative E would be better than B and C because it closes some of these routes.				

Potential Wilderness Area No. 401304, Hells Canyon							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
401005	3062.0	0.6	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
419020	3095.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
Consequences of Alternatives:			These routes are along the area boundary, and provide access to dispersed camp sites. The alternatives would all have about the same effects for this area.				

Potential Wilderness Area No. 401402, Timber Canyon East							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
418033	3330.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	4072.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	None	None
Consequences of Alternatives:			The change is expected to have little effect on wilderness attributes; all alternatives would have no effects.				

Potential Wilderness Area No. 401403, Indian Springs							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
401012	3321.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3325.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4015.0	0.6	Road	Road	Road	Road	Road
	4063.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4067.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None

Potential Wilderness Area No. 401403, Indian Springs							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
Consequences of Alternatives:			The change in travel and maintenance to lower development road, and addition of 2 camping routes is not expected to affect wilderness attributes.				

Potential Wilderness Area No. 401404, Mill Hollow							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
401012	4011.0	1.9	ATV trail	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	4016.0	0.2	Admin. closed	Admin. closed	Admin. closed	Admin. closed	Admin. closed
Consequences of Alternatives:			The change in vehicles using the trail will not change effects to wilderness attributes; the trail will be slightly wider, but vehicle noise will be less or remain the same.				

Potential Wilderness Area No. 401405, First Canyon							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
401011	3315.0	0.3	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	4004.0	0.6	Admin. closed	Road	Road	Admin. closed	Road
	4008.0	1.6	ATV trail	ATV trail	ATV trail	Admin. closed	None
	4057.0	0.3	Unauthorized route	All vehicle trail	All vehicle trail	None	None
Consequences of Alternatives:			None of the alternatives would add negative effects to wilderness attributes. Alternative D and E would be positive because the sight and sound effects from these routes would be reduced, improving undeveloped character and opportunities for solitude.				

Potential Wilderness Area No. 401406, Right Fork Indian Canyon							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
401011	3301.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3302.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3303.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4043.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4044.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4045.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail

Potential Wilderness Area No. 401406, Right Fork Indian Canyon							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
Consequences of Alternatives:			None of the alternatives will have negative effects to wilderness attributes.				

Potential Wilderness Area No. 401407, Cottonwood							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
None	4023.0	0.2	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed
401010	4006.0	2.9	Nonmotorized trail	Nonmotorized trail	All vehicle trail	Nonmotorized trail	Nonmotorized trail
	4022.0	0.3	Admin. closed	Road	Road	Admin. closed	Road
Consequences of Alternatives:			Alternative C would have negative effects wilderness attributes in this area. Proposal 4006 would split the area by joining motorized routes, and would further limit the opportunities for solitude and the area with undeveloped character.				

Potential Wilderness Area No. 401410, Alkali Canyon							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
401008	4001.0	4.2	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4002.0	0.9	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	4003.0	0.3	Unauthorized route	All vehicle trail	All vehicle trail	None	None
Consequences of Alternatives:			The proposals together or just 4001 would reduce SPNM ROS in the area, and remove opportunities for solitude in the largest block within the area. These negative effects to wilderness attributes would be in all alternatives except D.				

Other Proposals in Inventoried Roadless Areas							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
401003	2099.0	2.3	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2101.0	1.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	2102.0	0.7	Unauthorized route	All vehicle trail	All vehicle trail	None	None
401004	2306.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2322.0	0.1	Unauthorized route	None	None	None	None
	2332.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail

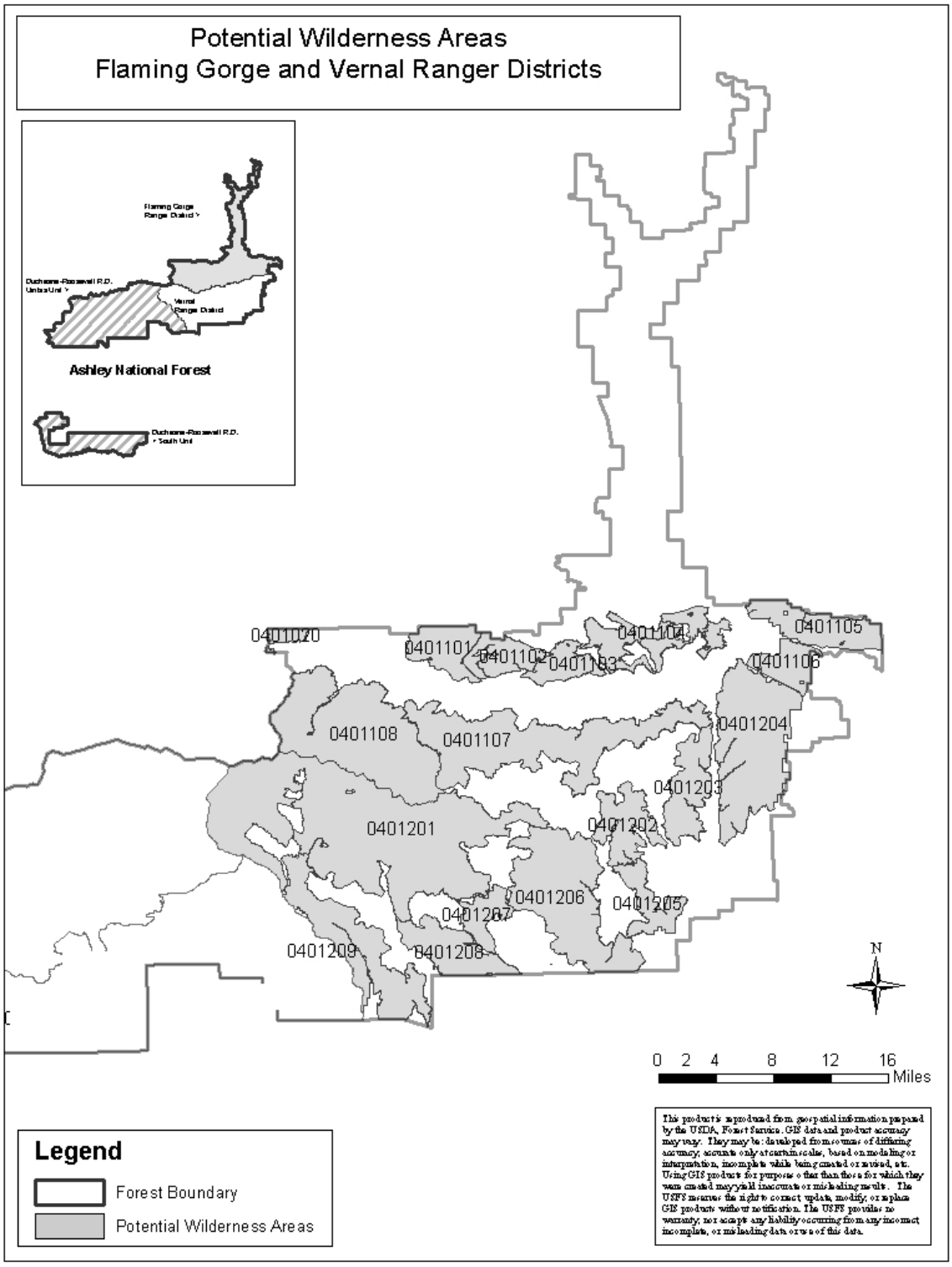
Other Proposals in Inventoried Roadless Areas							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
	2454.0	0.8	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed
401005	2062.0	1.5	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed
	2196.0	0.2	Road	Road	Road	Admin. closed	Road
	2358.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	3243.0	0.8	Unauthorized route	None	None	None	None
401008	4007.0	1.2	ATV trail	ATV trail	ATV trail	Admin. closed	ATV trail
401010	4027.0	0.3	Road	Road	Road	Road	Road
401011	3304.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4021.0	0.7	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed
	4024.0	1.6	Road	Road	Road	Road	Road
	4046.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
401014	3344.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
401015	3165.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3166.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3167.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
401016	3136.1	0.1	Unauthorized route	None	All vehicle trail	None	None
	3136.2	0.1	Unauthorized route	None	None	None	All vehicle trail
401018	1074.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	1075.0	0.5	Unauthorized route	None	All vehicle trail	None	None
	1080.0	0.5	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	1081.0	0.5	Unauthorized route	All vehicle trail	All vehicle trail	None	None

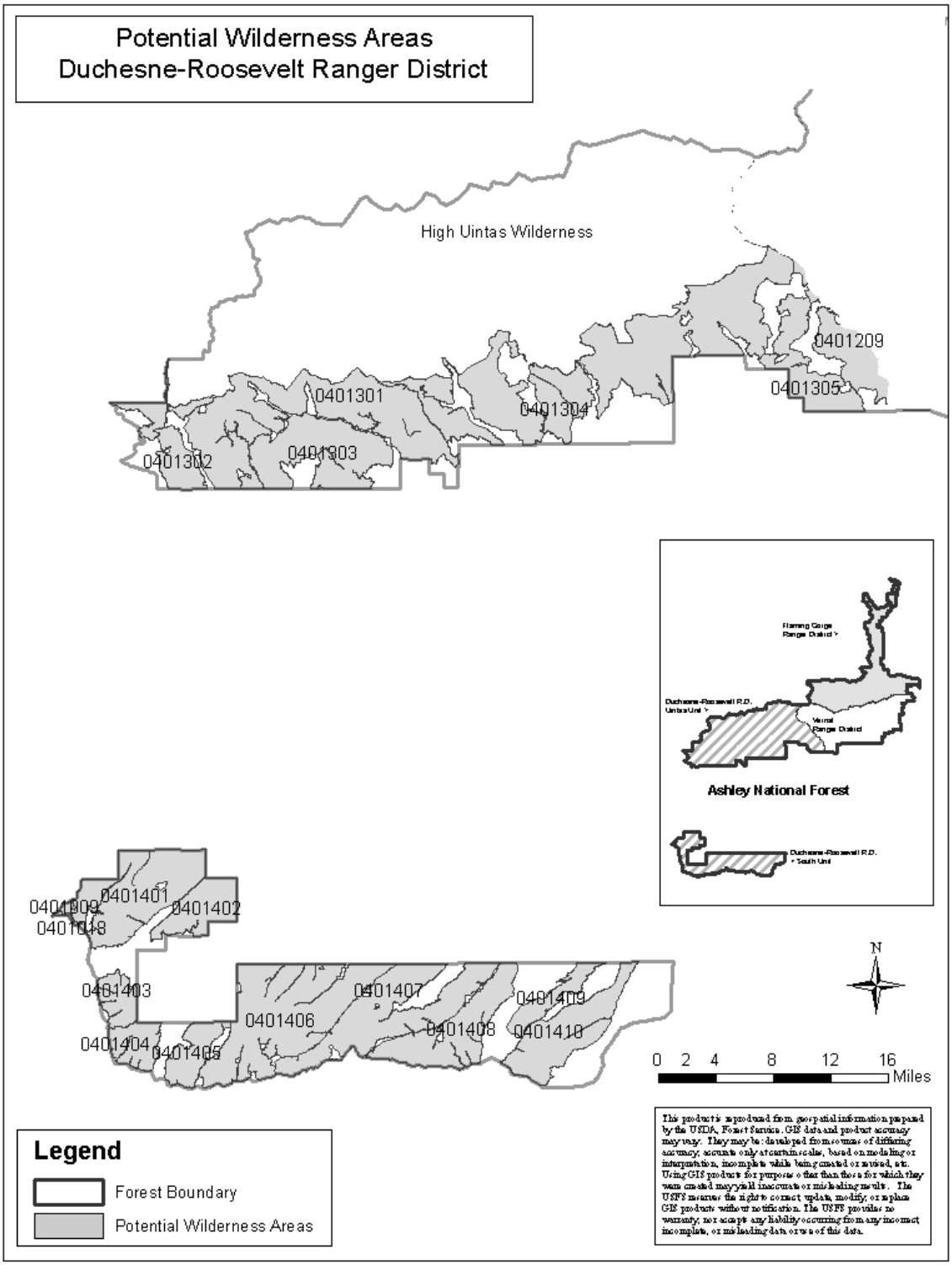
Other Proposals in Inventoried Roadless Areas							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
	1082.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	1083.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	1089.0	0.3	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
401032	2010.0	2.3	Road	Road	Road	Road	Road
401036	1024.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	1028.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
418033	3299.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3324.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4041.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4066.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	4078.0	0.0	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed
419020	1168.0	0.2	Unauthorized route	None	All vehicle trail	None	None
	1240.0	0.8	Road	Road	Road	Road	Road
	1241.0	0.9	Road	Road	Road	Road	Road
	2003.0	0.3	Road	Admin. closed	Road	Admin. closed	Admin. closed
	2004.0	0.6	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
	2005.0	0.7	ATV trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail	Nonmotorized trail
	2008.0	0.8	Road	ATV trail	ATV trail	ATV trail	ATV trail
	2015.0	3.5	Unauthorized route	ATV trail	ATV trail	None	ATV trail
	2015.3	1.5	Unauthorized route	ATV trail	ATV trail	None	None
	2026.0	0.4	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed

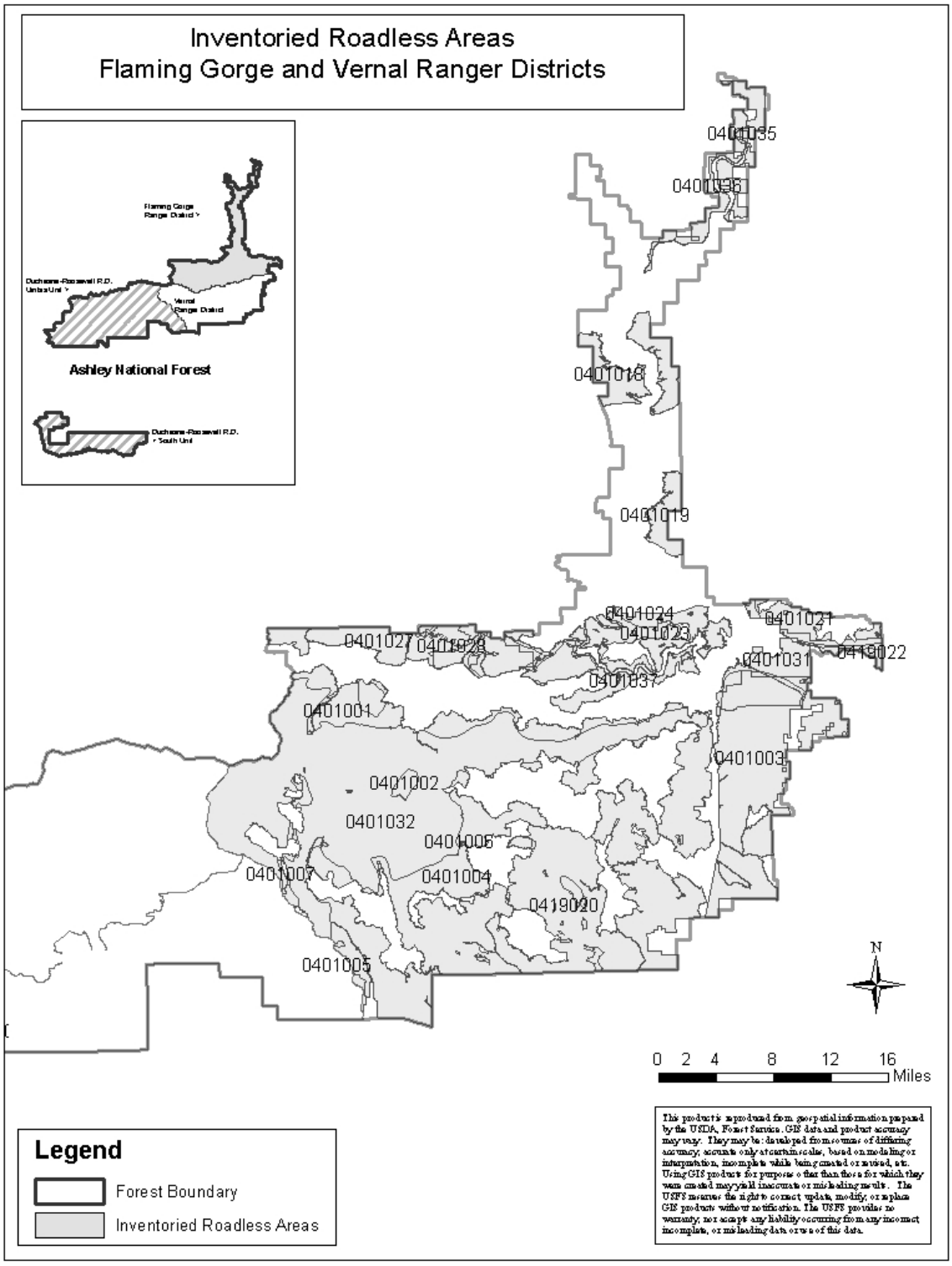
Other Proposals in Inventoried Roadless Areas							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
	2090.0	2.2	Unauthorized route	None	All vehicle trail	None	None
	2144.0	0.4	None	Const. ATV trail	Const. ATV trail	Const. ATV trail	Const. ATV trail
	2152.0	0.3	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed
	2171.0	1.4	Road	Road	Road	Road	Road
	2194.0	1.0	Road	Road	Road	Road	Road
	2195.0	1.1	Road	Road	Road	Road	Road
	2203.0	2.0	Unauthorized route	ATV trail	ATV trail	ATV trail	ATV trail
	2274.1	0.9	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2308.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2323.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
419020 Cont.	2383.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2385.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2386.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2387.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2387.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2393.0	0.7	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2394.0	0.3	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	2408.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2408.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2409.0	0.5	ATV trail	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2410.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail

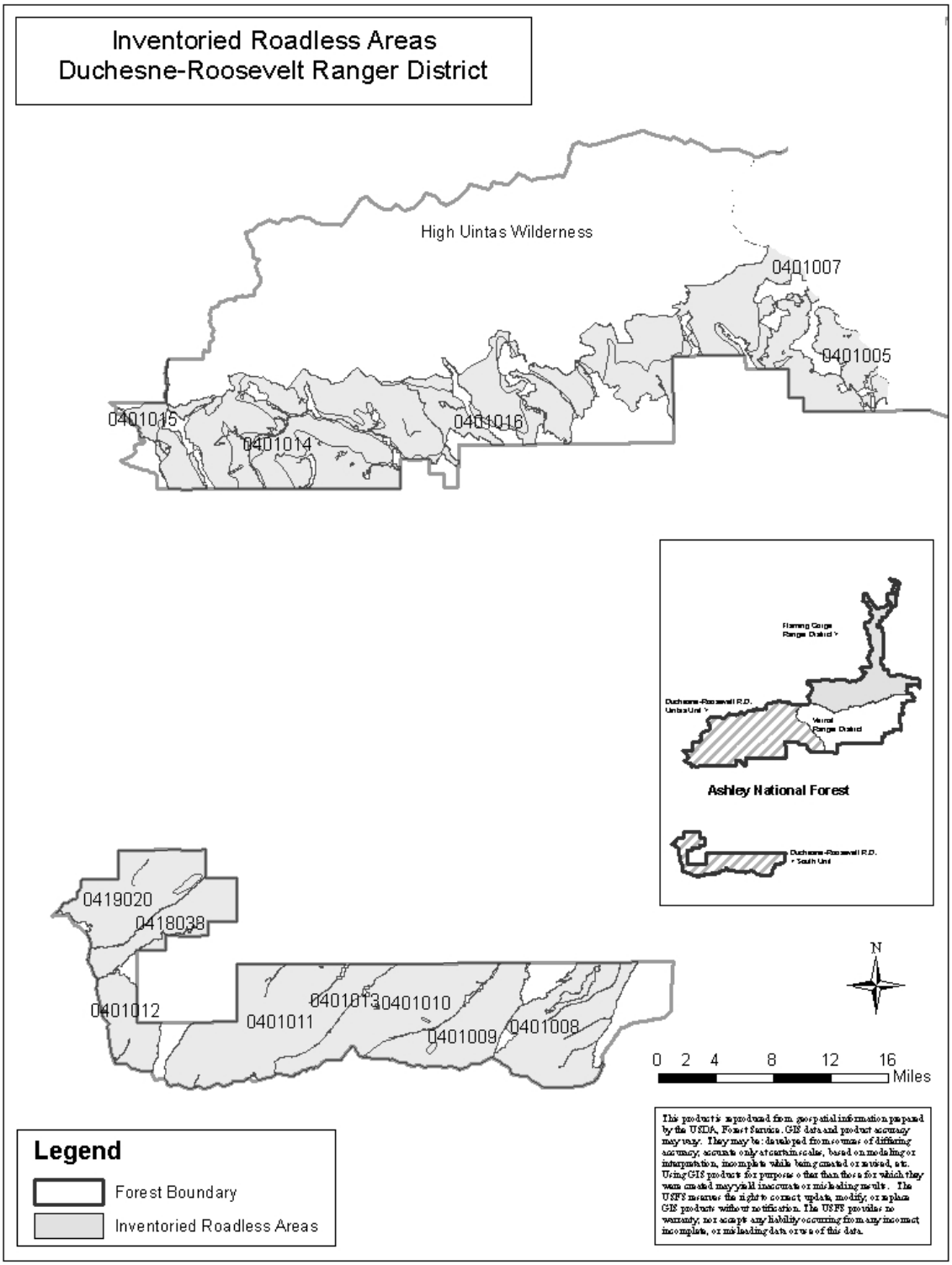
Other Proposals in Inventoried Roadless Areas							
IRA No.	Prop. No.	Miles	Alternative				
			A	B	C	D	E
	2411.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2412.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2413.0	0.3	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	2427.0	0.2	Unauthorized route	ATV trail	ATV trail	None	ATV trail
	2429.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	ATV trail
	2461.0	0.7	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3006.0	2.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3009.0	0.1	Road	Road	Road	Road	Road
	3009.0	0.0	Road	Road	Road	Road	Road
419020 Cont.	3013.0	0.2	None	Const. ATV trail	Const. ATV trail	None	Const. ATV trail
	3054.0	1.3	Road	Road	Road	Admin. closed	Road
	3060.0	0.4	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3074.1	3.3	ATV trail	ATV trail	All vehicle trail	ATV trail	ATV trail
	3111.0	0.1	Unauthorized route	None	All vehicle trail	None	None
	3126.2	0.1	Unauthorized route	None	None	None	All vehicle trail
	3195.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3196.0	0.2	Unauthorized route	All vehicle trail	All vehicle trail	None	None
	3220.1	0.1	Unauthorized route	All vehicle trail	All vehicle trail	None	Road
	3224.0	0.0	Unauthorized route	None	None	None	None
	3225.0	0.3	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3231.0	0.0	Unauthorized route	All vehicle trail	All vehicle trail	None	All vehicle trail
	3279.0	0.0	Unauthorized	All vehicle trail	All vehicle trail	None	All vehicle trail

Other Proposals in Inventoried Roadless Areas							
IRA No.	Prop. No.	Miles	**Alternative**				
			A	B	C	D	E
			route				
	3298.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
	3396.0	0.1	Unauthorized route	None	All vehicle trail	None	None
	3401.0	1.3	Road	Admin. closed	Admin. closed	Admin. closed	Admin. closed
	4040.0	0.1	Unauthorized route	All vehicle trail	All vehicle trail	All vehicle trail	All vehicle trail
Consequences of Alternatives:			Effects are not described because early analysis indicated these areas have characteristics (size, ROS, presence and density of roads, heavy use or modification) not consistent with wilderness attributes or with inventory criteria for wilderness potential.				


Potential Wilderness Areas
Flaming Gorge and Vernal Ranger Districts
Flaming Gorge Range District
Duchesne-Roosevelt R.D. Uintas Unit
Vernal Range District
Ashley National Forest
Duchesne-Roosevelt R.D. South Unit
0401020
0401101
0401102
0401103
0401104
0401105
0401106
0401108
0401107
0401204
0401203
0401201
0401202
0401206
0401205
0401207
0401209
0401208
N
0 2 4 8 12 16
Miles
Legend
Forest Boundary
Potential Wilderness Areas
This product is reproduced from geospatial information prepared by the USDA, Forest Service. GIS data and product accuracy may vary. They may be: developed from sources of differing accuracy; accurate only at certain scales, based on modeling or interpretation, incomplete while being created or revised, etc. Using GIS products for purposes other than those for which they were created may yield inaccurate or misleading results. The USFS reserves the right to correct, update, modify, or replace GIS products without notification. The USFS provides no warranty, nor accepts any liability occurring from any incorrect, incomplete, or misleading data or use of this data.


Potential Wilderness Areas
Duchesne-Roosevelt Ranger District
High Uintas Wilderness
0401209
0401305
0401301
0401304
0401302
0401303
Flaming Gorge Range District
Duchesne-Roosevelt R.D. Uintas Unit
Vernal Range District
Ashley National Forest
Duchesne-Roosevelt R.D. - South Unit
0401401
0401402
0401408
0401418
0401403
0401407
0401409
0401406
0401408
0401410
0401404
0401405
N
0 2 4 8 12 16
Miles
This product is reproduced from geospatial information prepared by the USDA, Forest Service. GIS data and product accuracy may vary. They may be: developed from sources of differing accuracy; accurate only at certain scales; based on modeling or interpretation; incomplete while being created or revised; etc. Using GIS products for purposes other than those for which they were created may yield inaccurate or misleading results. The USFS reserves the right to correct, update, modify, or replace GIS products without notification. The USFS provides no warranty, nor accepts any liability occurring from any incorrect, incomplete, or misleading data, or use of this data.
Legend
Forest Boundary
Potential Wilderness Areas


Inventoried Roadless Areas
Flaming Gorge and Vernal Ranger Districts
Ashley National Forest
Flaming Gorge Range District
Vernal Range District
0401035
0401036
0401018
0401019
0401024
0401023
0401021
0419022
0401027
0401028
0401031
0401037
0401001
0401003
0401002
0401032
0401006
0401007
0401004
0419020
0401005
N
0 2 4 8 12 16
Miles
Legend
Forest Boundary
Inventoried Roadless Areas


Inventoried Roadless Areas
Duchesne-Roosevelt Ranger District
High Uintas Wilderness
0401007
0401005
0401015
0401014
0401016
Flaming Gorge Range District
Duchesne-Roosevelt R.D. Uintas Unit
Vernal Range District
Ashley National Forest
Duchesne-Roosevelt R.D. - South Unit
0419020
0418038
0401012
0401013
0401010
0401011
0401009
0401008
N
0 2 4 8 12 16
Miles
Legend
Forest Boundary
Inventoried Roadless Areas
This product is reproduced from geospatial information prepared by the USDA, Forest Service. GIS data and product accuracy may vary. They may be: developed from sources of differing accuracy; accurate only at certain scales; based on modeling or interpretation; incomplete while being created or revised; etc. Using GIS products for purposes other than those for which they were created may yield inaccurate or misleading results. The USFS reserves the right to correct, update, modify, or replace GIS products without notification. The USFS provides no warranty, nor accepts any liability occurring from any incorrect, incomplete, or misleading data, or use of this data.

This page intentionally left blank

Appendix D

PROJECT DESIGN FEATURES, MONITORING and EVALUATION

Project Design Features

The Forest would follow National direction for signing and maps. The Forest Service has developed a standard national format for motor vehicle use maps (MVUM). These maps will be available at local Forest Service offices and, as soon as practicable, on Forest Service web sites.

Project design features (PDFs) include the Best Management Procedure (BMPs) 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 ANF would follow National direction for signing and maps. The Forest Service has developed a standard national format for motor vehicle use maps (MVUM). These maps will be available at local Forest Service offices and, as soon as practicable, on Forest Service web sites.
- Newly Designated Roads and Trails. Newly designated roads and trails would be subject to the following project design features (a) through (m). 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. All newly designated roads or trails will not be authorized or placed onto the MVUM until on the ground assessments are made and all applicable PDFs are implemented.

    a. **Cultural Resources.** The Forest Archaeologist will conduct a cultural resources survey and evaluation, and receive concurrence from the Utah and Wyoming State Historic Preservation Office. Concurrence requires that no impacts would occur to cultural resource sites, or impacts would be mitigated to acceptable levels. Although most routes have been inventoried and cleared for use, a Programmatic Agreement or Memorandum of Agreement may be used to ensure all cultural resource requirements have been met.

    b. **Plants.** Complete a rare plants survey and evaluation, and enact necessary protection measures so that no unacceptable impacts would occur to rare plants, or impacts would be mitigated to acceptable levels.

    c. **Animals.** Complete a survey, evaluation and consultation for threatened, endangered, and sensitive animals. Enact necessary protection measure so that no unacceptable impacts would occur, or mitigate impacts to acceptable levels where possible.

    d. **ATV Trail Condition Assessments.** Qualified personnel complete an ATV Trail Condition Assessment on all new ATV routes to identify problems, recommend corrective measures and to establish a baseline for future monitoring.

e. **Route Standards.** Design roads and trails to 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).

f. **Trail Rerouting.** Reroute trails where water management structures cannot function or be properly maintained, where trails cross soils or sites poorly suited for motorized use, or to avoid impacting other sensitive resources (such as cultural sites).

g. **Trail Reclamation.** Reclaim abandoned trail segments by physical closure, installation of water management structures, and pulling available slash over the abandoned trail.

h. **Trail Construction.** Standard trail construction will follow the specifications required from EM-7720-102.

i. **Water Management Structures.** On all new motorized trails, construct and maintain water management features (such as waterbars, grade dips, culverts, sheet drains, check dams, ditches, or bridges).

j. **Reclaim unauthorized roads accessed by newly designated motorized trails.** Reclaim all unauthorized roads which originate off the newly designated motorized trails by signing or physical closure such as installation of water management structures, de-compacting the abandoned travel way, and pulling available slash over the roadway.

k. **Trail Improvement.** When rerouting a poorly located trail segment is not feasible, improve the trail surfaces so it will support use without unacceptable resource impacts. Improvement techniques include replacing or capping unsuitable soils including fills with geotextiles, gravel, corduroy, wood matrix, puncheon, porous pavement panels, or matting.

l. **Fish Bearing Streams.** All stream crossings on fish bearing streams will meet the Regional Aquatic Organism Passage Guidelines. Qualified personnel will review and concur on all stream crossings to verify if the stream is fish bearing, provides passage, and protects and maintains habitat.

m. **Weeds.** Include measures to prevent the spread of noxious weeds such as: use of weed-free gravel or soil, use of weed-free hay or straw and prompt re-vegetation of areas of disturbed soil. Treat identified noxious weed sites as appropriate.

n. **Public Safety.** Qualified personnel will complete assessments to determine measures needed to provide for safe use.

o. **Soil and Water Conservation practices.** Forest Service Handbook (FSH) 2509.22 will be used as the BMPs to meet the water quality protection elements of the Utah Non-point Source Management Plan.

Monitoring and Evaluation

The goal of travel plan monitoring is to determine how the travel plan is or is not working, and to help identify changes needed in travel management or monitoring methods. 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 a 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.

Monitoring of revised Travel Plan routes for their effects on natural resources 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 various 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 various 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 or 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 could provide for an ongoing monitoring strategy in association with new Travel Plan route designations. Given the size of the project area (1,126,419 acres) and the large number of road and trail miles to either be closed or designated as open, 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 prioritization for Forest-wide road maintenance. The ANF 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 resource concerns prior to being designated as open to motor vehicle use.

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 number of trails varies, in 2009 the ANF was assigned to perform route condition surveys on five trails. Newly designated trails would also be inventoried for engineering, archeological, and resource concerns prior to being designated as open for public motor vehicle use.

3. Closure of existing authorized and unauthorized routes: As funding allows, existing routes closed to future motor vehicle use would be inventoried in order to identify resource concerns and develop needed mitigation measures for meeting Forest Plan Standards and Guidelines. A reporting form would be developed for a system with which to track reports of road and trail problems, resource concerns and impacts that are identified by agency personnel and

members of the public. This reporting process would be incorporated into a GIS database system of record, for tracking of reported needs and their prioritization for remediation. Implementation of identified 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.

Mitigation Measures

The Forest Service also developed the following mitigation measures to be used as part of all of the action alternatives.

Rare Plants

The five mitigation measures below will help reduce the risk to Threatened, Endangered, Proposed, and Sensitive plant populations and their habitat from the invasion and expansion of noxious weeds and invasive species.

1. During motorized trail construction and road obliteration activities, all off-road and maintenance equipment is required to be free of noxious weed seeds when moving equipment into a new area and/or moving between areas that are known to contain noxious weeds. Use federal form B6.35 – Equipment Cleaning.

2. Use certified weed-free straw and mulch for all projects conducted or authorized by the Forest Service on National Forest System lands. If state-certified straw and/or mulch is not available, the Forests should require sources certified to be weed free using the North American Weed Free Forage Program standards or a similar certification process.

3. Certified “weed-free” seed mix is required for areas that are seeded.

4. Avoid weed-infested areas for use as staging or parking areas.

5. Complete post-project surveys to document infestations and to allow treatment of noxious weeds in areas of disturbance.

Water Resources

For unauthorized routes that would be designated as NF routes, the potential for adverse travel-related effects to soil and water resources can be reduced by following standards and guidelines regarding trail and road location, construction and maintenance found in Forest Service handbooks 2509.22 (chapter 10), 2309.18 (chapters 3, 4, 10 and 20), 7709.57 and 7709.58.

Other site specific mitigation can include seasonal closure of routes in areas prone to seasonally wet soils, rerouting sections of motorized trail which traverse meadows and wet soils, use of bridges or hardened fords at stream crossings, and in areas prone to erosion surface OHV trails 200 feet either side of perennial stream crossings with gravel.

Wildlife

Lynx

New roads and trails and reconstruction proposed under these alternatives are few, and have been located where possible away from forested stringers and ridge tops. General maintenance of roads and trails on the Forest usually does not include brushing the roadsides, unless it poses a hazard. Therefore, the

alternatives would comply with the intent of the standards and guidelines in the Lynx Conservation Analysis Strategy (LCAS) and the Northern Rockies Lynx Management Direction (NRLMD). In the event that location of these new roads/trails and reconstruction changes, the following mitigations should be followed to help in maintaining habitat connectivity for lynx. These mitigations are guidelines within the LCAS and the NRLMD.

Locate trails/roads away from forested stringers.
Minimize building of roads directly on ridge tops or areas identified as important for lynx habitat connectivity.

Goshawk

New roads and trails and reconstruction proposed under these alternatives are few, but may also cause noise disturbance in the immediate vicinity of these areas during the construction and/or reconstruction phase. Construction and reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. However, to comply with the guidelines in the Goshawk Amendment to the Forest Plan and to minimize effects to goshawks within the Post Fledgling Areas (PFA), the following mitigation would be applied for any new road/trail construction or reconstruction within the PFA of an occupied goshawk territory.
Construction of new roads/trails or reconstruction of existing roads/trails within the PFA of an occupied goshawk territory should be restricted between March 1 and September 30, unless the biologist determines that there would be no adverse affects to goshawks. The biologist will be consulted prior to construction or reconstruction of any road or trail proposed under the action alternatives.

Sage Grouse

There are no new roads/trails proposed within sage grouse habitat, however there are a few routes that may need maintenance or reconstruction. Reconstruction of roads or trails proposed under these alternatives is few, but may also cause noise disturbance to sage grouse in the immediate vicinity of these areas. Reconstruction activities would only be for a short duration, thus displacement would only be temporary if it does occur. However, nesting birds could abandon nests and breeding may be disrupted if reconstruction occurs within breeding/nesting habitat during that critical time period. Therefore to avoid nest abandonment and disruption to breeding the following mitigation should be applied reconstruction activities of roads/trails within sage grouse habitat that is within 2 miles of an active lek.
Reconstruction activities of roads/trails within sage grouse habitat that is within 2 miles of an active lek should not occur between March 1 and June 15, unless the biologist determines that there would be no adverse effects to sage grouse. The biologist will be consulted prior to reconstruction of any road or trail proposed under the action alternatives.

Cultural Resources

Mitigation measures are intended to reduce the adverse effects to a site, or to offset the adverse effects on one site by acting to achieve beneficial effects to another site elsewhere, or to collect scientific data allowing interpretation of a site. Mitigation measures could include closing routes, recovering archaeological data by excavating sites, avoiding sites, or providing public education products that provides in depth information about the resources that will be affected. Numerous mitigation measures are available and the Forest is required to consult with the State Historic Preservation Officer and concerned tribes to determine appropriate mitigation plans.

During the review process for the proposed alternatives, some routes were located in areas with so many cultural resource concerns that they were dropped from consideration in all alternatives because the anticipated mitigation measures would have been unfeasible or unattainable.

Cultural Resource Site Monitoring

Another mitigation option is to monitor sites with anticipated indirect effects. This mitigation option will

be adopted for the cultural resources sites with anticipated effects from the proposed alternatives. Ashley National Forest will select a sample of sites eligible for the National Register of Historic Places that are within 30m (100 feet) of designated routes to be monitored periodically to determine if adverse effects related to travel route designation are occurring. If the condition of a particular site is found to have significant deterioration due to travel route designation, mitigation of the adverse effects will be conducted.

2005 Travel Rule,1 1,1 10, 23, 44
303(d) and 305(b) Listed Waters,3 56

A

Access,2 18
All-Terrain Vehicle, 23
ATV. *See* All Terrain Vehicles

B

Bald eagle,3 80
Best Management Practices, 1, 7,3 178,5 26
Bighorn Sheep,3 81,3 115
Birds of Conservation Concern, 3-79,3 84, 3-86,3 132,3 136,3 180
Black-footed Ferret,3 33,3 80,3 135
BMP. *See* Best Management Practices
Boreal Owl,3 33,3 81,3 99,3 135

C

Clean Water Act,3 177
Common Loon,3 33,3 81,3 135
Cooperating Agencies,1 13
Cross-country motor vehicle use,2 4,
Cultural Resources, 3 161,
Cumulative Effects,3 50,3 70,3 132,3-155,3 166,3 169,

D

Decision Framework,1 11
Designated motorized routes,3 2

E

Economics,1 16, 3-158,5 28
Emergency closures,2 6
Endangered Species Act,3 177
Environmental Justice, 160
Exemptions to off-road travel,2 6

F

Flaming Gorge Recreation Niche Area,3 78
Flammulated Owl,3 81,3 103,3 135,3 136
Forest Service Region 4 Sensitive Species,3 135

G

Golden Eagle,3 84,3 125,3 136
Goshawk,2 10, 3 77, 3 95,3 135, 3 137
Great Gray Owl,3 81,3 101,3 135
Greater Sage-grousec,3 81

H

Hatched Travel Area,1 4,

I

Intermountain Regional Forester's Sensitive Species,3 80
Inventoried Roadless Area,2 18
IRA, 23, 35, *See* Inventoried Roadless Area
Issues,1 13,3 6, 3 53,3 76,3-151,3 158,

L

Limit motorized access to dispersed camping, 5
Lincoln's Sparrow,3 84,3 129,3 136
Lynx,2 10,3 80,3 88,3 135,3 137

M

Management Indicator Species,3 77,3 84, 3-117,3 135
Mexican Spotted Owl,3 80,3 91,3 135
Migratory Birds,3 86
Mitigation Measures,1 13,2 9,
Mixed Traffic Use. *See* Mixed Use Road
Mixed Use Road,2 4
Motor Vehicle Use Map,1 2,1 18,1 20,2 4
Motorized Trails,2 4
Mule deer,3 82, 3-119
Municipal Watersheds,3 58
MVUM. *See* Motor Vehicle Use Map

N

National Forest System road,2 4
Non-motorized trails,2 4
Non-system routes,2 4,
Noxious Weeds,1 21

O

Off Highway Vehicle,1 21,2 2,2 6
OHV. *See* Off Highway Vehicle
Over-snow Winter Motorized Travel,1 9

P

Peregrine Falcon,3 81
Preferred Alternative,1 13
Project Design Features,1 21, 7
PDF. *See* Project Design Features
Project Record,1 6,1 12,1 23,2 13,3 73,3 142,3 168,3 172,3 175,5 12,5 25
Proposed Action,1 11,
Public Involvement,1 12,2 1,2 8,2 9
Public Rights-of-Way,1 21

Pygmy Rabbit,3 81,3 111,3 135

R

Recreation Niche Area,3 28,
Red-naped Sapsucker,3 84,3 127,3 136
Roads,2 5
Roads Analysis,1 6,1 23,5 15,
Roadless Rule,1 23
Rocky Mountain elk,3 79, 383
RS 2477,1 21
Rugged Backcountry Recreation Niche Area,3 81

S

Song Sparrow,3 84,3 129,3 136
Species of Concern,3 84
Spotted Bat,3 81
State Statutes,2 5
Street Legal Road,2 5

T

Threatened and Endangered Species,3 80
Townsend's Big-eared Bat,3 81
Trumpeter Swan, 3 81,3 135

U

Utility Terrain Vehicle,2 5

V

Vast Backyard Recreation Niche Area,3 78

W

Warbling Vireo,3 84,3 127,3 136
Water Quality,3 56
White-tailed Ptarmigan,3 84,3 131,3 136
Wilderness Potential,1 16,3 135,3 142,3 175
Wildlife,1 15,3 78,
Wolverine,3 81,3 113,3 135

Y

Yellow-billed Cuckcoo,3-80

Figure 2.1
FEIS Alternative A -
Flaming Gorge Ranger District
Ashley National Forest
September 2009

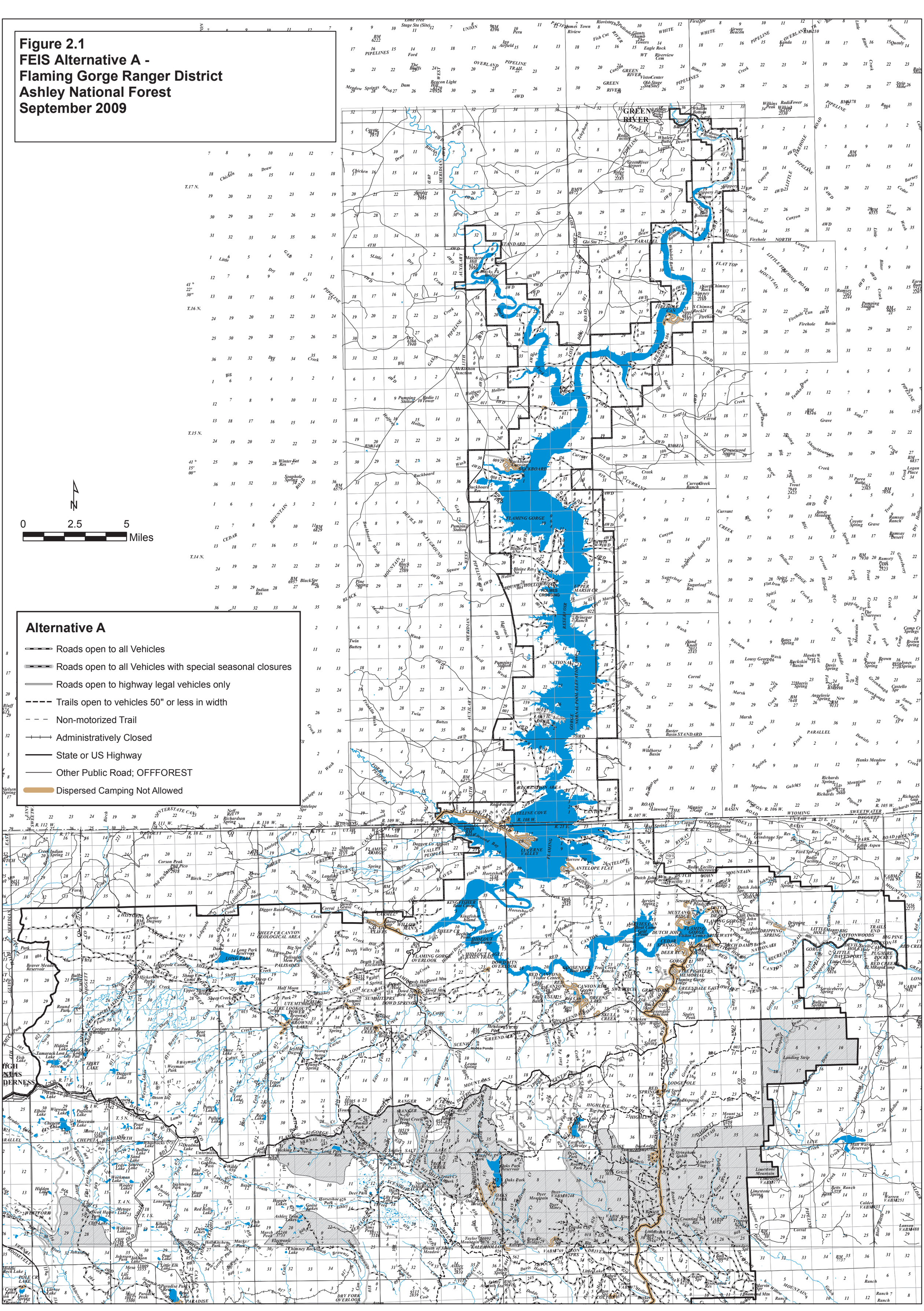

GREEN RIVER
FLAMING GORGE
BUCKBOARD
LUCERNE VALLEY
ANTELOPE FLAT
KINGFISHER
HIDEOUT
HIDEOUT EAGLE
FLAMING GORGE OVERLOOK
DOWD MTN OVERLOOK
RED CANYON
SHEEP CR CANYON GEOLOGICAL AREA
SHEEP CREEK
SPIRIT LAKE
SUMMIT SPRS
DOWD SPRINGS
BROWNIE LAKE
LONG PARK
PALISADES
DEER RUN
CEDAR SPRINGS
DUTCH JOHN
MUSTANG RIDGE
FLAMING GORGE Visitor Center
SPILLWAY
DRIPPING SPRING
LITTLE HOLE
COTTONWOODS
BIG PINE
DEVILS CAMP
DAVENPORT
PUGMIRE
ROCKET
RED CREEK
BLM Rapid Camp
FIRE FIGHTERS MEMORIAL
Flaming Gorge Lodge
GREENDALE EAST
GREENDALE Group
GREENDALE Junction
GREENS LAKE
SKULL CREEK
RED CANYON Visitor Center
CANYON RIM
Green River Trail
Trail Creek Ranch
GOOSENECK Boat Camp
Gooseneck Lakes
Red Canyon Lodge
Red Canyon Creek
Ross Spr
Speirs Peak
Spicer Chimneys
Sweetwater Rocks
Sweetwater Creek
Sweetwater Spr
Sweetwater Lakes
Sweetwater Park
Sweetwater Res
Sweetwater Flats
Sweetwater Mountain
Sweetwater Gap
Sweetwater Cem
Sweetwater Basin
Sweetwater Ranch
Sweetwater Creek Ranch
Sweetwater Creek Trail
Sweetwater Creek Campground
Sweetwater Creek Campground Loop
Sweetwater Creek Trailhead
Sweetwater Creek Trailhead Loop
Sweetwater Creek Trailhead Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail
Sweetwater Creek Trailhead Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop Trail Loop

Figure 2.4
FEIS Alternative B -
Flaming Gorge Ranger District
Ashley National Forest
September 2009

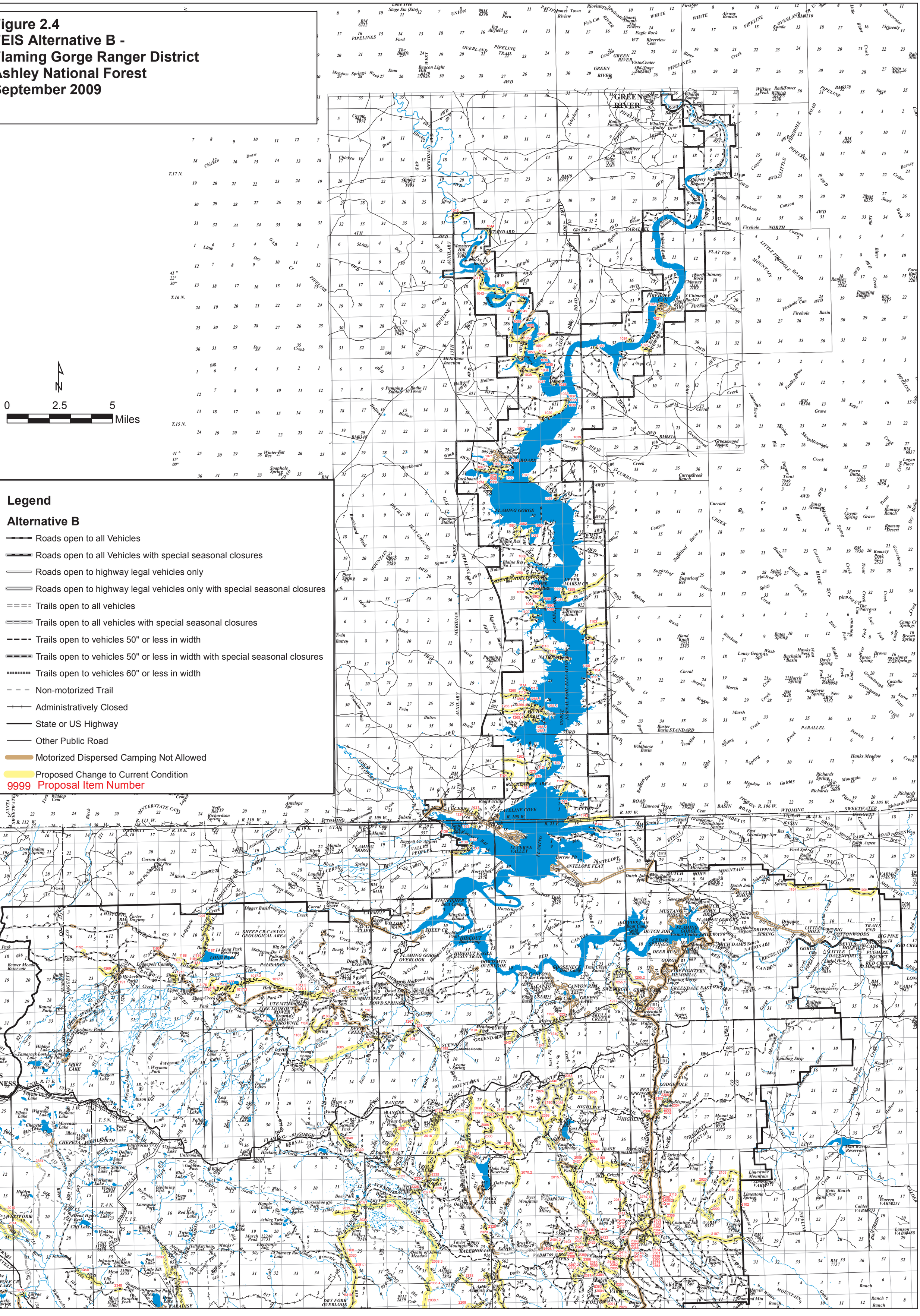
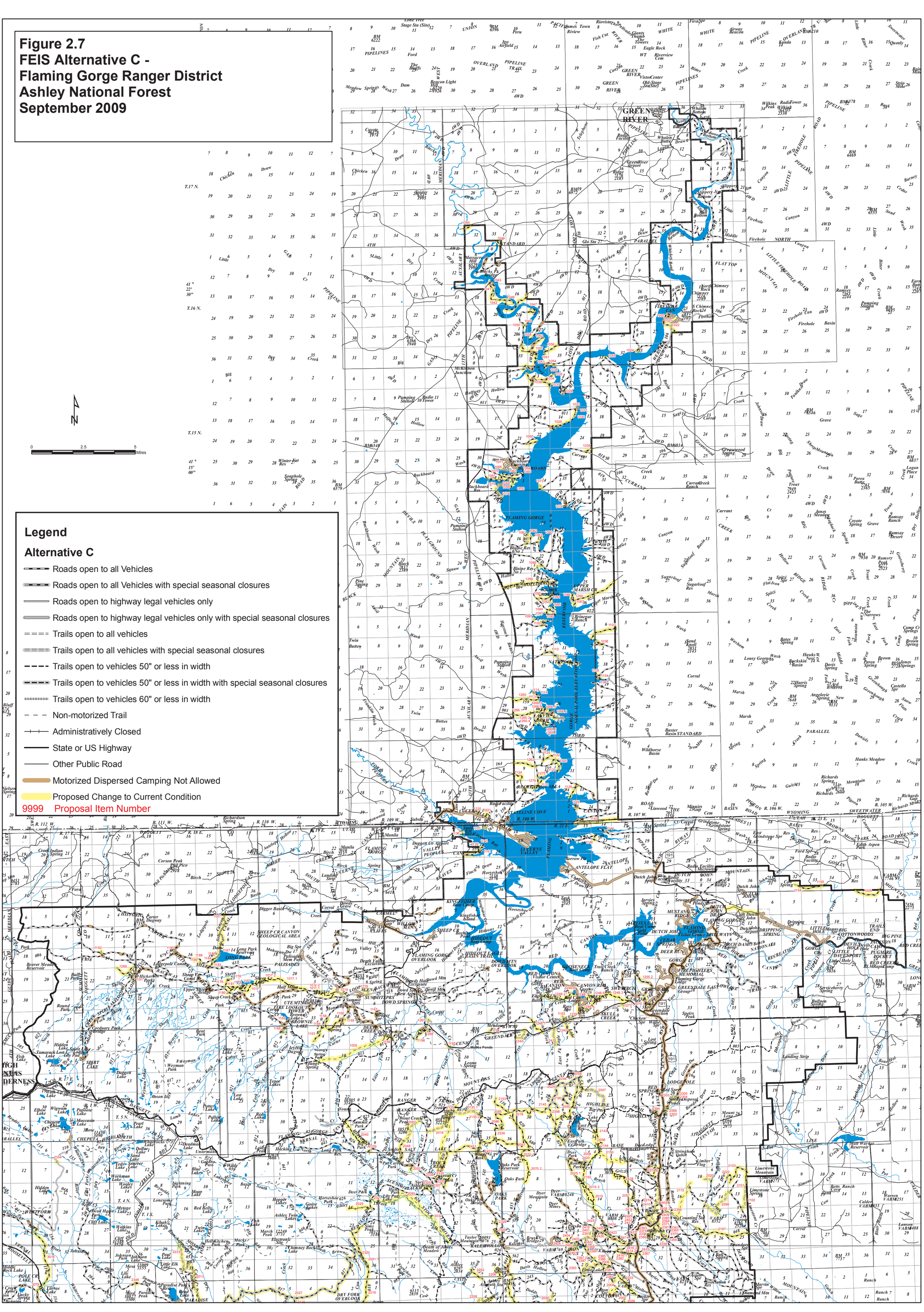

N
0
2.5
5
Miles
T.17 N.
T.16 N.
T.15 N.
41 ° 22' 30"
41 ° 15' 00"
GREEN RIVER
FLAMING GORGE
LUCERNE VALLEY
KINGFISHER Boat Camp
HIDEOUT Boat Camp
HIDEOUT EAGLE BASIN TRAIL
FLAMING GORGE OVERLOOK
DOWD MTN OVERLOOK
RED CANYON OVERLOOK
DRY FORK OVERLOOK
SQUAW HOLLOW LOOP
SUMMIT SPRS DOWD SPRINGS
SHEEP CR CANYON GEOLOGICAL AREA
NATIONAL RECREATION TRAIL
SCENIC
RECREATION AREA
STATELINE COVE
LONG PARK
PARADISE
Moose Ponds
Young's Spring
Leona Spring
Deadman Lake
Spirit Lake
Lily Pad Lake
Daggett Lake
Spider Lake
Chicken Draw
Blacks Fk Bridge
Massacre Hill 6529
Buckboard Crossing
Buckboard Res
Blaine Res No 2
Blaine Res No 1
Flaming Gorge Res
Green River Airport
Radio Facility
Pumping Station
Fire Lookout Tower
Ranger Station
Work Center
Campground
Boat Ramp
Picnic Area
Trailhead
Visitor Center
Marina
Lodge
Golf Course
Airport
Dam
Bridge
Tunnel
Cemetery
Church
School
Hospital
Post Office
Fire Station
Police Station
Campsite
Trailer Space
Group Campsite
Picnic Table
Restroom
Water Faucet
Boat Launch
Boat Dock
Boat Slip
Boat Mooring
Boat Rental
Boat Fuel
Boat Pump Out
Boat Wash
Boat Storage
Boat Trailer
Boat Trailer Parking
Boat Trailer Storage
Boat Trailer Rental
Boat Trailer Repair
Boat Trailer Wash

Figure 2.7
FEIS Alternative C -
Flaming Gorge Ranger District
Ashley National Forest
September 2009



Legend

Alternative C

- Roads open to all Vehicles
- Roads open to all Vehicles with special seasonal closures
- Roads open to highway legal vehicles only
- Roads open to highway legal vehicles only with special seasonal closures
- Trails open to all vehicles
- Trails open to all vehicles with special seasonal closures
- Trails open to vehicles 50" or less in width
- Trails open to vehicles 50" or less in width with special seasonal closures
- Trails open to vehicles 60" or less in width
- Non-motorized Trail
- Administratively Closed
- State or US Highway
- Other Public Road
- Motorized Dispersed Camping Not Allowed
- Proposed Change to Current Condition

9999 Proposal Item Number

Figure 2.10
FEIS Alternative D -
Flaming Gorge Ranger District
Ashley National Forest
September 2009

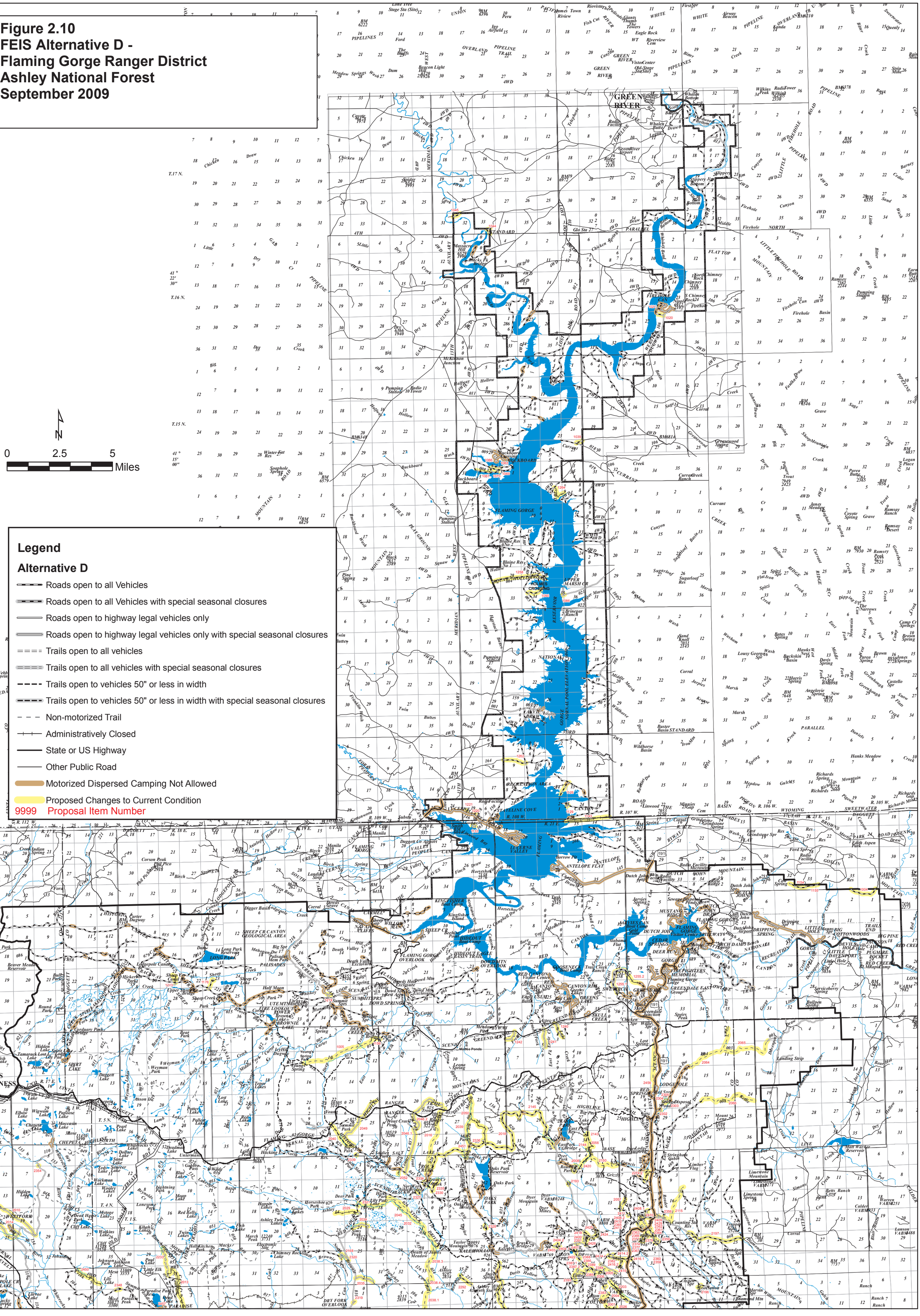


Figure 2.13
FEIS Alternative E -
Flaming Gorge Ranger District
Ashley National Forest
September 2009

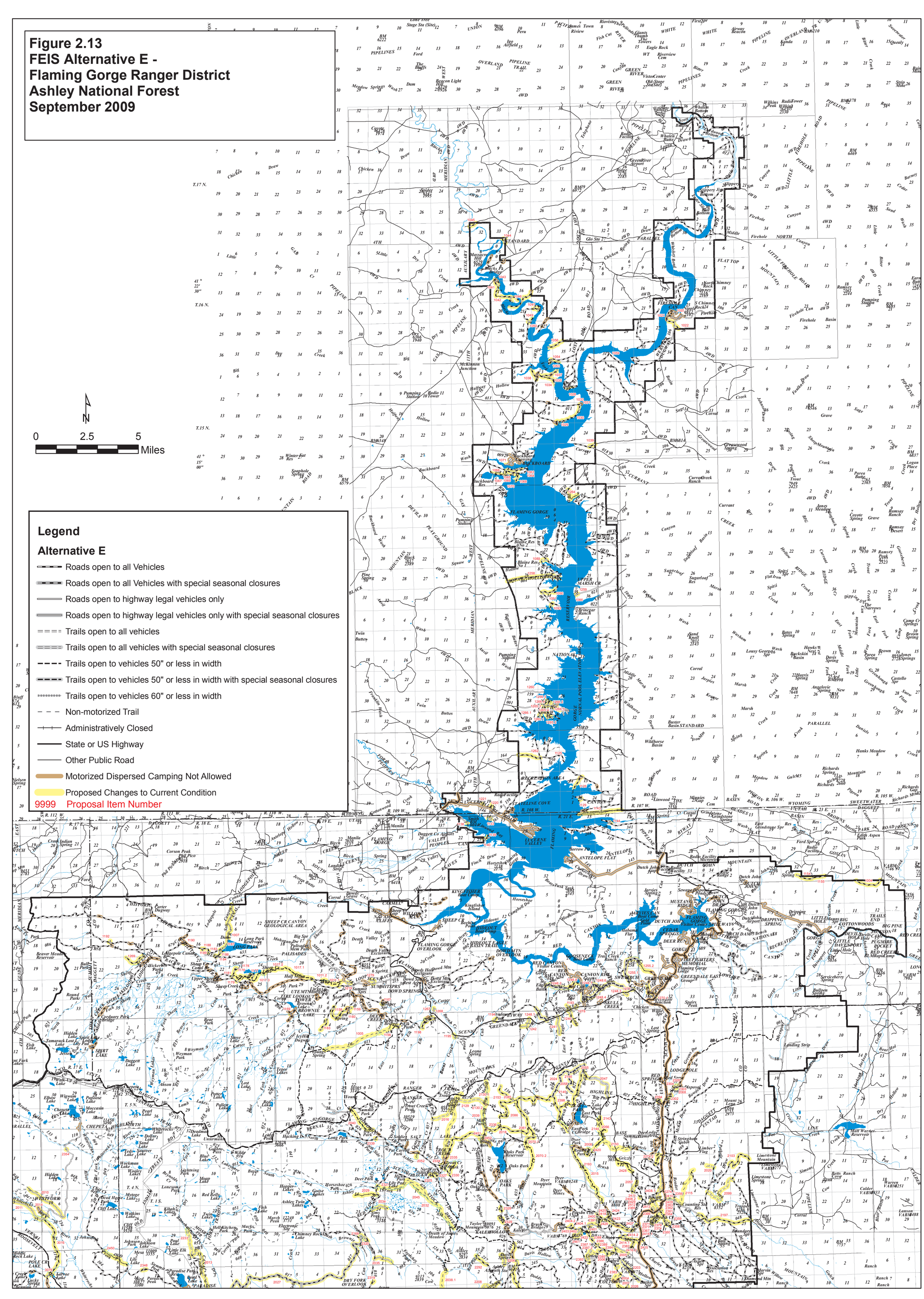

0
2.5
5
Miles
Legend
Alternative E
Roads open to all Vehicles
Roads open to all Vehicles with special seasonal closures
Roads open to highway legal vehicles only
Roads open to highway legal vehicles only with special seasonal closures
Trails open to all vehicles
Trails open to all vehicles with special seasonal closures
Trails open to vehicles 50" or less in width
Trails open to vehicles 50" or less in width with special seasonal closures
Trails open to vehicles 60" or less in width
Non-motorized Trail
Administratively Closed
State or US Highway
Other Public Road
Motorized Dispersed Camping Not Allowed
Proposed Changes to Current Condition
9999 Proposal Item Number
FLAMING GORGE
BUCKBOARD
CURRANT
FLAT TOP
FIREHOLE CAN
HOLLOW
UPPER MARSH CR
RESERVOIR
NATIONAL FOREST
GORGE
NORMAL POOL ELEVATION
RECREATION AREA
STATELINE COVE
CANYON
LUCERNE VALLEY
ANTELOPE FLAT
DUTCH JOHN
FLAMING GORGE
MOUNTAIN
DRIPPING SPRING
LITTLE FIREHOLE
MOUNTAIN ROAD
LITTLE FIREHOLE CANYON
NORTH
PARALLEL
STANDARD
BLACKS FK
BRIDGE
FLAMING GORGE OVERLOOK
HIDEOUT EAGLE BASIN TRAIL
DOWD MTN OVERLOOK
RED CANYON OVERLOOK
DRY FORK OVERLOOK
SHEEP CR CANYON GEOLOGICAL AREA
SHEEP CREEK CANYON
PALISADES
SUMMITSPRS
DOWD SPRINGS
LOOP SCENIC BACKBONE TRAIL
LOOP SCENIC
SCENIC
BYWAY
GREENDALE CANYON
GREENDALE EAST
GREENDALE JUNCTION
FIREFIGHTERS MEMORIAL
DEER RUN
CEDAR SPRINGS
DOUBLE CR
TRAILS END
LITTLE MANNS
BIG COTTONWOODS
BIG PINE
DEVILS HOLE
DEVILS HOLE CAMP
LITTLE HOLE
PUGMIRE ROCKET
RED CREEK
BLM RAPID CAMP
BIRCH DAMS BENCH
NATIONAL RECREATION TRAIL
DUTCH JOHN AIRPORT
FLAMING GORGE VISITOR CENTER
SPILLWAY
DUTCH JOHN DRAW
MUSTANG RIDGE
DUTCH JOHN SPR
DUTCH JOHN CAMP
DUTCH JOHN CAMP
DUTCH JOHN
JARVIES CAN
JARVIES SPRINGS
JARVIES CAN BOAT CAMP
GOLD POINT
SEWAGE POND
SHELL WAY
SKULL CR
SKULL CREEK
TRAIL CREEK RANCH
TRAIL CREEK
CANYON RIM
CANYON RIM
GREENS
GREENS
SWEETWATER
TRAIL
LOOP
ROOSEVELT
VERNAL
WYOMING
UTAH
DAGGETT
UINTA
SUMMIT
MOFFAT
TREATY
BLACK
SHEEP
SPIRIT LAKE
POLE CR LAKE
CHEPETA
WESTFORK
ANDINA
TRAIL
TRAIL
TRAIL

Figure 2.2
FEIS Alternative A - Vernal Ranger District Ashley National Forest September 2009

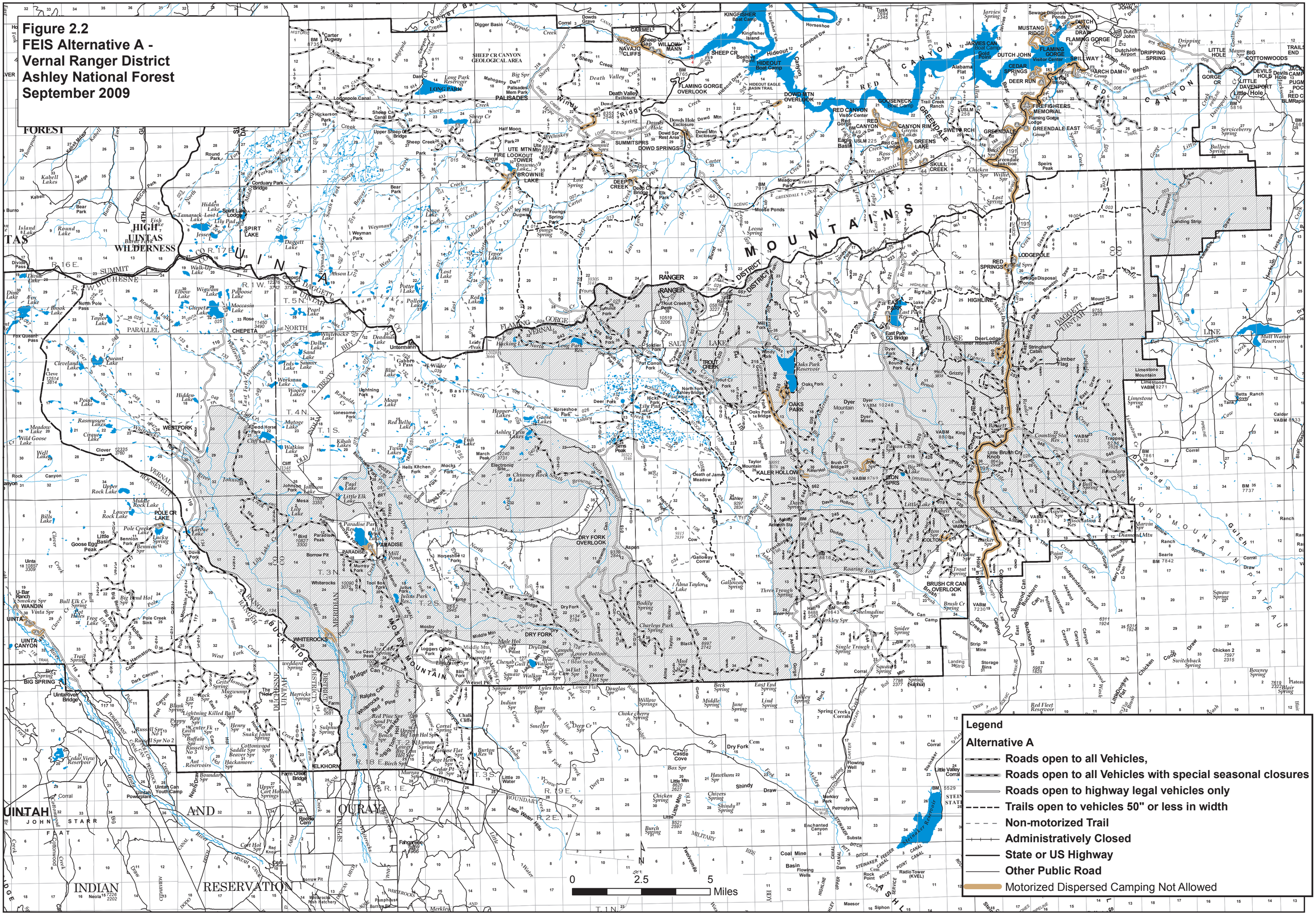

Legend
Alternative A
Roads open to all Vehicles,
Roads open to all Vehicles with special seasonal closures
Roads open to highway legal vehicles only
Trails open to vehicles 50" or less in width
Non-motorized Trail
Administratively Closed
State or US Highway
Other Public Road
Motorized Dispersed Camping Not Allowed
0
2.5
5
Miles
N
UINTA MOUNTAINS
DISTRICT RANGER
FLAMING GORGE
RED CANYON
UINTA AND OURAY INDIAN RESERVATION
HIGH UINTAS WILDERNESS
FOREST
SHEEP CR CANYON GEOLOGICAL AREA
DOWD MTN OVERLOOK
FLAMING GORGE OVERLOOK
DOWD SPRINGS
SUMMIT SPRS
UTE MTN FIRE LOOKOUT TOWER
BROWNIE LAKE
DEEP CREEK
DRY FORK OVERLOOK
BRUSH CR CAN OVERLOOK
KALER HOLLOW
IRON SPRS
RED CANYON Visitor Center
CANYON RIM
GREENS LAKE
SKULL CREEK
GREENDALE
GREENDALE EAST
FIREFIGHTERS MEMORIAL
SWEETWATER
DEER RUN
CEDAR SPRINGS
FLAMING GORGE Visitor Center
MUSTANG RIDGE
DUTCH JOHN
JARVIES CAN
GOOSENECK
RED CANYON
KINGFISHER
HIDEOUT
SHEEP CR
WILLOW MANN
CARMEL
NAVAJO CLIFFS
LONG PARK
PALISADES
DEAD HORSE
CLIFF
WHITEROCKS
DEADMAN
CHEPETA
DUCHESNE
UINTA
DAGGETT
SUMMIT
MOON LAKE
BUCK RIDGE
MOSBY MOUNTAIN
DRY FORK
WHITEROCKS
PARADISE
POLE CR LAKE
WESTFORK
ROOSEVELT
VERNAL
KELKHORN
FARM CREEK
UINTAH
OURAY
SPECIAL
BOUNDARY
UINTA CANYON
BIG SPRING
WANDIN
UINTA
UINTA RIVER BRIDGE
UINTAH POWERPLANT
UINTAH CAN YOUTH CAMP
CEDAR VIEW RESERVOIR
FAHEEWEE
SPIRIT LAKE
CORDURAY PARK BRIDGE
UPPER SHEEP CR BRIDGE
HICKERSON PARK
LODGEPOLE CANAL BR
SHEEP CR CANAL BR
LONG PARK RESERVOIR
DEEP CR BRIDGE
FLAMING GORGE BRIDGE
EAST PARK BRIDGE
EAST PARK GG BRIDGE
OAKS PARK BRIDGE
BRUSH CR BRIDGE
DOWD SPR REST AREA
DOWDS HOLE EXCLOSURE
DOWD MTN EXCLOSURE
DEATH VALLEY EXCLOSURE
HIDEOUT EAGLE BASIN TRAIL
SCENIC BACKWAY
GREENDALE 1 CANYON
GREENDALE JUNCTION
LODGEPOLE
RED SPRINGS
HIGHLINE
EAST PARK
DEER LODGE
BASE
LINE
DACCETT
DRIPPING SPRING
LITTLE HOLE
BIG COTTONWOODS
TRAILS END
DEVILS HOLE
LITTLE DAVENPORT
GORGE CR
JACKS CAMP
PUGMIRE POCKET
RED CANYON BLM Rapids
DUTCH JOHN DRAW
DUTCH JOHN BENCH
DUTCH JOHN Airport
SPILLWAY
SARCH DAM
MARSHALL DRAW
Sewage Disposal Ponds
Landing Strip
Matt Warner Reservoir
Limestone Mountain
Limestone Spring
Limestone VABM 9271
Limber Flag
Stringham Cabin
Mount Lena
Red Fleet Reservoir
Diamond Mtn
Diamond Mountain Plateau
Marvin Willow Spring
Searle
Searle BM 7842
Serviceberry Spring
Bullpen Spring
Speirs Peak
Chicken Spr
Willis Spr
Lost Spring
Meadow Park
Moose Ponds
Leona Spring
Youngs Spring
Ivey Hill Dugway
Elk Park
Elk Park Cr
Deep Cr
Deep Cr Bridge
Dowd Mtn
Dowds Hole
Dowd Spr
Dowd Spring
Sheep Cr Lake
Sheep Creek
Sheep Creek Park
Half Moon Park
Whiskey Spr
Summit Spr
Horse Park
Corral
Carter
Browns Park
Browns Park Rest
Crouch
Hickey Lake
Hickey L
Leidy Peak
Trout Creek Peak
Ranger
Ranger Spr
Ranger Cr
Trout Creek
Trout Cr Park
Pat Carroll Park
Soldier Creek
Soldier Spr
Summit Park
Big Park
Big Park Res
Mill Fork
Mill Fork Spr
Windy Peak
Oaks Park Reservoir
Oaks Park
Oaks Park 14 Bridge
Oaks Park Government Camp
Hicks Park
Lily Lake
Lily Lake Creek
Lily Lake Cr
Deer Park
Horseshoe Park
Horseshoe Spr
Ashley Twin Lakes
Ashley Creek
Ashley Spr
Ashley Gorge
Ashley Gorge Overlook
Ashley Gorge Overlook Trail
Ashley Gorge Trail
Ashley Peak
Ashley Forks
Ashley Forks Trailhead
Ashley Forks Trailhead Vault Toilet
Ashley Forks Trailhead Water
Ashley Forks Trailhead Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water
Ashley Forks Trailhead Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet Water Vault Toilet
Ashley Forks Trailhead Water Vault Toilet

Figure 2.5
FEIS Alternative B -
Vernal Ranger District
Ashley National Forest
September 2009

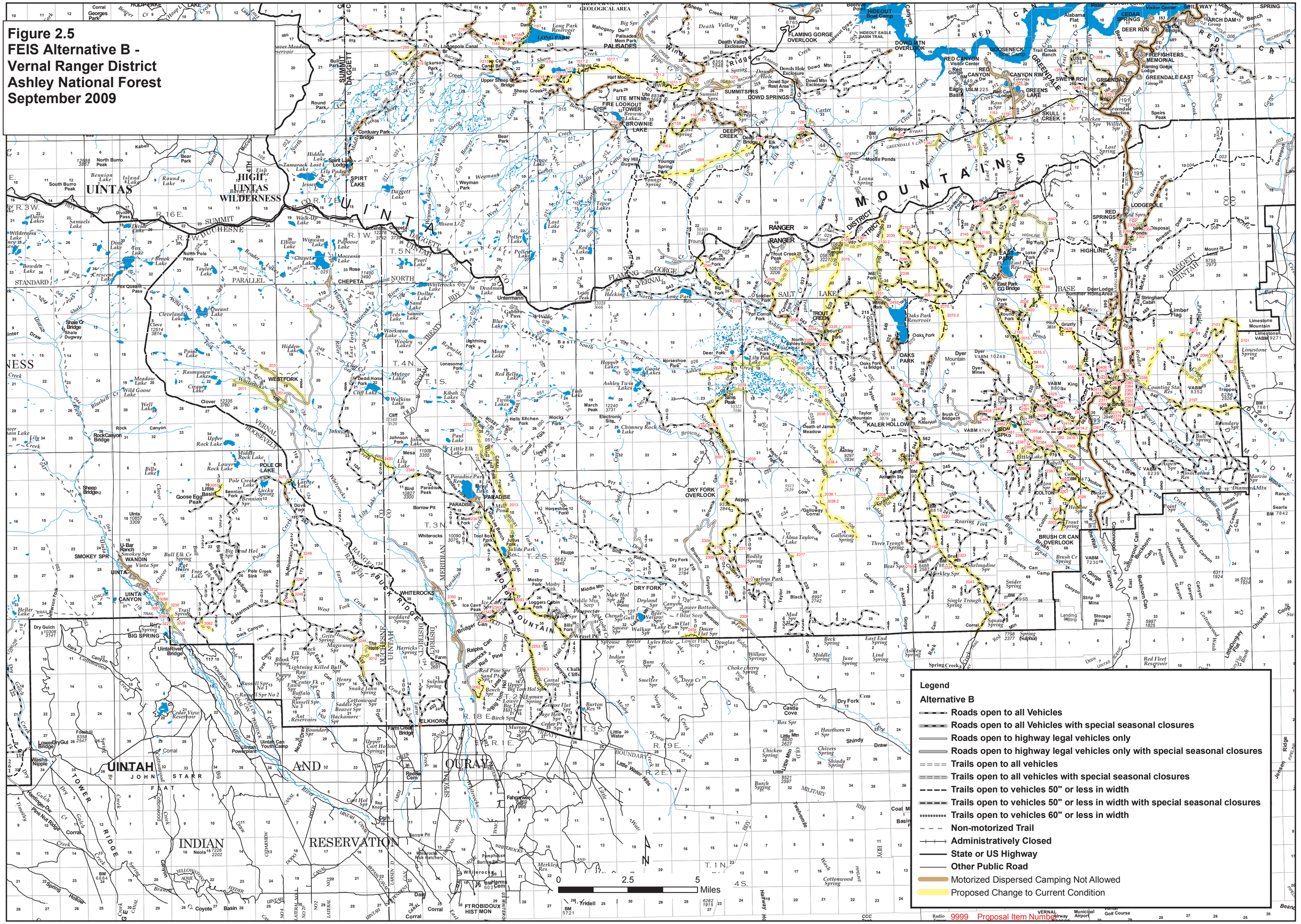


Figure 2.8
FEIS Alternative C -
Vernal Ranger District
Ashley National Forest
Septermber 2009

Legend

Alternative C

- Roads open to all Vehicles,
- Roads open to all Vehicles with special seasonal closures
- Roads open to highway legal vehicles only
- Roads open to highway legal vehicles only with special seasonal closures
- Trails open to all vehicles
- Trails open to all vehicles with special seasonal closures
- Trails open to vehicles 50" or less in width
- Trails open to vehicles 50" or less in width with special seasonal closures
- Trails open to vehicles 60" or less in width
- Non-motorized Trail
- Administratively Closed
- State or US Highway
- Other Public Road
- Motorized Dispersed Camping Not Allowed
- Proposed Change to Current Condition
- 9999 Proposal Item Number

0 2.5 5 Miles

Figure 2.11
FEIS Alternative D - Vernal Ranger District Ashley National Forest September 2009

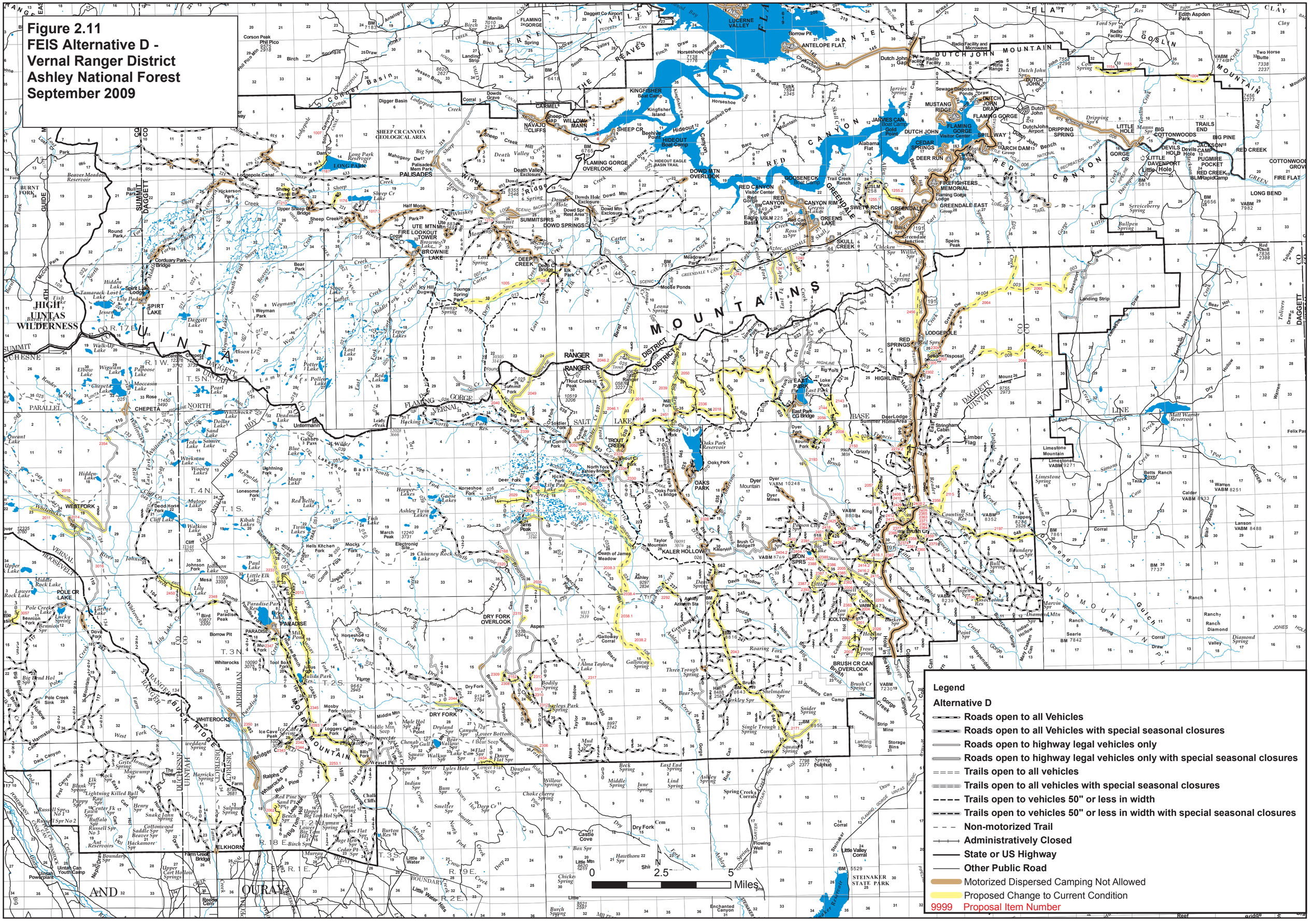
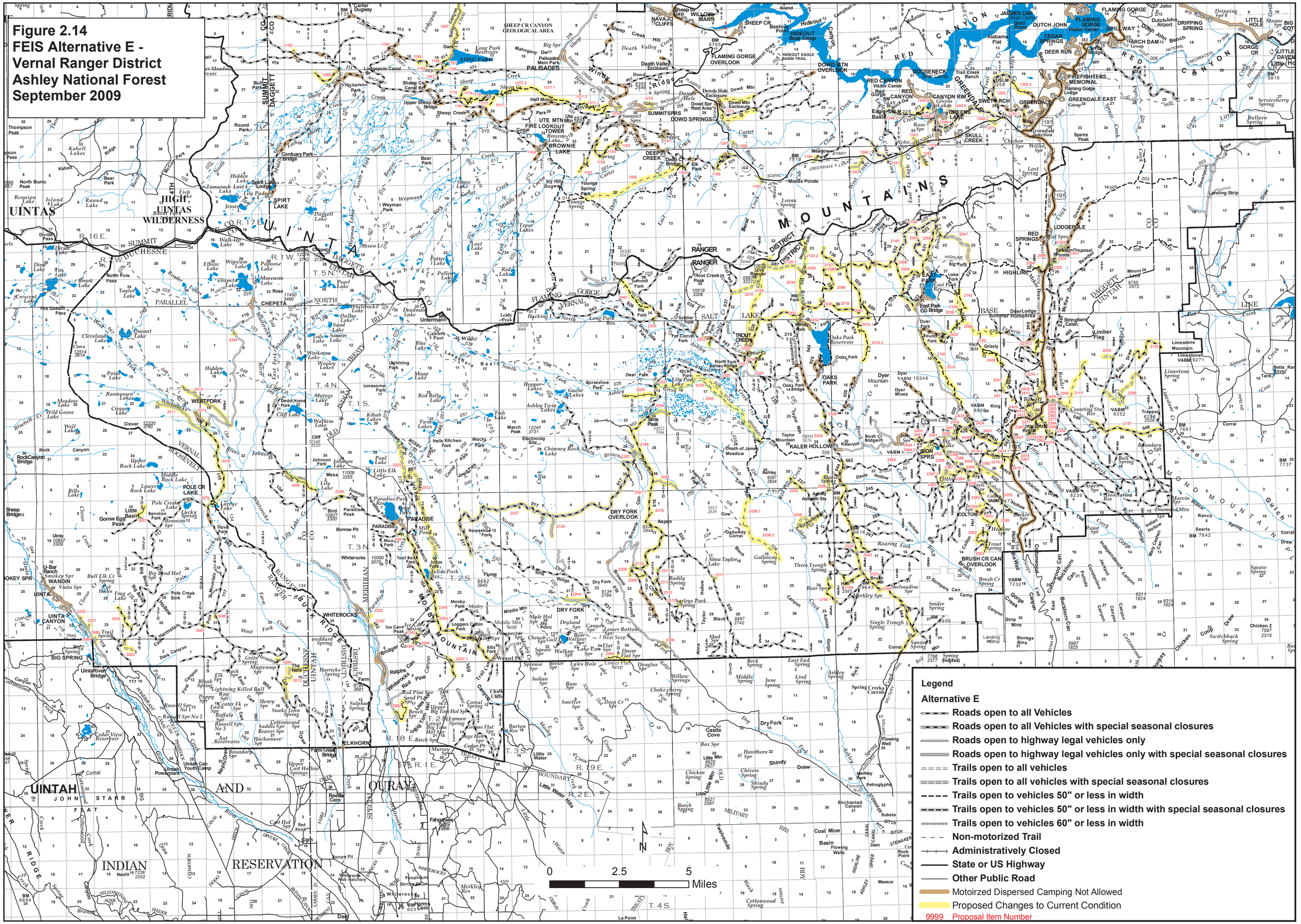

Legend
Alternative D
Roads open to all Vehicles
Roads open to all Vehicles with special seasonal closures
Roads open to highway legal vehicles only
Roads open to highway legal vehicles only with special seasonal closures
Trails open to all vehicles
Trails open to all vehicles with special seasonal closures
Trails open to vehicles 50" or less in width
Trails open to vehicles 50" or less in width with special seasonal closures
Non-motorized Trail
Administratively Closed
State or US Highway
Other Public Road
Motorized Dispersed Camping Not Allowed
Proposed Change to Current Condition
9999 Proposal Item Number
0 2.5 5 Miles
HIGH UINTAS WILDERNESS
MOUNTAINS
DISTRICT
RANGER
DISTRICT
DUCHESNE
UINTAH
DAGGETT
UINTA
MOUNTAIN
DIAMOND
MOUNTAIN
RED CANYON
FLAMING GORGE
REVEAL
RANGE
BUCK RIDGE
SPIRIT LAKE
CHEPETA
WESTFORK
KINGFISHER
HIDEOUT
DOWD MTN
OVERLOOK
DEER RUN
FIREFIGHTERS
MEMORIAL
GREENDALE
GREENDALE EAST
GREENS LAKE
SKULL CREEK
DEEP CREEK
BROWNIE
LAKE
UTE MTN
FIRE LOOKOUT
TOWER
SUMMIT SPRS
DOWD SPRINGS
PALISADES
SHEEP CR
CANYON
SHEEP CR
CANYON
LONG PARK
SHEEP CR
RANGER
STATION
LODGEPOLE
RED
SPRINGS
HIGHLINE
DEER LODGE
SUMMER HOME AREA
DUTCH JOHN
MOUNTAIN
DUTCH JOHN
DRAW
DUTCH JOHN
GAP
DUTCH JOHN
FLAMING GORGE
VISITOR CENTER
DRIPPING
SPRING
LITTLE
HOLE
DEVILS
HOLE
DAVENPORT
HOLE
PUGMIRE
POCKET
RED CREEK
RAPID CAMP
BIG
COTTONWOODS
JACKSON
CAMP
BIG PINE
RED CREEK
TRAILS
END
FIRE FLAT
LONG BEND
COTTONWOOD
GROVE
GORGE
CR
GREEN
RIVER
LUCERNE
VALLEY
ANTELOPE
FLAT
ANTELOPE
MOUNTAIN
GOSLIN
MOUNTAIN
CLAY
FLAT
CANYON
RED
CANYON
RED
CANYON
RED

Figure 2.14
FEIS Alternative E - Vernal Ranger District Ashley National Forest September 2009


UINTAS
HIGH UINTAS WILDERNESS
MOUNTAINS
UINTA
DISTRICT
RANGER
DUCHESNE
SUMMIT
DAGGETT
UINTAH
WASATCH
CACHE
CO RD 17B
CO RD 17
R 16E.
R 1W.
R 2W.
T 5N
T 4N.
T 1S.
T 2 N
T 3N
T. 2S.
T 3S.
T. 4S.
R. 18 E.
R. 19E.
R. 1 E.
R. 2E.
SHEEP CR CANYON GEOLOGICAL AREA
NAVAJO CLIFFS
WILLOW MANN
SHEEP CR
HIDEOUT
HIDEOUT Boat Camp
HIDEOUT EAGLE BASIN TRAIL
FLAMING GORGE OVERLOOK
DOWD MTN OVERLOOK
RED CANYON
JARVIES CAN Boat Camp
Gold Point
DUTCH JOHN
FLAMING GORGE Visitor Center
FLAMING GORGE SPILLWAY
DRIPPING SPRING
LITTLE HOLE
BIG CYPRESS
DEER RUN
CEDAR SPRINGS
GOOSENECK Boat Launch
RED CANYON Visitor Center
FIREFIGHTERS MEMORIAL
GREENDALE
GREENDALE EAST
GREENS LAKE
SWEETWATER
SKULL CREEK
CANYON RIM
Greendale Junction
Speirs Peak
LODGEPOLE
RED SPRINGS
HIGHLINE
DeerLodge Summer HomeArea
Limber Flag
Limestone Mountain
Stringham Cabin
Landing Strip
LONG PARK
PALISADES
Lodgepole Canal
Hickerson Park
Sheep Creek Canal
Upper Sheep Creek Bridge
Sheep Creek Park
Half Moon Park
UTE MTN FIRE LOOKOUT TOWER
BROWNIE LAKE
SUMMIT SPRS
DOWD SPRINGS
Dowds Hole Exclosure
Dowd Spr Rest Area
Dowd Mtn Exclosure
Death Valley Exclosure
Dowd Mtn
Trail Creek Ranch
Red Gorge
Eagle Basin
Ross Spr
Aztec
Meadow Park
Chicken Spr
Willie Spr
Lost Spring
Greendale Junction
Moose Ponds
Leona Spring
Youngs Spring Park
Youngs Spring
Icy Hill Dugway
DEEP CREEK
Deep Cr Bridge
Elk Park
Elk Cr
Corduroy Park Bridge
Bear Park
Weyman Park
Daggett Lake
Spirit Lake
SPIRT LAKE
Hidden Lake
Tamarack Lake
Lost Lake
Jessen Lake
Round Lake
Island Lake
Bennion Lake
Kabell
Kabell Lakes
Thompson Peak
North Burro Peak
Divide Pass
Divide Lake
Dime Lake
Fox Lake
Crescent Lake
Fox Queant Pass
North Pole Pass
Brook Lake
Reader Lakes
Elbow Lake
Wigwam Lake
Papoose Lake
Moccasin Lake
Chepeta Lake
Taylor Lake
Rose
Pearl Lake
Whiterocks Lake
Dollar Lake
Deadman Lake
Untermann
Gabbro Pass
Leidy Peak
Hacking Pass
Long Park Res.
Sand Lake
Sawtooth Lake
Teds Lake
Sawtooth Lake
Workman Lake
Wooley Lakes
Lightning Park
Moap Lake
Blue Lake
Gabbro Lake
Wilder
Basin South
Basin North
Cleveland Lake
Queant Lake
Cleve
Whiterocks River
Whiterocks Lake
Rasmussen Lakes
Meadow Lake
Cirques Lake
Wild Goose Lake
Bluebell Cr
Well Lake
Clover
Point Lake
Hidden Lake
Dead Horse Park
Cliff Lake
Cliff
Watkins Lake
Kibah Lake
Twin Lakes
Hells Kitchen Park
Macks Park
Fish Lake
Ashley Twin Lakes
Hopper Lakes
Goose Lakes
Horseshoe Park
Deer Park
Lily Pad Lake
Ashley
Ashley Spr
Ashley Falls
Ashley Falls Campground
Ashley Falls Trailhead
Ashley Falls Picnic Area
Ashley Falls Overlook
Ashley Falls Interpretive Trail
Ashley Falls Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Trailhead
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Picnic Area
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Overlook
Ashley Falls Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail Loop Interpretive Trail
Ashley Falls Interpretive Trail Loop

North Unit

Figure 2.3
FEIS Alternative A –
Roosevelt/Duchesne Ranger District
Ashley National Forest
September 2009

South Unit

Legend

Alternative A

- Roads open to all Vehicles
- Roads open to all Vehicles with special seasonal closures
- Roads open to highway legal vehicles only
- Trails open to vehicles 50" or less in width
- Non-motorized Trail
- Administratively Closed
- State or US Highway
- Other Public Road; OFFFOREST
- Motorized Dispersed Camping Not Allowed

0 2.5 5 Miles

North Unit

Figure 2.6
FEIS Alternative B –
Roosevelt/Duchesne Ranger District
Ashley National Forest
September 2009

South Unit

Legend

Alternative B

- Roads open to all Vehicles
- Roads open to all Vehicles with special seasonal closures
- Roads open to highway legal vehicles only
- Roads open to highway legal vehicles only with special seasonal closures
- Trails open to all vehicles
- Trails open to all vehicles with special seasonal closures
- Trails open to vehicles 50" or less in width
- Trails open to vehicles 50" or less in width with special seasonal closures
- Trails open to vehicles 60" or less in width
- Non-motorized Trail
- Administratively Closed
- State or US Highway
- Other Public Road
- Motorized Dispersed Camping Not Allowed
- Proposed Changes from Current Condition

9999 Proposal Item Number

0 2.5 5 Miles

North Unit

Figure 2.9
FEIS Alternative C –
Roosevelt/Duchesne Ranger District
Ashley National Forest
September 2009

South Unit

Legend

Alternative C

- Roads open to all Vehicles
- Roads open to all Vehicles with special seasonal closures
- Roads open to highway legal vehicles only
- Roads open to highway legal vehicles only with special seasonal closures
- Trails open to all vehicles
- Trails open to all vehicles with special seasonal closures
- Trails open to vehicles 50" or less in width
- Trails open to vehicles 50" or less in width with special seasonal closures
- Trails open to vehicles 60" or less in width
- Non-motorized Trail
- Administratively Closed
- State or US Highway
- Other Public Road
- Motorized Dispersed Camping Not Allowed
- Proposed Changes to Current Condition

9999 Proposal Item Number

0 2.5 5 Miles

North Unit

Figure 2.12
FEIS Alternative D –
Roosevelt/Duchesne Ranger District
Ashley National Forest
September 2009

South Unit

Legend

Alternative D

- Roads open to all Vehicles
- Roads open to all Vehicles with special seasonal closures
- Roads open to highway legal vehicles only
- Roads open to highway legal vehicles only with special seasonal closures
- Trails open to all vehicles
- Trails open to all vehicles with special seasonal closures
- Trails open to vehicles 50" or less in width
- Trails open to vehicles 50" or less in width with special seasonal closures
- Non-motorized Trail
- Administratively Closed
- State or US Highway
- Other Public Road
- Dispersed Camping Not Allowed
- Proposed Change from Current Condition

9999 Proposal Item Number

N

0 2.5 5 Miles

North Unit

South Unit

Figure 2.15
FEIS Alternative E –
Roosevelt/Duchesne Ranger District
Ashley National Forest
September 2009

Legend

Alternative E

- Roads open to all vehicles
- Roads open to all vehicles with special seasonal closure
- Roads open to highway legal vehicles only
- Roads open to highway legal vehicles only, with special seasonal closure
- Trails open to all vehicles
- Trails open to all vehicles with special seasonal closure
- Trails open to vehicles 50" or less in width
- Trails open to vehicles 50" or less in width with special seasonal closure
- Trails open to vehicles 60" or less in width
- Non-motorized Trail
- Administratively Closed
- State or US Highway
- Other Public Road
- Motorized Dispersed Camping Not Allowed
- Proposed Changes To Current Condition

9999 Proposal Item Number

0 2.5 5 Miles