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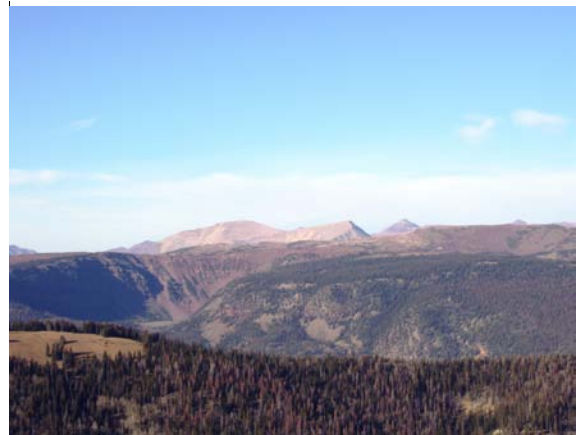
Intermountain
Region

September
2009



Record of Decision

Motorized Travel Plan



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

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1. INTRODUCTION

This Record of Decision (ROD) documents my selection of roads, motor vehicle trails and areas that will be designated for public motor vehicle use on the Ashley National Forest (ANF) to comply with the Travel Management Rule (36 CFR Parts 212, 251, 261, and 295 “*Travel Management; Designated Routes and Areas for Motor Vehicle Use*”, Federal Register 2005: 70 FR 68264). The management options selected in this decision replace the three existing Travel Plans, one for the Flaming Gorge Ranger District (signed 1995), one for the Vernal Ranger District (signed 1990, and supplemented in 1994), and the third for the Roosevelt / Duchesne Ranger District (signed 1995). The Vernal Ranger District Travel Plan includes areas where travel on existing, undesignated routes is currently allowed (the “hatched area”); this is not consistent with the requirements of the Travel Rule regulations nor is the 300 foot off-road distance currently allowed for dispersed camping consistent with other Forests within the state of Utah. My decision does not include over-snow travel, and existing management direction for winter use is retained.

The area affected by this proposal is the entire ANF excluding the portion of the Forest within the High Uintas Wilderness Area, which is congressionally designated as non-motorized. The ANF is in north eastern Utah in Daggett, Duchesne, Summit, Uintah, Utah and Wasatch Counties, and in south western Wyoming in Sweetwater County.

A Draft Environmental Impact Statement (DEIS) was issued for public review in April of 2009. The Final Environmental Impact Statement (FEIS), a summary of the FEIS, and this ROD are being released concurrently. Copies of these documents are available at the ANF Supervisor’s Office, 355 N. Vernal Avenue, Vernal UT, (telephone: 435- 789-1181) and at all ranger district offices on the ANF. These documents are also posted on the Forest website:

http://www.fs.fed.us/r4/ashley/projects/travel_management/index.shtml.

This ROD provides information about the project area, the purpose and need for the project, public involvement, issues analyzed, and the alternatives considered. Most important, it is a summary of the management options I have selected and the factors I considered in making my decision. Also documented are findings required by laws, regulations, and policies, as well as information about the appeal process and implementation of this decision.

2. BACKGROUND

In 2005, the Secretary of Agriculture completed a national rule through a public rule-making process that provides a mechanism for every National Forest across the United States to complete a Motor Vehicle Use Map (MVUM) that designates a system of roads, trails, and areas for motor vehicle use.

Designations for roads and motor vehicle trails are made by class of vehicle and, if appropriate, by time of year and are displayed on a MVUM. Agency direction prescribes standards for preparation of the MVUM, and these maps are to be used in conjunction with Forest Visitor Maps that contain further information about streams, geographic features, and land ownership.

With minor exceptions, the Travel Management Rule prohibits motor vehicle use off the designated system, as well as use of motor vehicles on routes and in areas inconsistent with the designation. The MVUM, scheduled for publication in early 2010, will be the primary tool to determine compliance with, and enforcement of, motorized vehicle use designations on the ANF. Motor vehicle use on roads, trails and areas not designated as open on the MVUM will be prohibited.

3. 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

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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.

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.

Prior regulations for allowing, restricting, or prohibiting motor vehicle travel were made when off-highway vehicles (OHVs) were less widely available, less powerful, and less capable of cross-country travel than today's models. The growing popularity and capabilities of OHVs necessitated these new regulations so the Forest Service could continue to provide motorized recreation opportunities while sustaining the health of NFS lands and resources. The magnitude and intensity of motor vehicle use have increased to the point that the intent of the prior regulations (Executive Orders 11644 and 11989) could not be met while still allowing unrestricted cross-country travel, therefore a designated and managed system of roads, trails, and areas for motor vehicle use is needed. ANF specialists and the public identified a variety of issues and resource concerns during the travel planning process including conflicts between user groups impacts to soils, water quality, wildlife, wilderness potential and inventoried roadless areas, economics of small communities, and cultural resources.

4. ISSUES CONSIDERED

Issues developed through scoping reflect respondents' concerns about the environmental, cultural, economic, and social impacts that may result from travel planning and OHV designation on the ANF. Combining public and agency responses with Forest Service knowledge of the resources within the project area, the following issues related to travel management planning generated the alternatives, project design features and monitoring described in Chapter 1 of the FEIS along with the indicators used to measure effects (FEIS pp. 1.13-1.17. Chapter 3 provides an in-depth analysis of each issue by resource.

Recreation (FEIS Section 3.1)

- effects of motorized travel management on user groups, availability of motorized dispersed camping opportunities, public safety, management costs, and enforcement.

Soils and Water (FEIS Section 3.2)

- effects of motorized travel to soil degradation and water quality

Wildlife (FEIS Section 3.3)

- relationship of motorized travel and roads to wildlife disturbance, habitat loss and habitat fragmentation, and related effects on threatened, endangered and sensitive species, management indicator species, migratory bird species, and big game species.

Wilderness Potential (FEIS Section 3.4)

- effects of roads and trails on the undeveloped character of potential wilderness areas.

Economics (FEIS Section 3.5)

- effects OHV trail availability and motorized dispersed camping opportunities may have on communities near the Forest.

Cultural (FEIS Section 3.7)

- direct and indirect effects of motorized travel to heritage resources.

4.1. CONSIDERATION OF ISSUES AND PUBLIC COMMENT

This travel planning process highlighted the complexities and controversy surrounding travel management on the ANF. I knew preparation of this plan would be contentious due to strong and differing public opinions, and especially the change from current use within the Vernal Ranger District hatched travel area required by the Travel Management Rule and the change in the distance off road travel allowed for dispersed camping to meet consistency standards required by the Forest Service Manual.

I greatly appreciate those people and entities who took the time to understand the process and provide comments during scoping and on the draft EIS. Public comments clearly expressed the deeply divided opinions of individuals and groups interested in the Forest's proposal. Many comments expressed a strong desire to "leave things the way they are" and not change current management out of concern for the loss of travel opportunities in the hatched travel area and the loss of dispersed camping opportunities throughout the forest in Utah. On the other end of the spectrum, many comments recommended designation of fewer motorized routes to provide greater natural and cultural resource protection, to provide "quiet recreation" opportunities, and to maintain wilderness characteristics in potential wilderness areas and inventoried roadless areas on the Forest. I looked for substantive comments and recommendations on specific environmental and social issues as well as recreation needs across the Forest.

My intention throughout this process has been to find the appropriate mix of motorized and non-motorized use, and to identify routes and areas where motorized use can be sustained without damaging other resources. In making my decision, I considered the purpose and need, environmental and social issues, consistency with the Forest Plan and the requirements of other laws, regulations and policies. I carefully evaluated the environmental impacts of the alternatives, focusing on the issues to help balance trade-offs between beneficial and adverse effects and the preferences of diverse publics.

5. DETAILED DESCRIPTION OF THE DECISION AND RATIONALE

After thorough review of cooperator, agency and public comments and analysis in the ANF Motorized Travel Planning FEIS, I have decided to implement Alternative B as described in the FEIS with certain modifications. Throughout the remainder of this ROD, Alternative B with the modifications described is referred to as the Selected Alternative. The specific route modifications described below are in Appendix A of this ROD.

5.1 SELECTED ALTERNATIVE

The Selected Alternative is displayed by Ranger District on maps accompanying this document. All proposed routes designated in the Selected Alternative, the mileage of each route, the vehicle type allowed on each route and the seasonal open period are displayed by Ranger District in Appendix B of this ROD. System routes where no proposed change will be implemented are not listed in Appendix B and are shown on the ROD Selected Alternative Maps

Roads and Motorized Trails: The Selected Alternative designates 1,458 miles of open roads and 185 miles of open motorized trails for a total of 1,643 miles of open motorized routes Forest-wide. The result of the modifications described below is a decrease of three miles of motorized roads and an increase of less than 1 mile of motorized trails when compared to Alternative B as presented in the FEIS

Motorized Access for Dispersed Camping: Motor vehicle use for dispersed camping will be allowed via routes that terminate in many traditional dispersed campsites as well as within 150 feet of many designated system roads and motorized trails in Utah and 300 feet in Wyoming where slope, topography, vegetation type, and resource conditions permit such use without causing unacceptable levels of damage. No motorized access for dispersed camping will be allowed within 100 feet of a live stream, pond, or lake to provide streambank and water quality protection (this regulation does not apply to reservoirs). Some designated Forest routes occur within 100 feet of live streams, lakes, or ponds. Traveling on these routes is allowed; however, traveling off these routes for the purpose of accessing dispersed campsites will not be allowed. No motorized access for dispersed camping will be allowed where getting to the site would involve crossing an alpine area, crossing a wet meadow, fording a live stream or within 1/4 mile of a developed campground. Any site specific exceptions to the above regulations will be posted on the ground.

The Selected Alternative designates 255 routes that primarily access dispersed camping areas in the Utah portion of the forest and 94 routes that primarily access dispersed camping areas and/or fishing access along the Flaming Gorge Reservoir within Wyoming. The Selected Alternative also designates a 78 acre open dispersed camping area on the Flaming Gorge Reservoir. Within this area cross-country travel may occur to access dispersed camping along the reservoir.

Dispersed camping off all roads and trails, when accessed by foot, horse, or other non-motorized travel is not restricted or designated. Dispersed camping is allowed on most areas of the Forest, as long as cultural and natural resources are not damaged. My decision does not reduce dispersed camping; it designates distances off roads and motorized trails where motor vehicle use is allowed to access dispersed camping.

Modifications to Alternative B: The Selected Alternative is identical to Alternative B for the Roosevelt/Duchesne Ranger District. It modifies Alternative B on certain routes located on the Flaming Gorge and Vernal Ranger Districts. The modifications are as follows (proposal numbers refer to information in Appendix A of the FEIS; see also the Selected Alternative maps accompanying this ROD).

Flaming Gorge Ranger District

Swett Ranch Loop Road/Trail (Proposal 1255.1 and 1255.2)

Description of Change: Alternative B would retain existing 4WD and ATV portions of a loop route near Swett Ranch, with a few sections restricted to allowing only ATV and UTV use rather than full size vehicles.

The selected alternative differs from Alternative B in that the majority of the route will allow ATV and UTV use only. This modification will reduce resource damage that is occurring in wet areas from larger and heavier vehicles, while still maintaining the loop for ATV and UTV use. Mitigation outlined in Alternative B will still be implemented.

Sheep Creek Geological Loop to Sheep Creek Reservoir ATV Trail (Proposals 1011 and 1017)

Description of Change: Alternative B would incorporate a route off of Forest Road 221 for ATV use. This provides an alternative route for ATV use only off of the Hickerson Park Road.

The Selected Alternative differs from Alternative B in that proposal 1011 is not adopted due to resource concerns associated with wet areas and stream crossings near Whiskey Creek. However proposal 1017 is adopted with a reroute of the western portion of the trail to eliminate crossing of the Sheep Creek Dam and wet meadow area below the dam.

Sols Canyon ATV/UTV route (Proposal 1007)

Description of Change: Alternative B would open the administratively closed Forest Road 016, along and below Longs Park Dam, to motorized use for ATVs and UTVs. Use by larger vehicles would not be allowed because of a tight turn at dam.

The Selected Alternative does not adopt this proposal and the route will remain administratively closed. This modification is based upon concerns raised by the State of Utah dam safety engineers and the Sheep Creek Canal Company, who maintain the dam. In addition, the primary need for this route stems from creating a link to the town of Manila for ATVs/UTVs. At this time there is no agreed-upon route across private land adjacent to the Forest Service boundary. Therefore, until a legal access route to the Forest boundary can be identified, opening of this route on National Forest System lands would not resolve this need.

Vernal Ranger District

Reroute of Outlaw ATV Trail near Oaks Park Reservoir (Proposals 2042 and 2464)

Description of Change: Currently, extensive resource damage is occurring on sections of Forest Service Trail 007 east of Oaks Park Reservoir. Alternative B would use mitigation efforts such as placing barrier rock to keep ATVs on the trail, and mitigating damage in wet areas of the trail.

The Selected Alternative reroutes this section of motorized trail 007 (proposal 2464) to an alignment east of the existing trail and away from wet meadows and reservoir banks. The existing alignment of trail will be closed to motorized use (proposal 2042). The reroute is included in the proposed decision because it provides a more sustainable trail location and reduces resource concerns.

Alternative Route for Paradise Park Reservoir Dispersed Camping (Proposal 2458)

Description of Change: Recently, an emergency closure was required due to the removal of a damaged and unsafe bridge below Paradise Park dam that accessed an area of dispersed camping. Alternative B does not address the reroute, resource concerns, or emergency closure.

The Selected Alternative reroutes access to dispersed camping on the west side of the reservoir by providing a short route off of FSR 104, Mosby Mountain Road, approximately .06 miles in length. This route provides continued access to the dispersed camping area and avoids resource concerns associated with wet meadows beneath the dam.

Galloway Springs ATV Trail (Proposals 2038.1 and 2038.2)

Description of Change: Alternative B addresses resource concerns associated with sections of motorized trail 034 through a closure beyond Death of James meadow.

The Selected Alternative differs in that the upper portion of the trail will remain open to ATVs until Cow Hollow. This modification stems from substantial interest in keeping the trail open for motorized use. The closure beyond Cow Hollow addresses the areas of most substantial resource concern, while still maintaining motorized access to the majority of the trail.

Staged Opening after Further Analysis: The analysis in the FEIS for this project incorporates the best available information for each route from inventories, resource specialist knowledge, and the public. Some previously unauthorized routes selected for designation in this decision have not been fully evaluated on the ground for potential safety, resource, and/or cultural concerns. Recognizing this, my decision to designate previously unauthorized routes is contingent on successful completion of safety,

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resource, and cultural surveys. Until surveys are complete, these routes will not be displayed as open for public motor vehicle use on the MVUM. Some routes may not be designated if surveys reveal concerns that cannot be mitigated through monitoring or avoidance.

Review of previously unauthorized routes for compliance under Section 106 of the National Historic Preservation Act (as specified in 36 CFR 800) is being completed separate from, but simultaneous to the NEPA Record of Decision. Routes included in my decision will only be displayed as open for public motor vehicle use on the MVUM after Section 106 compliance has been completed for that specific route. Some routes may not be designated open if cultural resource concerns cannot be mitigated through monitoring or avoidance. A list of all proposals designated in my decision is included in Appendix B of this document.

Annual Evaluation of the MVUM: The Motor Vehicle Use Map will be reviewed and reissued annually, per direction in the Forest Service Manual (FSM 7711.3). Adjustments to dispersed camping access may be made during these reviews to reflect on-the-ground conditions. Designations made in this decision will be revised as needed to meet changing conditions (36 CFR 212.54). The scope and intensity of public involvement and environmental analysis, if applicable, will be proportionate to the scope of proposed changes and their potential environmental impacts (FSM 7717.2). Public use of Forest roads and trails is provisional. The Forest Supervisor may issue orders which close or restrict the use of any Forest road or trail where unacceptable resource damage or inappropriate use is occurring.

5.2 RATIONALE FOR DECISION:

I chose to implement the Selected Alternative because it represents the best balance of recreation opportunity and resource protection. It is consistent with direction in the Travel Management Rule, which directs us to designate roads, trails and areas that are open to motor vehicle use while taking into account natural and cultural resources, public safety, provision of recreational opportunities, access needs, conflicts among use of National Forest System lands, and the need for maintenance and administration of roads, trails, and areas that are designated. This decision also complies with Forest Plan direction to provide a broad range of recreation opportunities within land capabilities and according to public need, including providing a high quality, varied recreation experience on the Flaming Gorge NRA.

This decision recognizes the growing popularity of motorized recreation, and the importance of motorized dispersed camping to area residents. The Selected Alternative provides for dispersed camping corridors along most designated roads and trails on the Forest, and provides access to other camping areas via designation of new roads and trails for that purpose. Overall, this decision increases designated motorized routes by about 106 miles compared to the current travel plan. It also adds mixed use to many existing roads, providing better connectivity and access to ATV trails (including access from dispersed camping areas).

Miles of routes available for public motorized use will be reduced on the hatched area of the Vernal Ranger District (111,805 acres or about 10% of the Forest area outside of the Wilderness). In this area, motorized travel regulations will change from allowing use of both designated and undesignated, existing routes to designated routes only. This will allow us to manage the transportation system to protect resources as well as to provide recreationists with a better, safer experience. We have solicited public input on undesignated routes within the hatched area to determine which ones are both useful and sustainable, and have designated them in this decision where appropriate.

At the same time, I recognize the need to provide for other types of recreation including non-motorized activities in undeveloped settings. This decision adds about 28 miles of non-motorized trails Forest-wide, retains about the same amount of designated motorized routes in inventoried roadless areas and

potential wilderness areas as currently exists, and will result in essentially no net change in the availability of primitive and semi-primitive non-motorized recreation settings as identified in the Recreation Opportunity Spectrum (ROS) inventory. Changing the dispersed camping corridor width to 150 feet in Utah and limiting travel to designated routes in the hatched area of the Vernal Ranger District will reduce motorized travel in inventoried roadless and potential wilderness areas.

This decision also resolves resource concerns with our existing travel plans. Problems with specific routes have been addressed through closure, re-routing or mitigation as appropriate. The recent proliferation of user-created routes in the hatched area and associated with dispersed camping will be addressed by limiting motorized travel to specific corridors and designated routes. Routes and areas open to public motorized use will be displayed on a standard Motor Vehicle Use Map that will be easier for the public to use. Overall, the new travel plan is expected to facilitate both compliance and enforcement.

5.3 OTHER FACTORS CONSIDERED IN THE DECISION:

In addition to the considerations described above, the following aspects of the Selected Alternative merit specific mention in this decision:

Game Retrieval: My decision does not allow motorized travel off designated routes for the purpose of game retrieval. Motor vehicles must stay on designated routes when game is retrieved.

While the decision related to motorized big game retrieval rests with me, I recognize that many objectives of the Travel Rule have implications for other management programs. I have discussed this aspect of my decision with State wildlife management officials, and I feel it is consistent with their efforts to protect and enhance resource values.

Parking: Parking is allowed as part of the designations of all motorized routes where it is safe to do so, where it does not cause resource damage, and where all parts of the vehicle are within one vehicle length of the road edge (Proposed Washington Office Directive FSM 7716.1). Parking is also allowed in attendant facilities such as trail heads, short dead-end road segments leading to gates, pull offs, turn outs, and other terminal facilities. Parking will not be acceptable on steep cut and fill slopes, in wet meadows and in other locations that may be signed prohibiting parking.

An approximately 78-acre open area for dispersed camping across from Buckboard is also designated for motorized access for the purpose of dispersed camping. The area is a large open area between FSR 008 and the Flaming Gorge Reservoir. Forest visitors may drive their motor vehicles within the designated area for the purpose of dispersed camping.

Potential Wilderness and Inventoried Roadless Areas: Wilderness advocates proposed that all motorized use be eliminated in areas that have potential for Wilderness designation. The Selected Alternative will retain most of the currently authorized motorized use, but does not significantly add to the designated routes in potential wilderness or inventoried roadless areas. As mentioned above, reducing the dispersed camping corridor width in Utah and limiting travel to designated routes in the hatched area of the Vernal Ranger District will result in a net decrease in motorized travel in these areas.

My decision incorporates:

- Previous travel management decisions made through other National Environmental Policy Act (NEPA) analyses,
- All definitions, summer use regulations, features, and management actions and requirements described in the FEIS (Section 2.2.1.1 - 2.2.1.3),
- All applicable standards, maintenance and construction considerations as described in the FEIS (Section 2.2.2),

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- All project design features described in the FEIS (Section 2.2.3), and included in Appendix D of this ROD.
- All monitoring and evaluation described in the FEIS (Section 2.2.4).
- New forest orders will be issued as necessary for implementation of this decision. Any existing forest orders that are not consistent with this decision will be rescinded.

I am satisfied that all practicable means to avoid or minimize environmental harm from the Selected Alternative have been adopted through the implementation of route designation criteria and project design features. Monitoring will be conducted to ensure that project implementation is consistent with established standards and guides as well as design features of this project. More detailed implementation and monitoring plans will be developed in the first year following this decision, to ensure all aspects of this decision are implemented as described here.

The analysis and decision process for this project considered the best available scientific information, and included consideration of responsible opposing views and the acknowledgement of incomplete or unavailable information.

6. SUMMARY

All action alternatives analyzed in the FEIS meet the purpose and need for action, but the Selected Alternative provides the best balance between current and anticipated recreation needs (both motorized and non-motorized) and resource protection, consistent with criteria in the Travel Management Rule. The Selected Alternative considers the desires of competing interests, offers a variety of recreation opportunities, addresses resource concerns, and is consistent with routes on adjoining public lands.

I evaluated all alternatives and compared them to Forest Plan goals, objectives and resource standards. I have determined that the Selected Alternative meets Forest Plan direction outlined in the Standards and Guidelines, and is consistent with all pertinent laws, regulations, and agency policies.

Compliance with the National Environmental Policy Act (NEPA), the Clean Water Act (CWA), and the Endangered Species Act (ESA), in addition to consistency with the Travel Management Rule were all specifically referenced during public comment. A complete summary of the pertinent laws, regulations and policies is provided on pages 15-21 of this ROD.

I recognize my decision will not satisfy every Forest user. There will always be differences of opinion on what roads should be open or closed, and why. Each of these opinions comes from deep appreciation of National Forest System lands, and I respect the passion behind the comments we received. This decision has benefitted greatly from public input during the planning process.

7. PUBLIC INVOLVEMENT

Between March of 2007 and the publishing of the Notice of Intent (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 1.11 Issues 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 date. 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 petition 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.

NEPA provides for other federal agencies to participate in the NEPA process as cooperating agencies when they have special expertise related to the environmental impact of a proposal. State or local agencies with similar qualifications may be cooperating agencies as well. In order to facilitate collaboration, understanding and transparency in the travel planning process, the Forest developed cooperating agency status with the State of Utah and the four County Commissions where a substantial amount of National Forest System land occurs (Sweetwater County, WY; and Daggett, Uintah, and Duchesne Counties in UT), and the Sweetwater County Conservation District. Cooperating agency representatives participated in the review of public comments, identification of issues and alternatives, briefings, and document reviews with the project team leader and Forest Supervisor.

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My decision relates only to public motorized use on the National Forest. Some aspects of motorized use that came up in public discussions and comments but are separate from this decision are:

- Access to private land by property owners and to mining claims by claimants will not be affected by this decision though such access may not be afforded to the general public.
- Emergency access for purposes of EMT's, firefighters, and search and rescue purposes will not be affected by this decision.
- Grazing permittee access will not be affected by this decision. Appropriate authorization for motorized use for this purpose is included in the grazing permittee's annual operating instructions.
- Elderly and disabled individuals will have the same access privileges as anyone else, consistent with federal law.
- Firewood cutting, including access, is authorized under a firewood permit. Firewood permits may at times include opportunities to drive off of designated roads for purposes of cutting firewood for those holding valid firewood permits.
- The Plan will not affect opportunities for resource management including timber sales and fuels treatment. Such commercial activities are evaluated in separate analyses, and formal decisions are made to authorize contracts which also may include road use authorization for both open and closed roads.

The Travel Management Rule will not affect the agency's budget or the number of law enforcement officers. However, the final rule will facilitate enforcement by substituting a regulatory prohibition for closure orders and providing for a motor vehicle use map supplemented by signage as needed. Education and cooperative relationships with users will enhance enforcement efforts by promoting voluntary compliance.

8. ALTERNATIVES

In response to agency and public issues, four action alternatives were developed and analyzed in the FEIS along with the No Action Alternative. A summary description of each of the alternatives is provided below. Detailed descriptions of each alternative are provided in Chapter 2 of the FEIS and the FEIS map package.

8.1 ALTERNATIVES ANALYZED IN DETAIL

Alternative A – No Action Alternative (FEIS Section 2.3.3)

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

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 FEIS Subsection 2.2.1 Features Common to All Action Alternatives.

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 B – Preferred Alternative (FEIS Section 2.3.4)

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

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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 the FEIS Section 1.4 Purpose and Need and Subsection 1.11.1 Issues Analyzed in Depth through the following actions:

- Increases 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.
- Increases the number of designated loop routes of varying distances.
- Considers 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.
- Identifies 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 C –Maximum Motorized Emphasis Alternative (FEIS Section 2.3.5)

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 Section 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 D - Minimum Motorized Emphasis Alternative (FEIS Section 2.3.6)

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, and the fewest number of routes that access dispersed camping areas that have a history of traditional motorized use, 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 the FEIS 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.

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- 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 E – Blend of Alternatives C and D (FEIS Section 2.3.7)

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, thus it would be more expensive to maintain when compared to the alternatives.

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.

8.2. ENVIRONMENTALLY PREFERRED ALTERNATIVE

The Council on Environmental Quality regulations for implementing NEPA requires the Record of Decision specify “the alternative or alternatives which were considered to be environmentally preferable” (40 CFR 1505.2(b)). The environmentally preferable alternative is not necessarily the alternative that will be implemented, and it does not have to meet the underlying need for the project. It does, however, have to cause the least damage to the biological and physical environment and best protect, preserve, and enhance historical, cultural, and natural resources.

The Ashley National Forest Motorized Travel Plan focuses specifically the designation of roads, motorized trails and areas for public motor vehicle use on the Ashley National Forest (ANF) to comply with the Travel Management Rule.

Alternative D is the environmentally preferred alternative since it would designate the fewest miles of motorized routes and access for dispersed camping and therefore would have the least impacts from motorized uses. I believe, however, that the Selected Alternative provides the best balance of meeting competing public desires for motorized and non-motorized uses on the ANF while providing cultural and natural resource protection.

8.3. ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY

Three alternatives were considered but dismissed from detailed analysis. Two alternatives were dismissed in the DEIS and one alternative was dismissed in the FEIS.

1) An alternative that would eliminate all motorized travel in Inventoried Roadless Areas (IRAs) was considered. 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 was dismissed from detailed analysis in the FEIS. About 80 percent of the Forest is within IRAs and/or Potential Wilderness Areas and eliminating all motorized travel within IRAs would fragment the existing transportation system.

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. All Action Alternatives analyzed the effects of motorized use to wilderness attributes, and Alternative D analyzes reduced motorized use in potential wilderness and roadless areas.

2) Another proposal would restrict motorized dispersed camping to designated sites only. This alternative responds to the issues raised by the environmental community that were concerned that

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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.

3) The last proposal was to use the Uintah County Recreation Travel Management Plan (“County Travel Plan”) as an alternative. The County Travel Plan was one of several sources (along with public comment) used to develop alternatives for the draft EIS, and many of the routes shown on the County map were included in one or more alternatives as appropriate based on criteria in the Travel Management Rule and issues identified in the Ashley’s planning process.

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). Therefore routes in the County Travel Plan that met the project purpose and need were available for consideration in this decision.

9. FINDINGS REQUIRED BY OTHER LAWS

Numerous laws, regulations, and agency directives require that my decision be consistent with their provisions. I have determined that my decision is consistent with all laws, regulations, and agency policy. The following summarizes findings required by major environmental laws.

Consistency with the Ashley National Forest Land and Resource Management Plan: My decision is consistent with the Ashley National Forest Plan. No Forest Plan amendments would be required to prohibit motorized use on unauthorized routes on the Forest. My determination recognizes that the first motorized travel plans for the Flaming Gorge, Vernal, and Roosevelt / Duchesne Ranger Districts were established through NEPA. Also, this interpretation is made considering that the November 2, 2005 travel regulations now provides the legal mechanism of closure to unauthorized routes once a Motor Vehicle Use Map is created and distributed to the public.

Travel Management Rule (36 CFR Parts 212, 251, 261, and 295): The Travel Management Rule requires designation of those roads, trails, and areas that are open to motor vehicle use. Designations made in this decision have been made by class of vehicle and by time of year. The Travel Management Rule prohibits the use of motor vehicles off the designated system, as well as use of motor vehicles on routes and in areas that is not consistent with the designations.

General Route Designation Criteria: The Travel Management Rule requires consideration of the effects of designating roads, trails and areas on specific resources and components of travel management. The Rule states, “In designating National Forest System roads, National Forest System trails, and areas on the National Forest System lands for motor vehicle use, the

responsible official shall consider effects on National Forest System natural and cultural resources, public safety, provision of recreation opportunities, access needs, conflicts among uses of National Forest System lands, the need for maintenance and administration of roads, trails, and areas that would arise if the uses under consideration are designated; and the availability of resources for that maintenance and administration.” (36 CFR 212.55 (a)).

I have determined that the Forest Service has considered the effects of road and motorized trail designation on the resources identified in the 2005 Travel Management Rule based on the analysis and information contained in the FEIS and the project record.

Motorized Trail Designation Criteria: The Rule also contains specific criteria related to designating motorized trails. It states, “In addition to the criteria listed in paragraph [a] of this section, in designating National Forest System trails and areas on National Forest System lands, the responsible official shall consider effects on the following, with the objective of minimizing: (1) Damage to soil, watershed, vegetation, and other forest resources; (2) Harassment of wildlife and significant disruption of wildlife habitats; (3) Conflicts between motor vehicle use and existing or proposed recreation uses of National Forest System lands or neighboring Federal lands; and (4) Conflicts among different classes of motor vehicle uses of National Forest System lands or neighboring Federal lands. In addition, the responsible official shall consider: (5) Compatibility of motor vehicle use with existing conditions in populated areas, taking into account sound, emissions, and others factors.” (36 CFR 212.55 (b)).

The objective of the Selected Alternative was to provide a mix of recreational opportunity settings while minimizing effects on resources and uses listed above. These resources were considered, as evidenced by the FEIS and project record, and specific measures were taken to minimize the effects of route designation where issues were identified. Specific measures included avoiding designation of routes to reduce the potential for impacts to cultural resources and providing a range of recreation opportunities on the ANF to minimize user conflicts. General outcomes of the Selected Alternative include reducing adverse impacts on soils, water quality, fisheries and aquatics, wildlife, vegetation, and the spread of noxious weeds.

Minimum Road System (36 CFR 212.5[B][1])

This travel management planning process has resulted in identification of the minimum road system necessary to meet the utilization (including recreation), protection, and administration needs of the ANF. Consistent with 36 CFR 212.5(b)(1), this process has involved the “science-based roads analysis” and “broad spectrum of interested and affected citizens, other state and federal agencies, and Tribal governments” necessary for determining the minimum road system needed (see Chapters 2 and 3 of the FEIS). In addition, the process has revealed that the Selected Alternative is the minimum “road system determined to be needed to meet resource and other management objectives adopted in the relevant land and resource management plan (36 CFR part 219), to meet applicable statutory and regulatory requirements, to reflect long-term funding expectations, to ensure that the identified system minimizes adverse environmental impacts...” Chapters 1 and 3 of the FEIS identify consistency with the Forest’s land management plan and other statutory and regulatory requirements. A Travel Analysis was conducted in 2005 and is part of the project record. Section 20.2 of the Forest Service Travel Planning Handbook (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.

Consideration of Roads Analysis The Forest Scale Roads Analysis for the Ashley National Forest (see Project Record) was completed in 2005. The report highlighted potential impacts of roads and/or motorized access on wildlife, water quality, cultural resources; right-of-way issues; and potential changes

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to road management objectives. This analysis helped inform me about potential resource issues associated with system roads.

The National Environmental Policy Act (NEPA) of 1969 (P.L. 91-190): The purposes of this Act are “To declare a national policy which will encourage productive and enjoyable harmony between man and his environment, to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality” (42 U.S.C. Sec. 4321). NEPA establishes the format and content requirements for environmental analyses and documentation. The entire process of preparing this FEIS was undertaken to comply with NEPA.

The National Forest Management Act (NFMA) of 1976 (P.L. 4-588): This Act guides development and revision of National Forest Land Management Plans and contains regulations that prescribe how land and resource management planning is to be conducted on NFS lands to protect National Forest resources. My decision complies with NFMA.

The Endangered Species Act (ESA) of 1973, as amended: The purposes of this Act are to provide for the conservation of threatened and endangered species and their habitats. The Forest is required by the ESA to ensure that any actions it approves will not jeopardize the continued existence of threatened and endangered species or result in the destruction or adverse modification of critical habitat.

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 the four endangered, fish species that could be potentially affected by the Proposed Action. The humpback chub, bonytail, Colorado pikeminnow, and razorback sucker are all native to the Colorado River Basin (USFWS 2002 a, b, c, d). These species currently do not occur within the Ashley National Forest (ANF). There is no suitable habitat in the project area. No water depletions from the Colorado River Basin would occur because of this project. Based on the analyses that were completed for this BA, it was determined that the Proposed Action would have “no effect” on all four of the fish species identified.

An Aquatic Species BE for Colorado River cutthroat (a sensitive species) was completed for the project. Because motorized travel is currently occurring in sub-watersheds containing Colorado River cutthroat trout, some indirect effects are already occurring, therefore 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.

The Migratory Bird Treaty Act of 1918: The purpose of this Act is to establish an international framework for the protection and conservation of migratory birds. The Migratory Bird Treaty Act (MBTA) implements various treaties and conventions between the U.S. and Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Under the Act, taking, killing, or possessing migratory birds, including nests and eggs, is unlawful. A list of neotropical migratory birds protected by the Migratory Bird Treaty Act is provided in 50 CFR 10.13.

Additional information on the Migratory Bird Treaty Act can be found in the Wildlife Resources section, Chapter 3. My decision complies with Migratory Bird Treaty Act.

Executive Order 13186 (Migratory Bird Treaty Act): In January 2001, the President signed an executive order outlining responsibilities of federal agencies to protect migratory birds under the Migratory Bird Treaty Act (MBTA). As a complementary measure to the Executive Order, the Forest Service and the U.S. Fish and Wildlife Service entered into a Memorandum of Understanding (MOU) the purpose of which is to strengthen migratory bird conservation through enhanced collaboration between the agencies, in coordination with state, tribal, and local governments. My decision is consistent with the Executive Order and the Migratory Bird Treaty Act.

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.

The Federal Water Pollution Control Act of 1972 (PL 92-500) as amended in 1977 (PL 95-217) and 1987 (PL 100-4), also known as the federal Clean Water Act: The primary objective of this Act is to restore and maintain the integrity of the nation's waters by: 1) Eliminating the discharge of pollutants into the nation's waters; and 2) Achieving water quality levels that are fishable and swimmable. 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). Identification of BMPs is mandated by Section 319 of the Water Quality Act of 1987 (also referred to as the Clean Water Act), which states, "It is national policy that programs for the control of nonpoint sources of pollution be developed and implemented." My decision complies with the Clean Water Act.

Federal Noxious Weed Act of 1974: This Act provides for the control and management of non-indigenous weeds that injure or have the potential to injure the interests of agriculture and commerce, wildlife resources, or the public health. The Act requires that each federal agency develop a management program to control undesirable plants on federal lands under the agency's jurisdiction; establish and adequately fund the program; implement cooperative agreements with state agencies to coordinate management of undesirable plants on federal lands; establish integrated management systems to control undesirable plants targeted under cooperative agreements. The alternatives analyzed

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in the FEIS comply with the Federal Noxious Weed Act. Under separate planning activities, the agency has developed a management program to control undesirable plants on the ANF.

My decision considered and analyzed the risk of spreading noxious weeds and complies with ANF programs to control noxious weeds.

The Preservation of American Antiquities Act of 1906: This Act makes it illegal to “...appropriate, excavate, injure, or destroy any historic or prehistoric ruin or monument, or any object of antiquity, situated on lands owned by the Government of the United States...” Cultural resource surveys would be completed for all proposed additions to the current designated travel system and any cultural resources identified would be protected as required through consultation with the Utah and Wyoming State Historic Preservation Offices (SHPO).

The National Historic Preservation Act of 1966, as amended: This Act requires federal agencies to consult with state and local groups before nonrenewable cultural resources, such as archaeological sites and historic structures are damaged or destroyed. Section 106 of this Act requires federal agencies to review the effects that project proposals may have on the cultural resources in the project area. It requires agencies to consider the effects of undertakings on properties eligible to or listed in the National Register of Historic Places by following the regulatory process specified in 36 CFR 800.

Actions permitted, approved, or initiated by the Forest Service and that may affect cultural resources must comply with provisions of the National Historic Preservation Act (NHPA) of 1966, as amended, and as implemented by federal guidelines 36 CFR 800. Section 106 of the NHPA requires a federal agency to take into account the effects of the agency's undertaking on properties listed on, or eligible for listing on, the National Register of Historic Places (NRHP).

Before any federal undertaking begins, cultural resources eligible for listing on the NRHP must be identified and documented. Cultural resources recorded in the project area are evaluated in consultation with the SHPO or the Federal Advisory Council on Historic Preservation (ACHP).

The Archaeological Resources Protection Act (ARPA) of 1979: ARPA prohibits the excavation, removal, damage, or destruction of archaeological resources located on public lands, and specifies civil and criminal penalties for persons found guilty of violations under the act. Authorized excavation and removal of archaeological resources requires a permit issued by the federal agency. ARPA, as referenced in the Freedom of Information Act (FOIA) (5 U.S.C. 552[b]), protects the confidentiality of archaeological sites from public disclosure. Other provisions of the law promote communication and cooperation between federal agencies, Indian tribes, professional archaeologists, and private individuals for the protection of archaeological resources on public lands. The procedures for implementing ARPA are outlined in the U.S. Code of Federal Regulations (36 CFR Part 296).

Federal statutes covering theft and destruction of government property also prohibit the removal of, and damage or destruction of, archaeological resources on public lands (see 18 U.S.C. 641 and 18 U.S.C. 1361, respectively).

Wild and Scenic Rivers Act: River segments and their corridors that are eligible, suitable, or designated as Wild and Scenic Rivers are managed to retain their free-flowing status, classification, and outstandingly remarkable values for recreation, scenery, wildlife, cultural, fish, geology, hydrology, and ecological/ botanical resources. Opportunities are provided so the public can understand the uniqueness of eligible, suitable, and designated Wild and Scenic Rivers. The Selected Alternative does not change routes within eligible and designated Wild and Scenic River corridors; and their status is not affected.

Consumers, Civil Rights, Minorities, and Women: The need to conduct an analysis of this potential impact is required by Forest Service Manual and Forest Service Handbook direction. The civil rights of individuals or groups, including minorities, people with disabilities, and women, are not differentially

affected by the Selected Alternative because access is afforded to all groups equally in the ANF Motorized Travel Plan.

Executive Order 12898: E.O. 12898 directs each federal agency to make environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. An associated memorandum emphasizes the need to consider these types of effects during NEPA analysis. The Selected Alternative would not disproportionately adversely affect minority or low-income populations (including American Indian Tribal members) because access is afforded to these groups equally in the ANF Motorized Travel Plan.

Executive Order 13443: The purpose of Executive Order 13443, signed in 2007, is to direct federal land management agencies to facilitate expansion and enhancement of hunting opportunities and the management of game species and their habitats. The E.O. directs agencies to evaluate the effect of agency actions on trends in hunting participation and, where appropriate to address declining trends, implement actions that expand and enhance hunting opportunities for the public; consider the economic and recreational values of hunting in agency actions, as appropriate; manage wildlife and wildlife habitats on public lands in a manner that expands and enhances hunting opportunities, including through the use of hunting in wildlife management planning; work collaboratively with State governments to manage and conserve game species and their habitats in a manner that respects private property rights and state management authority over wildlife resources; establish short and long term goals, in cooperation with state and tribal governments, and consistent with agency missions, to foster healthy and productive populations of game species and appropriate opportunities for the public to hunt those species; ensure that agency plans and actions consider programs and recommendations of comprehensive planning efforts such as state Wildlife Action Plans, the North American Waterfowl Management Plan, and other range-wide management plans for big game and upland game birds; seek the advice of state and tribal fish and wildlife agencies, and, as appropriate, consult with the Sporting Conservation Council and other organizations, with respect to the foregoing federal activities.

The Selected Alternative provides ample hunting opportunities and provides a range of motorized and non-motorized hunting opportunities taking into account the various methods of hunting.

Ashley National Forest Responsibilities to Federally Recognized Tribes: American Indian Tribes are afforded special rights under various federal statutes including: the National Historic Preservation Act (NHPA) of 1966 (as amended); the National Forest Management Act of 1976 (P.L.4588); the Archaeological Resources Protection Act of 1979, and implementing regulations 43 CFR Part 7; the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990, and implementing regulations 43 CFR Part 10; the Religious Freedom Restoration Act of 1993 (P.L. 103141); and the American Indian Religious Freedom Act (AIRFA) of 1978. Federal guidelines direct federal agencies to consult with American Indian Tribal representatives who may have concerns about federal actions that may affect religious practices, other traditional cultural uses, as well as cultural resource sites and remains associated with American Indian ancestors. Any Tribe whose aboriginal territory occurs within a project area is afforded the opportunity to voice concerns for issues governed by NHPA, NAGPRA, or AIRFA.

Federal responsibilities to consult with Indian Tribes are included in the National Forest Management Act of 1976 (P.L. 4-588), Interior Secretarial Order 3175 of 1993 and Executive Orders 12875, 13007, 12866, and 13084: E.O. 12875 calls for regular consultation with tribal governments; and E.O. 13007 requires consultation with Indian Tribes and religious representatives on the access, use, and protection of Indian sacred sites. E.O. 12866 requires that federal agencies seek views of tribal officials before imposing regulatory requirements that might affect them; and E.O. 13084 provides direction regarding consultation and coordination with American Indian Tribes relative to fee waivers. E.O. 12898 directs

RECORD OF DECISION

federal agencies to focus on the human health and environmental conditions in minority and low-income communities, especially in instances where decisions may adversely impact these populations (see the “Environmental Justice” above). The 40 CFR 1500-1508 regulations of the NEPA invite American Indian tribes to participate in forest management projects and activities that may affect them.

10. APPEAL PROVISIONS AND IMPLEMENTATION

This decision is subject to appeal pursuant to 36 CFR 215.11 by individual or organizations meeting the requirements of 36 CFR 215.13. Any appeal must meet the requirements at 36 CFR 215.14. A written appeal must be submitted within 45 days following the publication date of the legal notice of this decision in the **Vernal Express** Vernal, Utah. It is the responsibility of the appellant to ensure their appeal is received in a timely manner. The publication date of the legal notice of the decision in the newspaper of record is the exclusive means for calculating the time to file an appeal. Appellants should not rely on date or timeframe information provided by any other source.

The appeal must be filed with the Appeal Deciding Officer in writing. It is the appellant’s responsibility to provide sufficient project or activity-specific evidence and rationale, focusing on the decision, to show why the decision should be reversed. At a minimum, the appeal must meet the content requirements of 36 CFR 215.14, and include the following information:

- The appellant’s name and address, with a telephone number if available;
- A signature, or other verification of authorship upon request (a scanned signature for electronic mail may be filed with the appeal);
- When multiple names are listed on an appeal, identification of the lead appellant and verification of the identity of the lead appellant upon request;
- The name of the project or activity for which the decision was made, the name and title of the Responsible Official, and the date of the decision;
- The regulation under which the appeal is being filed, when there is an option to appeal under 36 CFR 215;
- Any specific change(s) in the decision that the appellant seeks and rationale for those changes;
- Any portion(s) of the decision with which the appellant disagrees, and explanation for the disagreement;
- Why the appellant believes the Responsible Official’s decision failed to consider the substantive comments; and
- How the appellant believes the decision specifically violates law, regulation, or policy.

Contact Person: For more information about this project, contact:

Kris Rutledge,
Ashley National Forest, Supervisors Office,
355 N. Vernal Ave., Vernal, Utah
Telephone: 435-789-5196
e-mail address: krutledge@fs.fed.us

Written appeals must be submitted to:

For Postal Delivery:	For Hand Delivery:
USDA Forest Service, Intermountain Region ATTN: Harv Forsgren, Appeals Deciding Officer 324 25th Street Ogden, Utah 84401	USDA Forest Service, Intermountain Region ATTN: Harv Forsgren, Appeals Deciding Officer Federal Building, 324 25th Street Ogden, Utah Business Hours: 8:00 AM and 4:30 PM MST, Monday through Friday, excluding holidays.

Appeals may be FAXed to (801) 625-5277

Electronic appeals must be submitted in a rich text format (.rtf) or Microsoft Word (.doc) format as an email message to appeals-intermtn-regional-office@fs.fed.us. The e-mail subject line should contain the name of the project being appealed. An automated response should confirm your electronic appeal has been received. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

If no appeal is received, implementation of this decision may occur on, but not before 5 business days from the close of the appeal filing period. If an appeal is received, implementation may not occur for 15 days following the date of appeal disposition.

The FEIS and supporting documentation are available for public review at the Ashley National Forest, Supervisors Office 355 N. Vernal, Ave., Vernal, UT. Phone (435) 781 - 1181.

KEVIN B. ELLIOTT, FOREST SUPERVISOR
ASHLEY NATIONAL FOREST

Date

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APPENDIX A

Changes from Alternative B in Selected Alternative

FEIS Route Proposal/FSR/FST/ Number	Alternative B Proposal	Rationale	Selected Alternative designation	Miles Changed
1007 (FSR 016 - Sols Canyon)	ATV / OHV Trail	resource concerns	Administratively Closed	- 2.03 miles road
1011 (Sheep Creek Loop)	ATV Trail	resource concerns	not designated	-1.66 miles Trail
1255.1 (FSR 625 Swett Ranch)	4wd mixed Road	resource concerns	ATV / UTV Trail	+ 0.82 miles trail - 0.82 miles road
2038.1 (FST 034 - Galloway Springs)	non-motorized trail	gives access to ATVs to Cow Hollow and removes ATVs along area of trail of greatest resource concern	ATV Trail	+ 1.47 miles Trail
2042 (FST 007 - Oaks Park Reservoir)	ATV Trail	resource concerns	non motorized trail	-2.27 Trail
2458 (Paradise Reservoir)	no proposal	gives access to dispersed camping that closure of FSR 294 removed	4wd mixed road	+ 0.06 miles Road
2464 (Oak Park Reservoir)	no proposal	more sustainable route than 2042	ATV Trail	+ 2.29 Trail
FSR 294 (Paradise Reservoir)	no proposal	route closed due to emergency closure (Safety)	Administratively closed	-0.22 Road

TOTAL ROAD CHANGE	- 3.01
TOTAL ATV TRAIL CHANGE	+ 0.65
TOTAL MILEAGE CHANGE	- 2.36

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Appendix B

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
1004.0	street legal vehicles only	4WD mixed road	1.37	
1005.0	motorized trail OHV less than 50"	non-motorized trail	3.99	
1017.1	unauthorized	motorized trail OHV less than 50"	2.35	
1017.2	new construction	motorized trail OHV less than 50"	0.97	Alignment of route at Sheep Ck Lake to avoid wet meadow and stream crossing.
1017.3	administratively closed	motorized trail OHV less than 50"	0.61	
1020.1	unauthorized	4WD mixed road	0.13	
1020.2	unauthorized	4WD mixed road	0.21	
1021.0	unauthorized	4WD mixed road	0.39	
1023.0	unauthorized	4WD mixed road	0.40	
1024.0	unauthorized	motor trail open to all vehicles	0.15	
1028.0	unauthorized	4WD mixed road	0.36	
1029.0	unauthorized	4WD mixed road	2.32	
1030.0	unauthorized	4WD mixed road	0.09	
1031.0	unauthorized	4WD mixed road	0.09	
1032.0	unauthorized	4WD mixed road	0.11	
1033.0	unauthorized	4WD mixed road	0.09	
1034.0	unauthorized	4WD mixed road	1.07	
1035.0	unauthorized	4WD mixed road	0.93	
1036.0	unauthorized	4WD mixed road	0.09	
1037.0	unauthorized	4WD mixed road	0.28	
1038.0	unauthorized	4WD mixed road	0.63	
1039.0	unauthorized	4WD mixed road	0.33	
1041.0	unauthorized	4WD mixed road	1.93	
1042.0	unauthorized	4WD mixed road	0.32	
1043.0	unauthorized	4WD mixed road	0.42	
1044.0	unauthorized	4WD mixed road	0.40	
1045.0	unauthorized	4WD mixed road	0.36	
1046.0	unauthorized	4WD mixed road	1.60	
1047.0	unauthorized	4WD mixed road	0.81	
1049.0	unauthorized	4WD mixed road	0.15	
1050.0	unauthorized	4WD mixed road	0.25	
1051.0	unauthorized	4WD mixed road	2.67	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
1052.0	unauthorized	4WD mixed road	1.18	
1053.0	unauthorized	4WD mixed road	0.57	
1054.0	unauthorized	4WD mixed road	0.40	
1056.0	unauthorized	4WD mixed road	0.87	
1057.0	unauthorized	4WD mixed road	0.28	
1058.0	unauthorized	4WD mixed road	0.25	
1059.0	unauthorized	4WD mixed road	0.09	
1060.0	unauthorized	4WD mixed road	0.63	
1063.0	unauthorized	4WD mixed road	0.17	
1064.0	unauthorized	4WD mixed road	0.12	
1065.0	unauthorized	4WD mixed road	0.06	
1066.0	unauthorized	4WD mixed road	0.52	
1067.0	unauthorized	4WD mixed road	1.00	
1068.0	unauthorized	4WD mixed road	0.47	
1069.0	unauthorized	4WD mixed road	0.16	
1070.0	unauthorized	4WD mixed road	0.30	
1071.0	unauthorized	street legal vehicles only	0.39	
1073.0	unauthorized	motor trail open to all vehicles	0.25	
1074.0	unauthorized	motor trail open to all vehicles	0.42	
1076.0	unauthorized	motor trail open to all vehicles	0.21	
1080.0	unauthorized	motor trail open to all vehicles	0.51	
1081.0	unauthorized	motor trail open to all vehicles	0.52	
1082.0	unauthorized	motor trail open to all vehicles	0.06	
1083.0	unauthorized	motor trail open to all vehicles	0.38	
1086.0	administratively closed	4WD mixed road	0.19	
1087.0	unauthorized	4WD mixed road	0.38	
1089.0	unauthorized	motor trail open to all vehicles	0.32	
1090.0	unauthorized	4WD mixed road	0.97	
1091.0	unauthorized	4WD mixed road	0.20	
1092.0	unauthorized	4WD mixed road	0.33	
1093.0	unauthorized	4WD mixed road	0.36	
1094.0	unauthorized	4WD mixed road	0.20	
1095.0	unauthorized	4WD mixed road	0.28	
1099.0	unauthorized	4WD mixed road	0.64	
1100.0	unauthorized	4WD mixed road	0.15	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
1103.0	unauthorized	4WD mixed road	1.47	
1104.0	unauthorized	4WD mixed road	0.15	
1105.0	unauthorized	4WD mixed road	0.05	
1106.0	unauthorized	4WD mixed road	0.42	
1108.0	unauthorized	4WD mixed road	0.42	
1110.0	unauthorized	4WD mixed road SEASONAL CLOSURE	2.08	Due to substrate, route needs engineering to drain moisture-Restrict motorized use when seasonally wet October 1 thru May 1
1111.0	unauthorized	4WD mixed road	0.40	
1113.0	unauthorized	4WD mixed road	0.55	
1114.0	unauthorized	4WD mixed road	0.08	
1116.0	unauthorized	4WD mixed road	0.17	
1120.0	unauthorized	4WD mixed road	0.18	
1121.0	unauthorized	4WD mixed road	0.29	
1122.0	unauthorized	4WD mixed road	0.50	
1124.0	unauthorized	4WD mixed road	0.73	
1126.0	administratively closed	4WD mixed road	0.78	
1129.0	administratively closed	4WD mixed road	0.18	
1131.0	unauthorized	4WD mixed road	0.37	
1133.0	unauthorized	street legal vehicles only	0.24	
1136.0	unauthorized	4WD mixed road	0.17	
1139.0	unauthorized	4WD mixed road	0.32	
1140.0	unauthorized	4WD mixed road	0.21	
1141.0	unauthorized	4WD mixed road	1.19	
1143.0	street legal vehicles only	administratively closed	2.45	
1144.0	unauthorized	4WD mixed road	0.11	
1154.0	street legal vehicles only	4WD mixed road	1.04	
1155.0	street legal vehicles only	4WD mixed road	0.40	
1156.0	non-motorized trail	4WD mixed road	0.18	
1158.0	unauthorized	4WD mixed road	1.64	Further review needed. See Appendix C Cultural Resource Phase 3
1159.0	administratively closed	4WD mixed road	0.07	Barriers needed at end of road.
1160.0	unauthorized	4WD mixed road	0.13	
1163.0	unauthorized	4WD mixed road	0.64	
1167.0	unauthorized	4WD mixed road	0.08	
1169.0	unauthorized	4WD mixed road	0.05	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
1176.0	unauthorized	4WD mixed road	0.70	
1177.0	unauthorized	4WD mixed road	0.08	
1179.0	unauthorized	motorized trail OHV less than 50"	1.38	
1180.0	unauthorized	4WD mixed road	0.09	
1181.0	unauthorized	4WD mixed road	0.17	
1183.0	unauthorized	4WD mixed road	0.13	Mitigation: Route needs to be signed to restrict traffic within the area
1184.0	unauthorized	4WD mixed road	0.20	
1186.0	unauthorized	4WD mixed road	0.08	
1188.0	unauthorized	4WD mixed road	0.23	
1189.0	unauthorized	4WD mixed road	0.08	
1190.0	unauthorized	4WD mixed road	0.04	
1191.0	unauthorized	4WD mixed road SEASONAL CLOSURE	0.18	
1192.0	unauthorized	4WD mixed road	0.09	
1193.0	unauthorized	street legal vehicles only	0.30	
1194.0	unauthorized	street legal vehicles only	0.16	
1195.0	unauthorized	street legal vehicles only	0.21	
1198.0	unauthorized	4WD mixed road	0.06	
1200.0	unauthorized	open dispersed camping area		
1213.0	street legal vehicles only	administratively closed	0.54	
1219.0	4WD mixed road	street legal vehicles only	0.18	
1220.0	mixed use road	administratively closed	0.11	
1221.0	mixed use road	administratively closed	0.20	
1240.0	4WD mixed road	street legal vehicles only	0.79	
1241.0	4WD mixed road	street legal vehicles only	0.90	
1242.0	4WD mixed road	street legal vehicles only	0.66	
1255.1	4WD mixed road	motorized trail OHV less than 50" _SEASONAL CLOSURE	1.08	Seasonal closure of route (October 1 - May 1) would mitigate for winter range and hunting concerns, as well as wet stream crossing
1255.2	motorized trail OHV less than 50"	motorized trail OHV less than 50" _SEASONAL CLOSURE	0.86	Seasonal closure of route (October 1 - May 1) would mitigate for winter range and hunting concerns, as well as wet stream crossing. Harden trail at water crossings and wet areas

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
1258.0	street legal vehicles only	mixed use road	2.65	
1259.0	street legal vehicles only	mixed use road	2.55	
1260.0	street legal vehicles only	mixed use road	1.38	
1262.0	street legal vehicles only	mixed use road	1.13	
1265.1	street legal vehicles only	4WD mixed road	0.32	
1265.2	street legal vehicles only	4WD mixed road	0.35	
1265.3	street legal vehicles only	4WD mixed road	0.40	
1265.4	street legal vehicles only	4WD mixed road	0.21	
1266.1	street legal vehicles only	mixed use road	2.04	
1266.2	street legal vehicles only	4WD mixed road	0.47	
1266.3	street legal vehicles only	4WD mixed road	0.43	
1266.4	street legal vehicles only	4WD mixed road	0.24	
1266.5	street legal vehicles only	4WD mixed road	0.22	
1267.0	street legal vehicles only	4WD mixed road	0.06	
1268.1	unauthorized	4WD mixed road	0.35	
1268.2	unauthorized	4WD mixed road	0.44	
1269.0	unauthorized	4WD mixed road	1.10	Mitigation needed to route away from wet meadow and beaver dam, and restrict camping in meadow.
1270.1	street legal vehicles only	mixed use road	0.86	
1275.0	unauthorized	4WD mixed road	0.33	
1276.0	unauthorized	4WD mixed road	0.35	
1277.0	unauthorized	street legal vehicles only	0.18	
1278.0	unauthorized	street legal vehicles only	0.10	
1279.0	unauthorized	street legal vehicles only	0.38	
2001.0	4WD mixed road	administratively closed	0.41	
2002.0	4WD mixed road	administratively closed	0.97	
2003.0	4WD mixed road	administratively closed	0.35	
2004.0	motorized trail OHV less than 50"	non-motorized trail	0.61	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
2005.0	motorized trail OHV less than 50"	non-motorized trail	0.67	
2006.0	motorized trail OHV less than 50"	non-motorized trail	0.34	
2008.0	4WD mixed road	motorized trail OHV less than 50"	0.77	
2010.0	4WD mixed road	street legal vehicles only	2.27	
2011.0	4WD mixed road	street legal vehicles only	2.16	
2013.0	Existing Undesignated	motor trail open to all vehicles	4.94	
2014.0	mixed use road	street legal vehicles only	0.67	
2015.0	Existing Undesignated	motorized trail OHV less than 50"	3.49	
2015.1	Existing Undesignated	motorized trail OHV less than 50"	1.18	rerouting and engineering the descent to the stream and a bridge or hardened ford. Stream alteration permit (CWA sec. 404) would be required.
2015.2	Existing Undesignated	motorized trail OHV less than 50"	1.50	
2016.0	motorized trail OHV less than 50"	non-motorized trail	3.45	
2018.0	street legal vehicles only	mixed use road	11.97	
2020.0	Existing Undesignated	motor trail open to all vehicles	0.42	
2024.0	Existing Undesignated	4WD mixed road SEASONAL CLOSURE	0.37	Seasonal closure during hunting season (October 1 thru May 1). Need to sign for no firewood area.
2026.0	4WD mixed road	administratively closed	0.44	
2029.0	4WD mixed road	administratively closed	1.15	
2032.0	motorized trail OHV less than 50"	non-motorized trail	5.16	
2034.0	4WD mixed road	street legal vehicles only	0.81	
2038.1	motorized trail OHV less than 50"	non-motorized trail	1.17	
2038.2	motorized trail OHV less than 50"	non-motorized trail	2.00	
2039.0	motorized trail OHV less than 50"	non-motorized trail	2.47	
2040.0	motorized trail OHV less than 50"	non-motorized trail	1.58	
2042.0	motorized trail OHV less than 50"	non-motorized trail	2.27	
2043.0	street legal vehicles only	mixed use road	8.49	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
2045.0	motorized trail OHV less than 50"	non-motorized trail	1.14	
2047.0	administratively closed	motor trail open to all vehicles SEASONAL CLOSURE	1.61	Seasonal closure during hunting (October 1 - May 1)
2048.0	administratively closed	mixed use road	1.18	
2052.0	4WD mixed road	administratively closed	0.31	
2055.0	street legal vehicles only	mixed use road	3.11	
2056.0	motorized trail OHV less than 50"	non-motorized trail	0.80	
2057.0	unauthorized	motor trail open to all vehicles	0.55	
2058.0	administratively closed	4WD mixed road SEASONAL CLOSURE	2.54	Seasonal closure during hunting season (October 1 - May 1. No firewood gathering in area.
2061.0	administratively closed	mixed use road	1.21	
2062.0	street legal vehicles only	administratively closed	1.53	
2068.0	unauthorized	motorized trail OHV less than 50"	0.33	Route needs to follow trail to the west and stay out of Cart Creek.
2070.1	administratively closed	motorized trail OHV less than 50"	0.30	
2070.2	unauthorized	motorized trail OHV less than 50"	1.37	
2085.0	administratively closed	4WD mixed road	1.39	
2086.0	Existing Undesignated	4WD mixed road	0.55	
2087.0	Existing Undesignated	motor trail open to all vehicles	1.64	
2091.1	street legal vehicles only	4WD mixed road	7.11	
2093.1	street legal vehicles only	mixed use road	6.07	
2099.0	Existing Undesignated	motor trail open to all vehicles	2.34	
2101.0	Existing Undesignated	motor trail open to all vehicles	1.11	
2102.0	Existing Undesignated	motor trail open to all vehicles	0.73	
2103.0	Existing Undesignated	4WD mixed road	1.75	
2115.0	motorized trail OHV less than 50"	non-motorized trail	2.32	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
2129.0	administratively closed	motor trail open to all vehicles	2.44	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.
2130.1	Existing Undesignated	motor trail open to all vehicles	0.55	
2130.2	new construction	motor trail open to all vehicles	0.23	Trail surfacing and stream alteration permit (CWA sec 404) may be required. Barriers would be needed at intersection of tra
2143.0	administratively closed	motorized trail OHV less than 50"	0.74	
2144.0	new construction	motorized trail OHV less than 50"	0.36	
2145.0	administratively closed	4WD mixed road SEASONAL CLOSURE	0.81	Seasonal closure during hunting season October 1-May 1.
2146.0	administratively closed	4WD mixed road SEASONAL CLOSURE	0.58	Seasonal closure during hunting season October 1-May 1 No firewood gathering in area.
2150.0	motorized trail OHV less than 50"	non-motorized trail	1.84	
2152.0	4WD mixed road	administratively closed	0.32	
2153.0	administratively closed	mixed use road	1.12	
2180.0	administratively closed	4WD mixed road SEASONAL CLOSURE	0.45	Seasonal closure during hunting season October 1-May 1 No firewood gathering in area.
2193.0	unauthorized	street legal vehicles only	0.09	
2197.0	street legal vehicles only	4WD mixed road	2.79	allow on gravel portion of this route only
2203.0	mixed use road	motorized trail OHV less than 50"	1.38	
2206.0	Existing Undesignated	4WD mixed road	0.68	
2208.0	Existing Undesignated	motor trail open to all vehicles	1.70	
2220.0	Existing Undesignated	4WD mixed road	0.83	
2233.0	motorized trail OHV less than 50"	motor trail open to all vehicles	1.37	
2253.1	street legal vehicles only	4WD mixed road	0.77	
2253.3	unauthorized	motorized trail OHV less than 60"	1.35	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
2274.1	unauthorized	motor trail open to all vehicles	0.90	
2274.2	unauthorized	motorized trail OHV less than 50"	0.74	
2292.0	street legal vehicles only	4WD mixed road	0.70	
2302.0	unauthorized	4WD mixed road	0.10	
2303.0	Existing Undesignated	motor trail open to all vehicles	0.25	
2304.0	Existing Undesignated	motor trail open to all vehicles	0.04	
2305.0	Existing Undesignated	motor trail open to all vehicles	0.23	
2306.0	Existing Undesignated	motor trail open to all vehicles	0.17	
2308.0	Existing Undesignated	motor trail open to all vehicles	0.07	
2309.0	Existing Undesignated	4WD mixed road	0.24	
2310.0	Existing Undesignated	4WD mixed road	0.16	
2311.0	Existing Undesignated	4WD mixed road	0.17	
2312.0	Existing Undesignated	4WD mixed road	0.15	
2313.0	Existing Undesignated	4WD mixed road	0.09	
2317.0	unauthorized	4WD mixed road	0.10	
2319.0	Existing Undesignated	4WD mixed road	0.13	
2320.0	Existing Undesignated	4WD mixed road	0.15	
2321.0	unauthorized	4WD mixed road	0.06	
2323.0	unauthorized	motor trail open to all vehicles	0.05	
2324.0	unauthorized	motor trail open to all vehicles	0.13	
2325.0	unauthorized	4WD mixed road	0.10	
2327.0	unauthorized	4WD mixed road	0.12	
2328.0	Existing Undesignated	4WD mixed road	0.22	
2329.0	Existing Undesignated	4WD mixed road	0.64	
2330.0	Existing Undesignated	4WD mixed road	0.69	
2334.0	Existing Undesignated	4WD mixed road	0.38	
2335.0	Existing Undesignated	4WD mixed road	0.19	
2336.0	Existing Undesignated	4WD mixed road	0.20	
2339.0	Existing Undesignated	4WD mixed road	0.08	
2342.0	Existing Undesignated	4WD mixed road	0.09	
2343.0	Existing Undesignated	4WD mixed road	0.07	
2344.0	Existing Undesignated	4WD mixed road	0.25	
2345.0	Existing Undesignated	4WD mixed road	0.07	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
2347.0	unauthorized	4WD mixed road	0.05	
2348.0	Existing Undesignated	4WD mixed road	0.23	
2350.0	Existing Undesignated	street legal vehicles only	0.12	
2354.0	unauthorized	4WD mixed road	0.06	
2356.0	Existing Undesignated	4WD mixed road	0.08	
2358.0	Existing Undesignated	4WD mixed road	0.16	
2359.0	Existing Undesignated	4WD mixed road	0.15	
2360.0	Existing Undesignated	4WD mixed road	0.05	
2361.0	Existing Undesignated	4WD mixed road	0.05	
2362.0	Existing Undesignated	4WD mixed road	0.22	
2363.0	Existing Undesignated	4WD mixed road	0.04	
2364.0	Existing Undesignated	4WD mixed road	0.09	
2365.0	Existing Undesignated	4WD mixed road	0.05	
2366.0	Existing Undesignated	4WD mixed road	1.13	
2367.0	Existing Undesignated	4WD mixed road	0.11	
2371.0	Existing Undesignated	4WD mixed road	0.22	
2374.0	Existing Undesignated	4WD mixed road	0.07	
2377.0	Existing Undesignated	4WD mixed road	0.11	
2379.0	Existing Undesignated	4WD mixed road	0.08	
2382.0	Existing Undesignated	4WD mixed road	0.14	
2383.0	Existing Undesignated	motor trail open to all vehicles	0.13	
2384.0	unauthorized	4WD mixed road	0.27	
2385.0	Existing Undesignated	motor trail open to all vehicles	0.14	
2386.0	Existing Undesignated	motor trail open to all vehicles	0.12	
2387.1	Existing Undesignated	motor trail open to all vehicles	0.09	
2387.2	Existing Undesignated	motor trail open to all vehicles	0.36	
2388.0	Existing Undesignated	4WD mixed road	0.16	
2389.0	Existing Undesignated	4WD mixed road	0.08	
2391.0	Existing Undesignated	4WD mixed road	0.10	
2393.0	Existing Undesignated	motor trail open to all vehicles	0.70	
2394.0	unauthorized	4WD mixed road	0.25	
2398.0	unauthorized	4WD mixed road	0.06	
2400.0	Existing Undesignated	4WD mixed road	0.22	
2401.0	Existing Undesignated	4WD mixed road	0.04	
2403.0	Existing Undesignated	4WD mixed road	0.19	
2404.1	Existing Undesignated	4WD mixed road	0.41	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
2404.2	Existing Undesignated	4WD mixed road	0.13	
2408.1	Existing Undesignated	Motrized trail open to all vehicles	0.23	
2408.2	Existing Undesignated	motor trail open to all vehicles	0.24	
2409.0	motorized trail OHV less than 50"	Motrized trail open to all vehicles	0.51	
2410.0	Existing Undesignated	Motrized trail open to all vehicles	0.41	
2411.0	Existing Undesignated	Motrized trail open to all vehicles	0.11	
2412.0	Existing Undesignated	motor trail open to all vehicles	0.17	
2413.0	Existing Undesignated	motor trail open to all vehicles	0.28	
2414.1	motorized trail OHV less than 50"	4WD mixed road	0.25	
2414.2	Existing Undesignated	4WD mixed road	0.19	
2415.0	Existing Undesignated	4WD mixed road	0.21	
2416.1	Existing Undesignated	4WD mixed road	0.47	
2416.2	motorized trail OHV less than 50"	4WD mixed road	0.36	
2418.0	Existing Undesignated	4WD mixed road	0.26	
2420.0	Existing Undesignated	4WD mixed road	0.73	
2422.0	Existing Undesignated	4WD mixed road	0.22	
2423.0	Existing Undesignated	4WD mixed road	1.45	
2424.0	Existing Undesignated	4WD mixed road	0.38	
2425.0	Existing Undesignated	motorized trail OHV less than 50"	0.27	
2426.0	Existing Undesignated	motorized trail OHV less than 50"	0.68	
2427.0	Existing Undesignated	motorized trail OHV less than 50"	0.19	
2428.0	Existing Undesignated	motorized trail OHV less than 50"	1.26	
2429.0	Existing Undesignated	motor trail open to all vehicles	0.19	
2450.0	4WD mixed road	administratively closed	1.38	
2451.0	motorized trail OHV less than 50"	non-motorized trail	0.51	
2452.0	unauthorized	street legal vehicles only	0.52	
2454.0	street legal vehicles only	administratively closed	0.80	
2456.0	motorized trail OHV less than 50"	motorized trail OHV less than 50"	2.43	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
2457.0	street legal vehicles only	administratively closed	0.23	
2458.0	new construction	4WD mixed road	0.06	
2461.0	Existing Undesignated	motor trail open to all vehicles	0.66	
2462.0	motorized trail OHV less than 50"	motor trail open to all vehicles	3.89	
2464.0	unauthorized	motorized trail OHV less than 50"	2.29	
3001.0	unauthorized	motor trail open to all vehicles SEASONAL CLOSURE	3.06	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 (October- June 1)
3003.0	street legal vehicles only	administratively closed	0.95	
3005.0	street legal vehicles only	mixed use road	0.28	
3006.0	unauthorized	motor trail open to all vehicles	2.11	
3009.0	4WD mixed road	street legal vehicles only	0.06	
3009.0	4WD mixed road	street legal vehicles only	0.03	
3011.0	administratively closed	4WD mixed road SEASONAL CLOSURE	1.24	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 (October- June 1). Mitigation - Seasonal closure of area with gate. Sign areas where spurs are forming in alpine zone. Monitor for effectiveness, and close if vehicles continue going off road
3012.0	administratively closed	motor trail open to all vehicles	2.14	
3013.0	new construction	motorized trail OHV less than 50"	0.23	
3016.0	street legal vehicles only	street legal vehicles only	3.51	
3040.2	street legal vehicles only	mixed use road	0.25	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
3040.3	motorized trail OHV less than 50"	non-motorized trail	0.27	
3043.0	unauthorized	motor trail open to all vehicles SEASONAL CLOSURE	1.86	Seasonal closure beyond gate to minimize damage when wet. (See proposals 3054, and 3011). Sign or gate to keep on vehicles on road, monitor for effectiveness, and close if vehicles continue going off road. Mitigate for wet season damage w/ seasonal closure (October- June 1).
3053.0	motorized trail OHV less than 50"	motorized trail OHV less than 50" SEASONAL CLOSURE	3.78	Implement seasonal closure (October- June 15) to address elk calving.
3054.0	4WD mixed road	4WD mixed road SEASONAL CLOSURE	1.26	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 (October- June 1)
3057.0	street legal vehicles only	administratively closed	0.57	
3060.0	unauthorized	motor trail open to all vehicles	0.38	
3062.0	unauthorized	motor trail open to all vehicles	0.60	
3074.5	administratively closed	motorized trail OHV less than 50"	1.76	
3074.6	unauthorized	motorized trail OHV less than 50"	1.82	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.
3079.0	unauthorized	4WD mixed road	0.34	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
3082.0	street legal vehicles only	4WD mixed road SEASONAL CLOSURE	6.37	Seasonal closure beyond gate to minimize damage when wet. Sign or gate to keep on vehicles on road, monitor for effectiveness, and close if vehicles continue going off road. Mitigate for wet season damage w/ seasonal closure October 1 - June 30.
3086.0	unauthorized	street legal vehicles only	0.16	
3087.0	unauthorized	motor trail open to all vehicles	0.11	
3089.0	unauthorized	street legal vehicles only	0.19	
3095.0	unauthorized	motor trail open to all vehicles	0.07	
3097.0	unauthorized	motor trail open to all vehicles	0.04	
3107.0	unauthorized	motor trail open to all vehicles	0.18	
3113.0	unauthorized	motor trail open to all vehicles	0.05	
3114.0	unauthorized	motor trail open to all vehicles	0.06	
3116.0	unauthorized	motor trail open to all vehicles	0.05	
3122.0	unauthorized	street legal vehicles only	0.04	
3123.0	unauthorized	street legal vehicles only	0.01	
3124.0	unauthorized	street legal vehicles only	0.11	
3125.0	unauthorized	street legal vehicles only	0.14	
3130.0	unauthorized	street legal vehicles only	0.04	
3133.0	unauthorized	street legal vehicles only	0.10	
3134.0	unauthorized	street legal vehicles only	0.06	
3135.0	unauthorized	street legal vehicles only	0.04	
3137.0	unauthorized	4WD mixed road	0.05	
3140.0	unauthorized	4WD mixed road	0.12	
3144.1	unauthorized	4WD mixed road	0.30	
3147.1	unauthorized	4WD mixed road	0.42	
3148.0	unauthorized	4WD mixed road	0.16	
3149.0	unauthorized	4WD mixed road	0.05	
3150.0	unauthorized	4WD mixed road	0.16	
3151.0	unauthorized	4WD mixed road	0.09	
3152.0	unauthorized	4WD mixed road	0.11	
3153.0	unauthorized	4WD mixed road	0.13	
3154.0	unauthorized	4WD mixed road	0.49	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
3157.0	unauthorized	street legal vehicles only	0.06	
3158.0	unauthorized	street legal vehicles only	0.06	
3159.0	unauthorized	street legal vehicles only	0.30	
3160.0	unauthorized	motor trail open to all vehicles	0.06	
3161.0	unauthorized	motor trail open to all vehicles	0.06	
3162.0	unauthorized	motor trail open to all vehicles	0.03	
3165.0	unauthorized	motor trail open to all vehicles	0.08	
3166.0	unauthorized	motor trail open to all vehicles	0.04	
3167.0	unauthorized	motor trail open to all vehicles	0.01	
3173.0	unauthorized	motor trail open to all vehicles	0.11	
3180.0	unauthorized	4WD mixed road	0.06	
3188.0	unauthorized	motor trail open to all vehicles	0.23	
3190.0	unauthorized	4WD mixed road	0.05	
3194.0	unauthorized	motor trail open to all vehicles	0.04	
3195.0	unauthorized	motor trail open to all vehicles	0.06	
3196.0	unauthorized	motor trail open to all vehicles	0.25	
3197.0	unauthorized	motor trail open to all vehicles	0.08	
3198.0	unauthorized	motor trail open to all vehicles	0.04	
3199.0	unauthorized	motor trail open to all vehicles	0.17	
3206.0	unauthorized	4WD mixed road	0.10	
3213.0	unauthorized	4WD mixed road	0.28	
3220.1	unauthorized	MotORIZED trail open to all vehicles	0.06	
3220.2	unauthorized	motor trail open to all vehicles	0.19	
3221.0	unauthorized	4WD mixed road	0.05	
3222.0	unauthorized	motor trail open to all vehicles	0.26	
3225.0	unauthorized	motor trail open to all vehicles	0.32	
3227.0	unauthorized	street legal vehicles only	0.04	
3228.0	unauthorized	street legal vehicles only	0.08	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
3230.0	unauthorized	street legal vehicles only	0.21	
3231.0	unauthorized	motor trail open to all vehicles	0.04	
3232.0	unauthorized	street legal vehicles only	0.06	
3234.0	unauthorized	4WD mixed road	0.28	
3235.0	unauthorized	4WD mixed road	0.13	
3236.0	unauthorized	4WD mixed road	0.16	
3237.0	unauthorized	4WD mixed road	0.05	
3244.0	unauthorized	4WD mixed road	0.09	
3245.0	unauthorized	4WD mixed road	0.04	
3246.0	unauthorized	4WD mixed road	0.04	
3248.0	unauthorized	4WD mixed road	0.09	
3249.0	unauthorized	4WD mixed road	0.09	
3256.0	unauthorized	4WD mixed road	0.04	
3257.0	unauthorized	4WD mixed road	0.08	
3258.0	unauthorized	street legal vehicles only	0.06	
3263.0	unauthorized	4WD mixed road	0.04	
3268.0	unauthorized	4WD mixed road	0.06	
3271.0	unauthorized	motor trail open to all vehicles	0.04	
3279.0	unauthorized	motor trail open to all vehicles	0.05	
3280.0	unauthorized	4WD mixed road	0.07	
3344.0	unauthorized	motor trail open to all vehicles	0.10	
3354.0	unauthorized	motor trail open to all vehicles	0.07	
3365.0	unauthorized	motor trail open to all vehicles	0.10	
3373.0	unauthorized	4WD mixed road	0.11	
3377.0	unauthorized	motor trail open to all vehicles	0.13	
3378.0	unauthorized	4WD mixed road	0.10	
3379.0	unauthorized	motor trail open to all vehicles	0.04	
3387.0	unauthorized	motor trail open to all vehicles	0.04	
3390.0	unauthorized	motor trail open to all vehicles	0.18	
3391.0	unauthorized	motor trail open to all vehicles	0.15	
3401.0	street legal vehicles only	administratively closed	1.29	

Proposals designated in the Selected Alternative

Proposal Number	Current Condition	Selected Alternative Designation	Miles of Route	Mitigation
4001.0	unauthorized	motor trail open to all vehicles	4.23	MITIGATE for resource concerns See Appendix C Phase 4
4002.0	unauthorized	motor trail open to all vehicles	0.90	
4003.0	unauthorized	motor trail open to all vehicles	0.34	
4004.0	administratively closed	4WD mixed road	0.65	Concerns over improper use onto UDWR can be mitigated by signage and other means
4011.0	motorized trail OHV less than 50"	motor trail open to all vehicles	1.92	
4013.0	4WD mixed road	motorized trail OHV less than 50"	1.62	
4015.0	street legal vehicles only	4WD mixed road	0.57	
4021.0	4WD mixed road	administratively closed	0.67	
4022.0	administratively closed	street legal vehicles only	0.27	
4023.0	mixed use road	administratively closed	0.18	
4027.0	4WD mixed road	street legal vehicles only SEASONAL CLOSURE	0.33	Mitigate for wet season damage from street legal vehicles as well with seasonal closure (October- June 1)
4040.0	unauthorized	motor trail open to all vehicles	0.13	
4041.0	unauthorized	motor trail open to all vehicles	0.04	
4043.0	unauthorized	motor trail open to all vehicles	0.05	
4044.0	unauthorized	motor trail open to all vehicles	0.05	
4045.0	unauthorized	motor trail open to all vehicles	0.07	
4046.0	unauthorized	motor trail open to all vehicles	0.05	
4057.0	unauthorized	motor trail open to all vehicles	0.31	
4061.0	administratively closed	4WD mixed road	0.35	
4063.0	unauthorized	motor trail open to all vehicles	0.04	
4066.0	unauthorized	motor trail open to all vehicles	0.05	
4067.0	unauthorized	motor trail open to all vehicles	0.15	
4072.0	unauthorized	motor trail open to all vehicles	0.41	

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Appendix C

Cultural Resource Schedule for Implementation of the NEPA Decision

Cultural Resource Review of the Travel Management Plan

The Forest is in the process of completing a cultural resource review of the effects of the proposed Travel Management Plan on “Historic Properties” as required by the National Historic Preservation Act (NHPA) of 1966 as amended. The Forest’s NHPA review is being coordinated with the National Environmental Policy Act (NEPA) review, but is a separate process.

The Forest is completing the NHPA review process in phases in order to allow routes designated under the NEPA process to be open for use. The Forest is finishing the first phase of the NHPA compliance to coincide with the Forest’s Record of Decision under NEPA.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account how their actions affect “Historic Properties” [defined as cultural resources meeting National Register of Historic Places criteria]. In compliance with the implementing regulations of the NHPA (36 CFR 800) the Forest is designating routes as open only after the NHPA review of the route has been completed and the appropriate State Historic Preservation Officer (SHPO) has agreed with the Forest’s findings and determinations.

Section 106 review of the Forest’s Travel Management Plan includes the review of 507 proposed routes (375.5 miles) which have the potential to affect cultural resources. Phase 1 of the review process included a general analysis for use in the NEPA Environmental Impact Statement (EIS) and consultation with NHPA consulting parties. Phase 2 includes the individual review of routes as part of the project implementation. The Phase 2 review determined that 244 routes (239.7 miles) of the selected NEPA Alternative (Alt. B) have been subjected to cultural resource identification and do not have cultural resource issues. These routes will be submitted in a Phase 2 report and submitted to the Wyoming State Historic Preservation Officer (SHPO), the Utah SHPO, the Ute Tribe, and the Eastern Shoshone Tribe for review (see Table 1). The remaining 243 routes (127.18 miles) cannot be opened until further cultural resource identification, avoidance, or mitigation efforts are completed in future phases (see Table 1).

Table 1. Summary of the Section 106 review process for proposed routes.

No. of Routes	Miles	NHPA Determination	Forest Decision
148	66.74	No Effect	Routes can be opened upon SHPO concurrence (NHPA Phase 2)
96	172.96	No Adverse Effect	Routes can be opened upon SHPO concurrence (NHPA Phase 2)
216	100.22	Identification efforts in progress	Routes cannot be opened until identification efforts and further review are complete (NHPA Phase 3)
27	26.96	Potential Adverse Effect	Routes cannot be opened until adverse effects to cultural resource sites are resolved (NHPA Phase 4)

NHPA Phase 2 Clearance of Proposed Routes.

(Routes Without Cultural Resource Concerns).

In coordination with the NEPA Record of Decision, the Forest has made a determination under the regulations of Section 106 of the NHPA that 244 routes (239.7 miles) do not have cultural resource concerns impeding them from being open for use. The Forest is in the process of completing documentation of the cultural resource review for submittal to the Wyoming SHPO, the Utah SHPO, the Ute Tribe, and the Eastern Shoshone Tribe. Once consultation of Phase 2 is complete and the consulting parties have agreed to the Forest's determinations, the routes will no longer have cultural resource restrictions precluding them being open.

The routes included in the Phase 2 review include the following breakdown:

148 routes (66.7 miles) have a NHPA determination of "No Historic Properties Affected" because cultural resource identification efforts have been completed and there are no cultural resource issues with the routes.

47 routes (103.8 miles) have a NHPA determination of "No Adverse Effect" because the proposed routes are existing Forest Routes with minimal changes and the routes are not affecting known sites.

23 routes (39.7 miles) have a NHPA determination of "No Adverse Effect" because the proposed routes are existing Forest Routes that will be used as non-motorized routes and the routes are not affecting known sites.

27 routes (29.4 miles) have a NHPA determination of "No Adverse Effect" because the proposed routes are existing Forest Routes that are being administratively closed.

NHPA Phase 3 Review of Proposed Routes**(Routes Which Require Additional Identification Efforts)**

In coordination with the NEPA Record of Decision, the Forest has also made the determination under the regulations of Section 106 of the NHPA that 216 routes (100.22 miles) cannot be open routes until potential cultural resources have been identified along the proposed locations.

Phase 3 will consist of reviewing the remaining routes for potential effects to cultural resource. The Forest is currently conducting identification efforts for the third phase of NHPA compliance. Those routes which do not have cultural resource concerns will be submitted in a Phase 3 report to the consulting parties. Upon concurrence of the report, the Forest will be able to open them unless there are other resource concerns. The Forest anticipates the identification efforts and cultural resource review of these 216 routes in Phase 3 will be completed by December 2009.

NHPA Phase 4 Resolution of Adverse Effects

In coordination with the NEPA Record of Decision, the Forest has also made the determination under the regulations of Section 106 of the NHPA that 27 routes (26.96 miles) have known cultural resource concerns. In addition to these 27 routes with known concerns, the identification efforts completed during Phase 3 will most likely encounter other cultural resource issues which will also be addressed during Phase 4.

During this phase, individual cultural resource concerns will be evaluated and the Forest, in consultation with the appropriate SHPO and Indian Tribe, will determine methods to resolve the potential adverse effects. The time and costs to finalize the Section 106 process for routes in

this phase cannot be determined at this time and will be dependent on individual site issues and the Forest's resolution. Routes with cultural resource concerns cannot be opened until the Section 106 process has been successfully completed and adverse effects have been resolved.

**“No Historic Properties Affected”
(Phase 2 Routes without cultural resource concerns)**

Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)
1017.3	0.61	1073	0.25	1156	0.18	2302	0.10
1020.2	0.21	1074	0.42	1160	0.13	2306	0.17
1021	0.39	1080	0.51	1163	0.64	2313	0.09
1023	0.40	1081	0.52	1167	0.08	2319	0.13
1024	0.15	1082	0.06	1169	0.05	2327	0.12
1028	0.36	1083	0.38	1176	0.70	2335	0.19
1029	2.32	1086	0.19	1177	0.08	2347	0.05
1030	0.09	1087	0.38	1181	0.17	2383	0.13
1031	0.09	1089	0.32	1184	0.20	2384	0.27
1032	0.11	1090	0.97	1186	0.08	2414.1	0.25
1033	0.09	1091	0.20	1187	0.56	2416.2	0.36
1034	1.07	1092	0.33	1188	0.23	2458	0.06
1035	0.93	1093	0.36	1189	0.08	3140	0.12
1036	0.09	1094	0.20	1193	0.30	3151	0.09
1037	0.28	1095	0.28	1194	0.16	3153	0.13
1038	0.63	1099	0.64	1195	0.21	3165	0.08
1042	0.32	1100	0.15	1198	0.06	3166	0.04
1045	0.36	1103	1.47	1258	2.65	3167	0.01
1046	1.60	1104	0.15	1260	1.38	3213	0.28
1047	0.81	1105	0.05	1262	1.13	3221	0.05
1049	0.15	1106	0.42	1265.1	0.32	3236	0.16
1050	0.25	1108	0.42	1265.2	0.35	3237	0.05
1051	2.67	1110	2.08	1265.3	0.40	3248	0.09
1052	1.18	1111	0.40	1265.4	0.21	3279	0.05
1053	0.57	1113	0.55	1266.1	2.04	3280	0.07
1054	0.40	1114	0.08	1266.2	0.47	4002	0.90
1056	0.87	1116	0.17	1266.4	0.24	4003	0.34
1057	0.28	1120	0.18	1266.5	0.22	4004	0.65
1059	0.09	1121	0.29	1268.1	0.35	4008	1.57
1063	0.17	1122	0.50	1268.2	0.44	4011	1.92
1064	0.12	1124	0.73	1270.1	0.86	4022	0.27
1065	0.06	1126	0.78	1275	0.33	4045	0.07
1066	0.52	1129	0.18	1278	0.10	4046	0.05
1067	1.00	1131	0.37	2015.2	1.50	4057	0.31
1068	0.47	1133	0.24	2057	0.55		
1069	0.16	1136	0.17	2101	1.11	<i>Total Routes</i>	<i>148</i>
1070	0.30	1139	0.32	2102	0.73	<i>Total Miles</i>	<i>66.74</i>
1071	0.39	1140	0.21	2103	1.75		

**“No Adverse Effects”
(Phase 2 Routes that will not adversely affect cultural resources)**

Routes without significant change in use.

Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)
1219	0.18	2046.1	2.15	2194	1.03	3040.2	0.25
1240	0.79	2046.2	2.71	2195	1.14	3054	1.26
1241	0.90	2047	1.61	2196	0.22	3074.1	3.28
1242	0.66	2055	3.11	2197	2.79	3082	6.37
1259	2.55	2064	1.95	2253.1	0.77	4007	1.20
1264	0.93	2065	3.85	2292	0.70	4015	0.57
2010	2.27	2066	3.04	2409	0.51	4024	1.60
2011	2.16	2090	7.12	2456	2.43	4027	0.33
2014	0.67	2091.1	7.11	3005	0.28		
2018	11.97	2093.1	6.07	3009	0.06	<i>Total Routes</i>	<i>47</i>
2034	0.81	2093.2	0.00	3009	0.03	<i>Total Miles</i>	<i>103.81</i>
2035	0.95	2168	0.68	3016	3.51		
2043	8.49	2171	1.41	3037	1.34		

Routes that are new or continuing Non-Motorized Routes

Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)
1005	3.99	2004	0.61	2038.1	1.17	2115	2.32
1125	0.72	2005	0.67	2038.2	2.00	2150	1.84
1248.3	1.85	2006	0.34	2040	1.58	2451	0.51
1248.6	0.45	2016	3.45	2042	2.27	4006	2.87
1248.7	0.29	2028	1.43	2045	1.14	3059	0.95
1273	3.30	2032	5.16	2056	0.80		
						<i>Total Routes</i>	<i>23</i>
						<i>Total Miles</i>	<i>39.71</i>

Routes that are administratively closed.

Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)
1143	2.45	2026	0.44	2454	0.80	4023	0.18
1213	0.54	2027	10.59	2457	0.23	4078	0.00
1220	0.11	2029	1.15	3003	0.95	2139	0.75
1221	0.20	2039	2.47	3040.3	0.27	2450	1.38
2001	0.41	2052	0.31	3401	1.29	3025	0.92
2002	0.97	2062	1.53	4016	0.16	<i>Total Routes</i>	<i>26</i>
2003	0.35	2152	0.32	4021	0.67	<i>Total Miles</i>	<i>29.44</i>

Phase 3 – Further review needed.

(Routes that cannot be opened until further review is done under Section 106 of the NHPA.)

“Identification Efforts” are needed for the following routes.

Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)
1017.1	2.35	2193	0.09	2364	0.09	2426	0.68
1017.2	0.97	2203	1.38	2365	0.05	2427	0.19
1058	0.25	2206	0.68	2366	1.13	2428	1.26
1144	0.11	2208	1.70	2367	0.11	2429	0.19
1179	1.38	2220	0.83	2371	0.22	2452	0.52
1183	0.13	2253.3	1.35	2374	0.07	2461	0.66
1190	0.04	2274.1	0.90	2377	0.11	2462	3.89
1192	0.09	2274.2	0.74	2379	0.08	2464	2.29
1200	2.31	2303	0.25	2382	0.14	3001	3.06
1267	0.06	2304	0.04	2385	0.14	3006	2.11
1269	1.10	2305	0.23	2386	0.12	3011	1.24
1276	0.35	2308	0.07	2387.1	0.09	3012	2.14
1277	0.18	2309	0.24	2387.2	0.36	3013	0.23
1279	0.38	2310	0.16	2388	0.16	3043	1.86
2013	4.94	2311	0.17	2389	0.08	3060	0.38
2015	3.49	2317	0.10	2391	0.10	3062	0.60
2015.1	1.18	2320	0.15	2393	0.70	3074.5	1.76
2020	0.42	2321	0.06	2394	0.25	3074.6	1.82
2024	0.37	2323	0.05	2398	0.06	3079	0.34
2038.3	2.77	2324	0.13	2400	0.22	3086	0.16
2048	1.18	2325	0.10	2401	0.04	3087	0.11
2058	2.54	2330	0.69	2403	0.19	3089	0.19
2061	1.21	2332	0.25	2404.1	0.41	3095	0.07
2068	0.33	2336	0.20	2404.2	0.13	3097	0.04
2070.1	0.30	2339	0.08	2408.1	0.23	3107	0.18
2070.2	1.37	2342	0.09	2408.2	0.24	3113	0.05
2085	1.39	2343	0.07	2410	0.41	3114	0.06
2086	0.55	2344	0.25	2411	0.11	3116	0.05
2087	1.64	2345	0.07	2412	0.17	3122	0.04
2099	2.34	2348	0.23	2413	0.28	3123	0.01
2129	2.44	2350	0.12	2414.2	0.19	3124	0.11
2130.1	0.55	2354	0.06	2415	0.21	3125	0.14
2130.2	0.23	2356	0.08	2416.1	0.47	3130	0.04
2143	0.74	2358	0.16	2418	0.26	3133	0.10
2144	0.36	2359	0.15	2420	0.73	3134	0.06
2145	0.81	2360	0.05	2422	0.22	3135	0.04
2146	0.58	2361	0.05	2423	1.45	3137	0.05
2153	1.12	2362	0.22	2424	0.38	3144.1	0.30
2180	0.45	2363	0.04	2425	0.27	3147.1	0.42
3149	0.05	3196	0.25	3245	0.04	3387	0.04
3150	0.16	3197	0.08	3246	0.04	3390	0.18

Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)
3152	0.11	3198	0.04	3249	0.09	3391	0.15
3154	0.49	3199	0.17	3256	0.04	4040	0.13
3157	0.06	3206	0.10	3257	0.08	4041	0.04
3158	0.06	3220.1	0.06	3258	0.06	4043	0.05
3159	0.30	3220.2	0.19	3263	0.04	4044	0.05
3160	0.06	3222	0.26	3268	0.06	4061	0.35
3161	0.06	3225	0.32	3271	0.04	4063	0.04
3162	0.03	3227	0.04	3344	0.10	4066	0.05
3173	0.11	3228	0.08	3354	0.07	4067	0.15
3180	0.06	3230	0.21	3365	0.10	4072	0.41
3188	0.23	3231	0.04	3373	0.11		
3190	0.05	3232	0.06	3377	0.13	<i>Total Routes</i>	216
3194	0.04	3235	0.13	3378	0.10	<i>Total Miles</i>	100.22
3195	0.06	3244	0.09	3379	0.04		

Phase 4 - Routes with Known Cultural Resource Concerns

Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)	Route Proposal #	Length (Miles)
1039	0.33	1159	0.07	2049	3.02	3148	0.16
1041	1.93	1180	0.09	2050	1.61	3234	0.28
1043	0.42	1191	0.18	2233	1.37	4001	4.23
1044	0.40	1255.1	1.08	2312	0.15		
1060	0.63	1255.2	0.86	2328	0.22	<i>Total Routes</i>	27
1076	0.21	1266.3	0.43	2329	0.64	<i>Total Miles</i>	26.96
1141	1.19	2008	0.77	2334	0.38		
1158	1.64	2044	0.89	3053	3.78		

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.

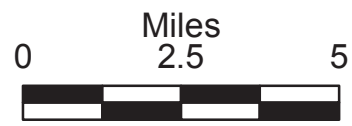
During the review process for the proposed alternatives, some routes were located in areas with so many cultural resource concerns that they were dropped from consideration in all alternatives because the anticipated mitigation measures would have been unfeasible or unattainable.

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.

Figure 1
ROD Selected Alternative -
Flaming Gorge Ranger District
Ashley National Forest
September 2009



Legend

Selected Alternative

- 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, Seasonal
- 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

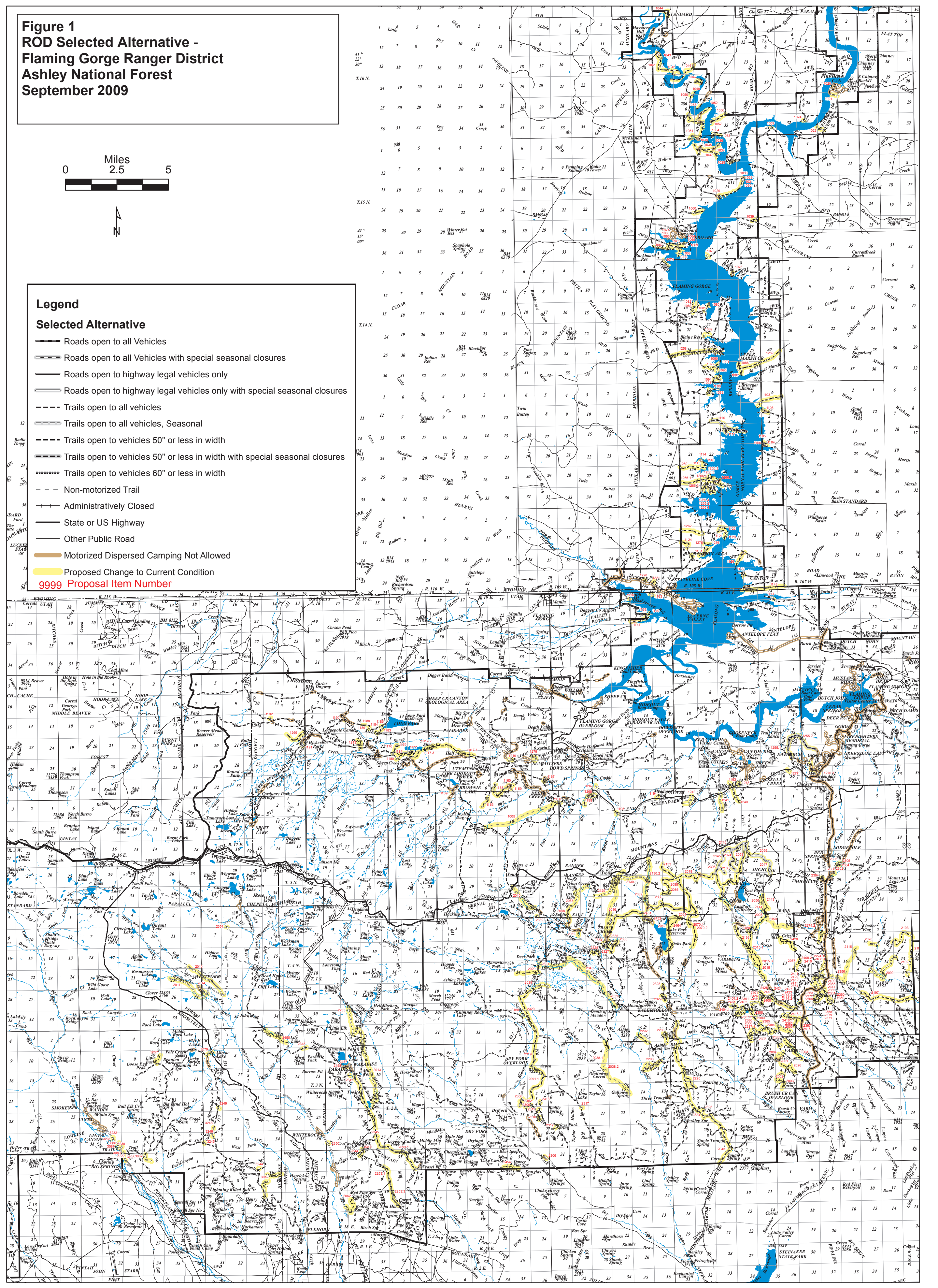
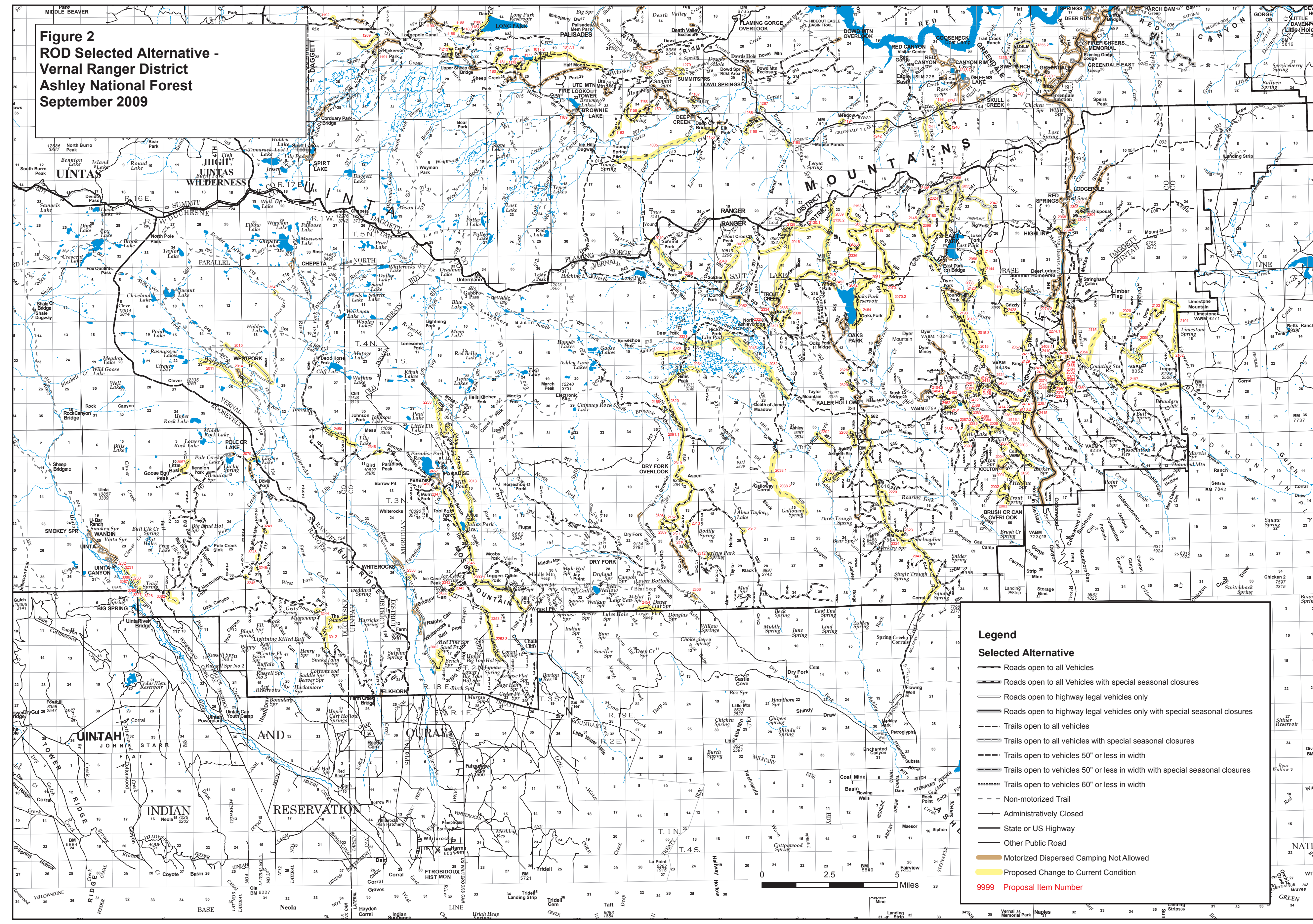


Figure 2
ROD Selected Alternative -
Vernal Ranger District
Ashley National Forest
September 2009



Legend

Selected Alternative

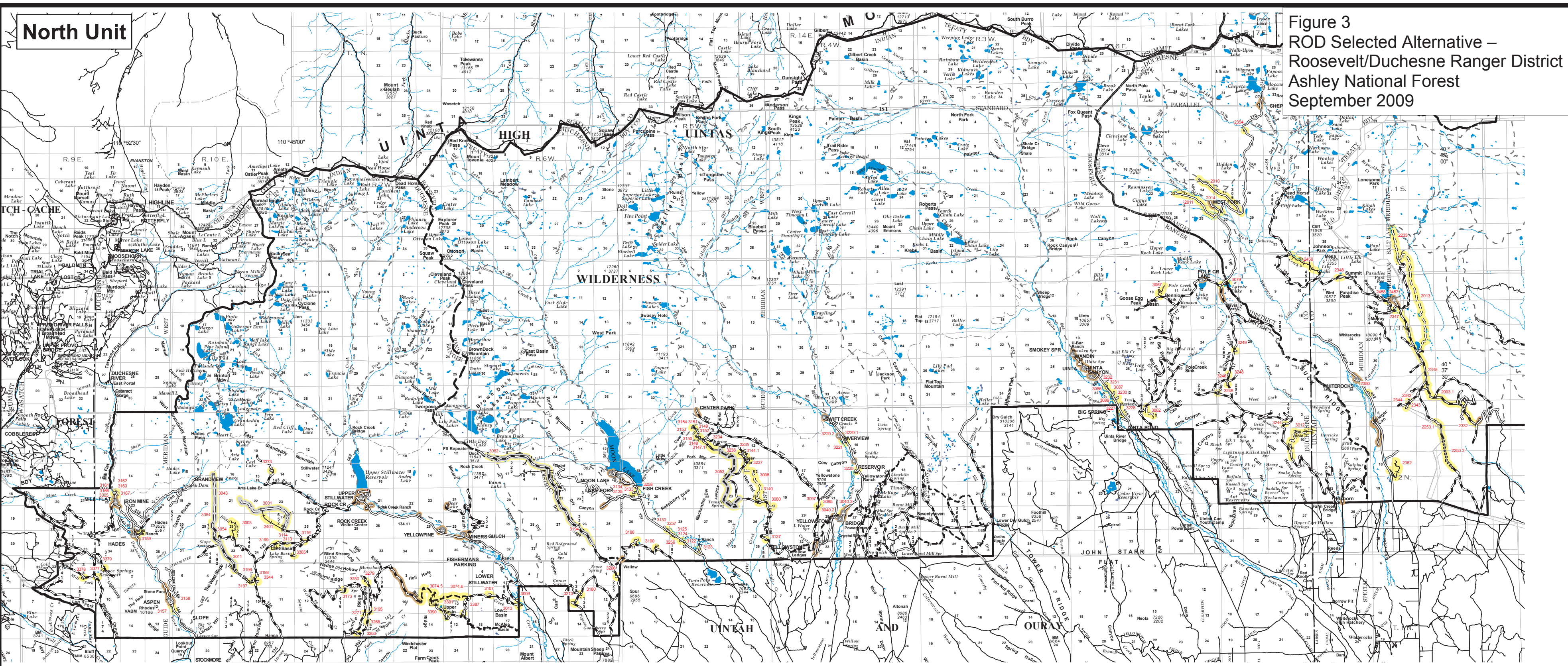
- Roads open to all Vehicles
- Roads open to all Vehicles with special seasonal closures
- Roads open to highway legal vehicles only
- Roads open to highway legal vehicles only with special seasonal closures
- Trails open to all vehicles
- Trails open to all vehicles with special seasonal closures
- 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

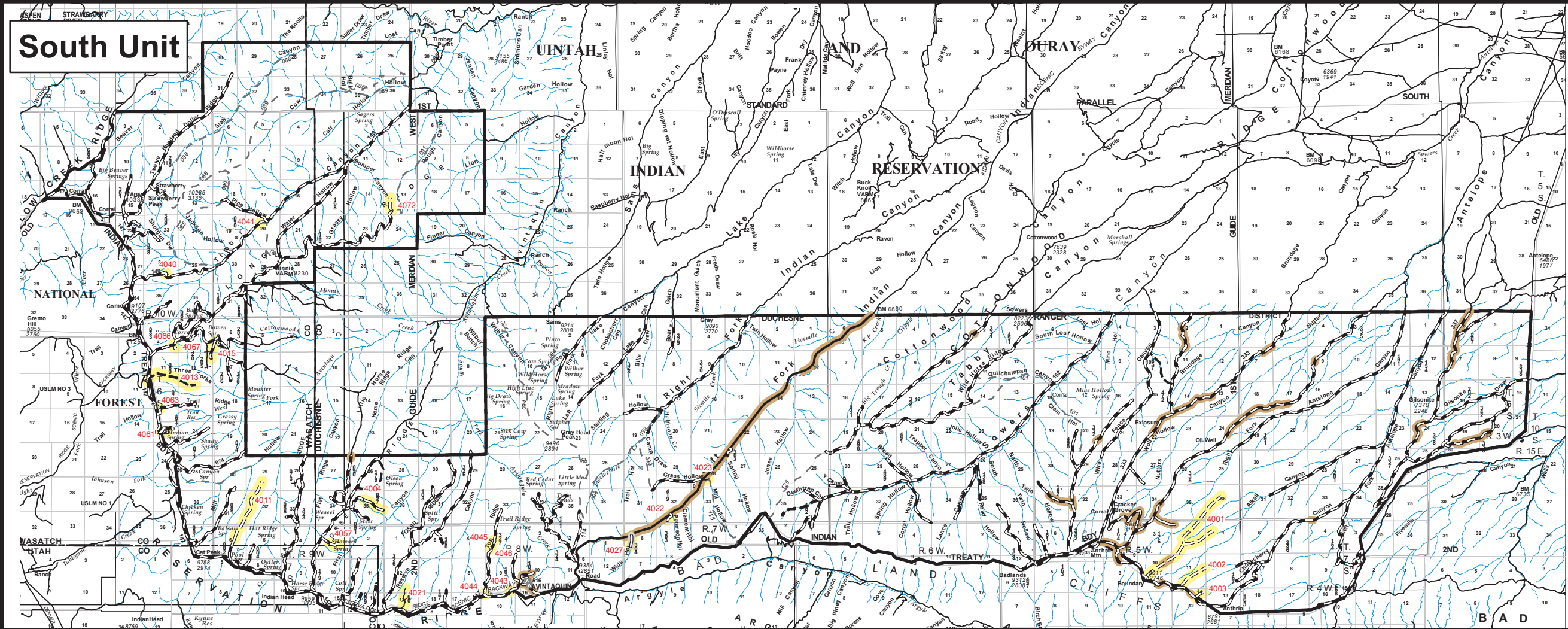


North Unit

Figure 3
ROD Selected Alternative –
Roosevelt/Duchesne Ranger District
Ashley National Forest
September 2009



South Unit



Legend

Selected Alternative

- 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