



**DECISION NOTICE
& FINDING OF NO SIGNIFICANT IMPACT
USDA Forest Service**



**Providing Off Road Vehicle Management
Calcasieu Ranger District – Kisatchie National Forest
Rapides and Vernon Parishes, Louisiana**

Background

The Kisatchie National Forest offers more developed trails than any other place in Louisiana. Over 50% of the Kisatchie NF's 190 miles of off-road vehicle trails are on the Calcasieu Ranger District, which has over 100 miles for people to use and enjoy (EA §1.0, p. 1).

The Forest Service recognizes off-road vehicle riding as an enjoyable recreation activity and is committed to managing riding opportunities. Wide-spread use of off-road vehicles often is for legitimate purposes, but also can be in frequent conflict with wise land use and resource management practices, environmental values, and other types of recreation activity.

Unacceptable resource impacts, both in and around the trails and scattered across the Calcasieu Ranger District, have resulted from the combined effect of increasing numbers along with increasing size and power of off-road vehicles (EA §1.0, p. 1). The high amount of trail maintenance necessary, in light of this increasing use, has been underestimated and has not kept up with the use.

Problems arise because off-road vehicle use is permitted both on and off designated routes. By allowing cross-country travel, user-constructed trails and damage continue to spread. Off-trail use has been an expansive ground disturbing activity on the Calcasieu Ranger District; however, the general forest area was never surveyed and analyzed for these impacts under the National Environmental Policy Act (EA §1.0, p.1).

Recreation sites and trailheads like the Loran Camp have become major impact zones such that many people avoid the area due to rowdiness and deteriorated appearance. There is growing concern that if we do not take actions for long-term management, forest users, both now and in the future, would suffer due to our failure to address safety issues, user-conflicts, erosion, damage to native ecosystems, and trail damages.

The Forest Service proposed to improve off road vehicle management on the Calcasieu Ranger District to provide recreation opportunities, provide public safety, and achieve ecosystem restoration goals by preventing resource damage (EA §1.0, p. 1). While restoring native ecosystems, the goal of this project is to provide the best trails, facilities, and safe motorized recreation that we can offer. The overall purpose is to provide a better foundation of basic off-road vehicle management on the District (EA §1.0, p. 1). The environmental assessment (EA) developed a range of 11 alternatives with 6 alternatives studied in detail to meet this need.

Decision

Based upon my review of all alternatives, I have decided to implement modified-Alternative 5, which also creates a non-significant amendment to the Revised Forest Land and Resource Management Plan for the Kisatchie National Forest (Forest Plan) (Attachment A).

Alternative 5 establishes the entire Calcasieu Ranger District as designated routes-only thereby prohibiting cross-country riding (EA §2.2, p. 13). A map of roads and trails is provided (DN Attachment B). Motorized vehicles are only permitted on designated routes. Off-road vehicles fifty inches or less (as defined in the EA §1.2.1, pp. 3 and 4, and EA Appendix D, Response to Comments [RTC] #10), are restricted to designated trails. Off-road vehicles that do not meet specifications for the designated trails are not permitted on the motorized trails and are prohibited from cross-country travel. All other street legal motorized vehicles (as defined in the EA § 1.2.1.1, p. 3) will be only permitted on open Forest Development Roads. Off-road vehicle

use on utility rights-of-way is prohibited.

Pursuant to 36 Code of Federal Regulations (CFR), § 261.50(e)(4) the following persons are exempt: persons with a permit specifically authorizing the otherwise prohibited act or omission (i.e. permit has required resource surveys and NEPA decision), and any Federal, State, Parish or local officer, or member of an organized rescue or firefighting force in performance of an official duty.

Additionally, anytime a specific road, trail, or area has considerable adverse environmental effects occurring from off-road vehicle use, the District Ranger has the responsibility and authority to immediately close the road, trail, or area to use until the problem has been resolved.

Modifications to Alternative 5 in this Decision

Adopt separate parts of trails (motorcycle/horse separate from ATV) from Alternative 3 where portions of the trail systems will be designated to separate horses and motorcycles from ATVs (3- and 4-wheelers) with some portions of trail being eliminated while adding other trail segments (EA §2.2, p. 11 and Figure 2.2).

The Boy Scout loop of the Claiborne Trail, (south of Hwy 112), will be designated to provide approximately 33 miles of trail for motorcycles and horses-only. The additional trailhead at Claiborne will be for motorcycles accessing the Boy Scout loop (horses have access from the Ahtus Melder Camp).

On the Enduro Trail, the Mogul loop will be designated to provide approximately 18 miles of trail for motorcycles and horses-only. A trailhead for day-use parking would be added to allow closer access to the Mogul loop and to help alleviate user-constructed parking areas.

The rest of the Claiborne and Enduro trail systems will remain multiple-use trails for ATV, horse, and motorcycle.

Public concerns were raised over disabled access (EA Appendix D, RTC#76). Current Forest Plan direction allows for persons with mobility impairment to request use of closed roads; authorization will be coordinated on a case-by-case basis through the Forest accessibility coordinator (Forest Plan, FW-570).

Note items within this decision may be examined further under Kisatchie National Forest, Regional, and/or National proposals and guidance where they may be kept, changed, or prohibited. Future travel management planning and periodic reviews may examine trail and road management needs for maintenance, level of use, or overall need.

This decision would not preclude future designations or developments of trails or designated routes. Any proposals for changing or increasing trails would be dependent on compliance with environmental laws, public involvement, funding, site-specific factors, and ability to sustain the route (§2.2, p. 13). However, the EA identifies more immediate ORV management priorities (§2.2 and Table 2.2) than adding trails at this time (EA Appendix D, RTC#28 and RTC#72).

This alternative includes the following actions (EA Table 2.2 and 2.3, p. 10)

- Continue to provide and maintain off-road vehicle two-way trails on the Claiborne and Enduro trail systems, add connector trails to provide shorter loops, and ensure adequate trail signing.
- Provide more trail maintenance to improve damaged sections of trail. Use felled trees and more signs to help define the trail.
- Continue to use special closures after periods of heavy rainfall.

- Monitor the need to rehabilitate (remove) user-constructed trails where priorities are areas with ordnance and structural hazards (Former Camp Claiborne), and erosion control needs throughout the District.
- Add Children's trails ('tot lot') at the Loran and Enduro Camp/Trailheads.
- Separate camping and day-use with gate and entrance road for camping at Loran Camp. Define camp spaces. Rehabilitate and revegetate areas. Implement campground host program for increased patrol and safety.
- Boy Scout: establish boundary, install signs, and increase patrols.
- Provide an additional trailhead for day-use parking on FDR 200 (EA Figure 2.2).
- Enduro Site: provide fencing to reduce resource impacts and separate camping from day-use. Define camp spaces. Rehabilitate and revegetate areas.
- Ahtus Melder Camp: establish as an equestrian-only camping area to minimize conflicts between motorized off-road vehicles and horses. This will remain a primitive camp with limited or no added facilities.

Reasons for Decision

When compared to the other alternatives, this modified-alternative will meet the purpose and need for this project, including the project goals (EA §1.0, p. 1) and project objectives (EA §1.1, p. 2 and 3).

Additionally, modified-Alternative 5 helps manage for a natural setting, which will help reduce disturbance and conflicts to other users (EA Appendix D, RTC#77). The modified-Alternative 5 best ensures off road vehicle use on the Calcasieu Ranger District will be compatible with the environment, public safety, and other forest users by requiring designated routes, needed actions on the trails, and improving facilities.

Due to rerouting sections of trails to create the single-track trails on Claiborne and Enduro systems, potential environmental consequences will be reduced because the miles of trails in riparian areas and the number of stream crossings are less (EA Table 2.4).

Issues were used to analyze and compare alternatives (EA §1.4.2), to drive Alternatives (EA §2.0), and to modify alternatives (EA Table 2.3). The modified-Alternative 5 is responsive to the issues of this EA, namely: safety, resource damage, recreation experience, and public/private interface. While maintaining the goals of this project and meeting Forest Service responsibilities, modifications to Alternative 5 are responsive to public concerns raised in scoping (EA Appendix A) and the comment period (EA Appendix D) for single-track trails.

Environmental documents used in making this decision include the Final Environmental Impact Statement, Record of Decision, and the Forest Plan, as amended, as well as the EA and related documents for this project.

This modified-alternative is in accordance with Regional and National Forest Service direction. As outlined in the EA (§1.2.6, p. 6), this modified-alternative meets requirements under the Organic Administration Act (1897), the Multiple-Use Sustained Yield Act of 1960, National Environmental Policy Act (1969), Executive Order (EO) 11644 (1972), as amended by EO 11989 (1977) Endangered Species Act of 1973, National Historic Preservation Act of 1966, and National Forest Management Act (1976).

Implementation of actions in this decision will be prioritized by the District Ranger based on funding, available workforce, land capabilities, and facility capabilities.

Alternatives Considered in Detail

A range of 11 alternatives was developed based on the purpose and need including project objectives (EA §1.0 and 1.1), public comments (EA Appendix A), and relevant issues (EA §1.4.2). Issues were used to derive alternatives (EA §2.0, pp. 9-14). A comparison of actions proposed in each alternative is in EA Table 2.1 (p. 9) and EA Figure 2.4 (pp. 16-17). Also, see EA Table 2.4 for a summary comparison of alternative effects (EA p. 18).

Alternative 1 (No Action)

Under No Action, the Forest Service would not implement any of the proposed actions. The no action alternative served as a baseline for analysis comparisons (EA §2.1, p. 9). Riding on and off the trail would be permitted. Street legal motorized vehicles would be permitted on and off Forest Development Roads. No additional measures, other than current regulations, would be taken to protect resources. Utility rights-of-way that are currently open would remain open to off-road vehicles and motorized vehicles on the Calcasieu Ranger District. The safety, resource damage, and recreational experience concerns that have developed would continue to worsen.

Alternative 2: Designated Routes-Only Areas

Alternative 2 proposes to establish a designated routes-only area around each trail system to provide additional management and regulations for off road use (EA §2.2, p. 10). Within these boundaries, motorized vehicles would only be allowed on designated routes such that there would be no motorized cross-country travel.

All utility rights-of-way (approximately 74 miles) would be closed to off-road vehicles and all motorized vehicles (such as trucks, passenger cars) on the Calcasieu Ranger District (as described in EA §1.2). Outside the two designated routes-only areas, Alternative 2, as well as Alternatives 3 and 4, would authorize cross-country use, which does not meet direction of Executive Order 11644.

Alternative 2 was originally scoped as the proposed action; however, results of the environmental analysis found that Alternative 2 did not provide adequate protection of resources outside the designated routes-only areas (EA Table 2.4, p. 18; BE, p. B-5; and EA Appendix D, RTC#59).

Alternative 3: Separate Parts of Trails (motorcycle/horse separate from ATV)

This alternative is the same as Alternative 2, except portions of the trail systems would be designated to separate horses and motorcycles from ATVs (3 and 4-wheelers) (EA §2.2, p. 11). Rerouting trails to create the single-track trails reduces the miles of trails in riparian areas and the number of stream crossings (EA Table 2.4, p. 18). Similar to Alternative 2, Alternative 3 allows cross-country travel outside the designated routes-only areas.

Alternative 4: Seasonal Closure (Dec-Apr)

This alternative is the same as Alternative 2, except off-road vehicle use on the Calcasieu Ranger District would be prohibited from 1 December to 30 April (EA §2.2, p. 13). Wet weather closures following periods of heavy rainfall would still occur during the rest of the year (1 May to November 30). While this alternative still allows cross-country use outside the designated route-only area, it would prevent riding during the typically wet period of the year.

Although a seasonal closure during the wettest part of the year would reduce impacts along the designated trail and throughout the District, Alternative 5 further reduces cross-country travel while still closing trails to off-road vehicle traffic after periods of heavy rainfall, which

will help minimize erosion and rutting on the designated trails (EA §3.2, p. 38). Additionally, it would provide the least riding satisfaction by limiting riding to the hottest time of year (EA §3.3, p. 54).

Alternative 5: Designated Routes-Only District-wide

While Alternatives 2-4 have approximately 33,345 acres of Designated Routes-Only areas, Alternative 5 establishes the entire Calcasieu Ranger District as Designated Routes-Only thereby prohibiting cross-country riding (EA §2.2, p. 13).

Alternative 6: Designated Routes-Only District-wide except during gun deer hunting days

This alternative is the same as Alternative 5, except hunters would be allowed to use ATVs on the Calcasieu Ranger District during gun deer hunting days. The EA recognizes that hunters use ATVs for a different purpose and intensity than recreational riders in Alternative 6 (§2.2, page 13) and that damage due to ORV traffic from hunters is usually minimal (§3.2.1, page 39). However, this alternative would not meet requirements for designated routes and areas listed under the Executive Order (EO) 11644, as amended by EO 11989 (EA §1.2.6, p. 6). Reference EA Appendix D, RTC#73 for further discussion.

Alternatives Considered But Dropped From Detailed Study (EA §2.3, Pp. 13-14).

Alternative 7: Designated Routes-Only District-wide & Hunter/Camper off-road vehicle permits and Alternative 8: Designated Routes-Only District-wide & Designate Some Woods Roads

Both Alternatives 7 and 8 were designed to be responsive to concerns of hunting (also presented in Alternative 6) as well as camping access. However, these alternatives were dropped because the current open road density is exceedingly high such that forest users have access from their street legal vehicles and additional ORV access would not be needed (EA §2.3, p. 13, EA Appendix D, RTC#8 and RTC#73).

Alternative 9: Total Redesign of Entire Trail Systems

This alternative would involve examining trail layout, new tread construction, closing unneeded portions such that the entire trails systems would be evaluated and redesigned. This alternative would not be feasible given current funding and workloads.

Alternative 10: Total Closure—No off-road vehicles allowed on Calcasieu Ranger District

This alternative does not meet the purpose and need for this project. The Forest Service has the responsibility and ability to provide multiple-uses while protecting resources.

Alternative 11: Unlimited—No Regulations

Alternative 11 is outside the Forest Service's authority to implement and does not meet the purpose and need for this project. This alternative would not meet requirements for resource protection in the Forest Service mission, laws, regulations, and Forest Plan.

Public Involvement

The public was provided opportunities to participate in the process where advance notice was given to allow for public review of the proposal.

Scoping – The proposal was provided to the public and other agencies for comment during a 60-day scoping period from November 6, 2002 to January 6, 2003 (EA §1.4.1, p. 7). As part of the scoping efforts, we:

- Published a legal notice in The Town Talk (paper of record) and Leesville Leader
- Faxed a news release to local TV stations and newspapers in Shreveport, Monroe, Lake Charles, Lafayette, Baton Rouge, and New Orleans, Alexandria, and Leesville

- The scoping notice with proposed actions, purpose and need, and preliminary alternatives and issues was sent to the District mailing list (Federal, State, local agencies, and persons)
- Over 2,000 scoping notices were distributed to local stores and directly to Forest users
- Copies were sent to Forest Supervisor's Office staff and District personnel and were on display at Calcasieu Ranger Station

Seventy-seven responses (over 30 of these were identical form letters) were received from the initial scoping period. Using the comments from scoping, an interdisciplinary team identified several issues regarding the effects of the proposed action (EA §1.4.2, pp. 7-8). Main issues of concern included safety, resource damage, recreation experience, and public/private interface (EA §1.4.1-4, pp. 7-8). To address these concerns, the Forest Service created the alternatives described above.

Comment Period – Through the environmental analysis, inadequacies of the proposed action originally scoped (Alternative 2) became evident. Alternative 5 was selected as the preferred alternative because it provided better protection of biological and physical resources across the Calcasieu Ranger District while supplying public off-road recreation opportunities on the District's two designated trail systems.

Notice of the pre-decisional comment period for the EA was published in the Town Talk on December 12, 2003 and sent to the project mailing list. It was originally set to close on January 12, 2004; however, members of the local public requested more time to comment because they were concerned that many were not aware of the comment period. Another 30-day comment period was provided until February 29, 2004 (March 1 – next business day).

EA Appendix D contains the Response to Comments. Comments were gathered from 207 letters, 7 faxes, 53 e-mails, 3 petitions (with 3285 signatures), 234 comment cards, 21 form letters, 1 resolution, and 8 oral responses.

A wide variety of response was received, which ranged from those supporting restrictions to others opposing restrictions (EA Appendix D, individual comments are available in the project file).

- Many people opposed changing to designated routes-only because they felt it limited their access (EA Appendix D, RTC#24, RTC#73, and RTC#76), it was against their rights (EA Appendix D, RTC#53 and RTC#61), and/or they thought the proposal involved closing designated roads and trails (EA Appendix D, RTC#64, RTC#66).
- Some expressed a preference for alternatives (EA Appendix D, RTC# 1 – RTC#9). Comments ranged from not wanting any changes (EA Appendix D, RTC#65) to others requesting for more restrictions (EA Appendix D, RTC#16–RTC#26, RTC#30, and RTC#69), concerns for user-conflict (EA Appendix D, RTC#75, RTC#77, and RTC#83), and concerns about environmental damage (EA Appendix D, RTC#43–RTC#47).
- One comment questioned the proposed action initially identified was not the preferred alternative during the EA comment period (EA Appendix D, RTC#59).

Comments were considered both individually and collectively. Consideration of public comment is not intended to be a vote-counting process in which the outcome is determined by the majority opinion; however, relative depth of feeling and interest among the public served to provide a general context for decision-making (EA Appendix D, RTC#37). Some comments were outside the scope of this proposal. For the most part, responses referred to information already provided in the EA (EA Appendix D, p. 1).

Finding of No Significant Impact

After considering the environmental effects described in the EA, I have determined that these actions will not have a significant effect on the quality of the human environment considering the context and intensity of impacts (40 CFR 1508.27). Thus, an environmental impact statement will not be prepared. I base my finding on the following:

After considering society as a whole, the affected region, affected interests, and the locality along with the short- and long-term effects and improvements, the EA provides needed steps to improve off road vehicle management and thus lessens existing concerns dealing with safety, resource damage, recreation experience, and public/private interface. The actions are within the scope of the Final Environmental Impact Statement for the Revised Land and Resource Management Plan for the Kisatchie National Forest. Although the modified-Alternative 5 improves on and achieves the goals and objectives of the Forest Plan, my finding of no significant environmental effects is not biased by the beneficial effects of the action.

1. There will be no significant effects on public health and safety, because the modified-alternative is the most responsive to safety concerns in terms of least area of hazard exposure (EA §3.1, p. 19) while providing for off-road vehicle use.
2. There will be no significant effects on unique characteristics of the area, because requiring motorized vehicles to use designated routes and proper trail management will avoid impacts on wetlands, unique characteristics, or ecologically critical areas such as historic or cultural resources. There are no park lands, prime farmlands, or wild and scenic rivers to be affected (EA §3.2.1, p. 38, §3.2.3, p. 51).
3. The effects on the quality of the human environment are not likely to be highly controversial because there is no known scientific controversy over the impacts of the project (EA Table 2.4, p. 18 and EA §3.0 pp. 19-59).
4. We have considerable experience with the types of activities to be implemented. The effects analysis shows the effects are not uncertain, and do not involve unique or unknown risk (Table 2.4, p. 18 and EA §3.0, pp. 19-59).
5. The action is not likely to establish a precedent for future actions with significant effects, because modified-Alternative 5 best ensures off-road vehicle use on the Calcasieu Ranger District is compatible with the environment, public safety, and other forest users (EA Table 2.4, p. 18 and reference summaries on EA pp. 19, 26, 41, 51, 52, 55, and 59).
6. The cumulative impacts are not significant. Cumulative impacts are reduced through modified-Alternative 5 for safety, soil and water resources, biological resources, recreation, and public/private interface (EA Table 2.4, p. 18 and EA pp. 25, 39, 50, 51, 54, 56-59).
7. The action will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places, because the project provides needed protection for these places (EA §3.2.3, p. 51). The action also will not cause loss or destruction of significant scientific, cultural, or historical resources because the project provides for their protection (EA §3.2.3, p. 51). Concurrence was received from the State Historic Preservation Officer. No responses were received from the Tribal Historic Preservation Organizations.
8. The action will not adversely affect any endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species act of 1973, because this project provides needed protection of Endangered Species (EA §3.2.2, pp. 41-51 and Appendix B-Biological Evaluation, pp. B-3 through B-5). US Fish and Wildlife Service concurrence was received for Alternatives 5 and 6. Modified-Alternative 5 is similar to Alternative 6, but its modifications allow less cross-country access than Alternative 6.

9. The action will not violate Federal, State, and local laws or requirements for the protection of the environment. Applicable laws and regulations were considered in the EA (EA §1.2.6, p. 6). The action is consistent with the long-term goals of the Forest Plan (EA §1.2.3, p. 4, §1.2.6, p. 6, §3.5, p. 59).

Findings Required by Other Laws and Regulations

This decision to implement modified-Alternative 5 is consistent with the intent of the Forest Plan's long-term goals and objectives (Forest Plan, pp. 2-1 to 2-7). The project incorporates appropriate Forest Plan standards and guidelines for recreation and resource protection.

The EA (p. 6) states that the Forest Plan sets objectives to provide a full range of dispersed and developed recreation opportunities (Forest Plan, p. 2-3). The Plan states, "hunting, fishing, camping, mountain biking, hiking and walking, off road vehicle riding, nature study, horseback riding, and driving for pleasure continue as the most popular forest recreation activities. Landscapes appear shaped mainly by ecological processes rather than management activities, and they have a high scenic diversity. Significant heritage resources are protected, managed, and interpreted to provide visitors an understanding of the cultural heritage of the Forest." Standards and guidelines FW-326 through 363 address recreation, trails, and off-road vehicles. (EA §1.2.6, p. 6)

This project responds to the goals and objectives outlined in the Forest Plan, and helps move the Calcasieu Ranger District toward desired conditions described in the Plan. The EA specifies, by site, actions that are provided for and guided by the Forest Plan and FEIS (EA §1.2.3, p. 4).

Per regulations, the continuing land management planning process was used to allow off-road vehicles on trails, allow street legal vehicles on roads, and prohibit cross-country motorized vehicle use.

- This process included coordination with appropriate Federal, Tribal, State, and local agencies.
- The planning process analyzed and evaluated current and potential impacts arising from operation of off-road vehicles on soil, water, vegetation, fish and wildlife, forest visitors, and cultural and historic resources.
- Because the analysis indicates that use of vehicles off roads and trails would cause considerable adverse effects on resources and other forest visitors, vehicles will be restricted to designated routes.
- Off road vehicle management, described in modified-Alternative 5, in the EA provides management direction aimed at resource protection, public safety of all users, minimizing conflicts among users, and provides for diverse use and benefits of the National Forests.
- By requiring designated routes, off-road vehicles will ride on trails and areas designated at the Claiborne and Enduro trail systems where trails and areas are located:
 - + to minimize damage to soil, watershed, vegetation, and other resources (EA §3.2.1, 3.2.3, pp. 26-41, 51);
 - + to minimize harassment of wildlife and disruption of wildlife habitats (EA §3.2.2, pp. 42-50 and EA Appendix B: Biological Evaluation);
 - + to minimize conflicts between off road vehicle use and other recreational uses, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors (EA §3.3 and 3.4, pp. 52-58); and
 - + outside officially designated Wilderness Areas or Primitive Areas (EA §1.2.6, p. 6).

Administrative Appeals

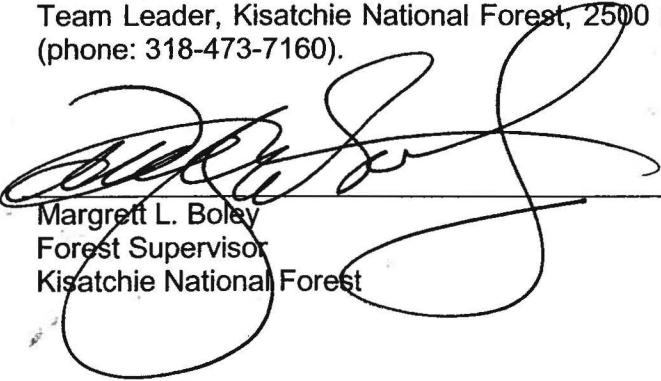
This decision is subject to appeal pursuant to 36 CFR 215.11. A written appeal, including attachments, must be postmarked or received within 45 days after the date this notice is published in the Alexandria Town Talk. The publication date of the legal notice in the Alexandria Town Talk is the exclusive means for calculating the time to file an appeal and those wishing to appeal should not rely upon dates or timeframe information provided by any other source.

Appeals must meet content requirements of 36 CFR 215.14. Individuals or organizations who submitted substantive comments during the comment period may appeal.

The Appeal shall be sent to USDA, Forest Service, ATTN: Appeals Deciding Officer, 1720 Peachtree Rd., N.W., Suite 811N, Atlanta, Georgia 30309-9102, within 45 days of the date of this legal notice. Appeals may be faxed to (404) 347-5401. Hand-delivered appeals must be received within normal business hours of 8:00 a.m. to 4:30 p.m. Appeals may also be mailed electronically in a common digital format to appeals-southern-regional-office@fs.fed.us.

If no appeal is received, implementation of this decision may occur on, but not before, five business days from the close of the appeal filing period. If an appeal is received, implementation may not occur for 15 business days following the date of appeal disposition (36 CFR 215.9). Implementation of actions in this decision is expected to begin on January 5, 2005.

For further information on this decision, contact Cynthia A. Dancak, Ecosystem and Planning Team Leader, Kisatchie National Forest, 2500 Shreveport Highway, Pineville, Louisiana 71360 (phone: 318-473-7160).



Margaret L. Boley
Forest Supervisor
Kisatchie National Forest

11/4/04
Date

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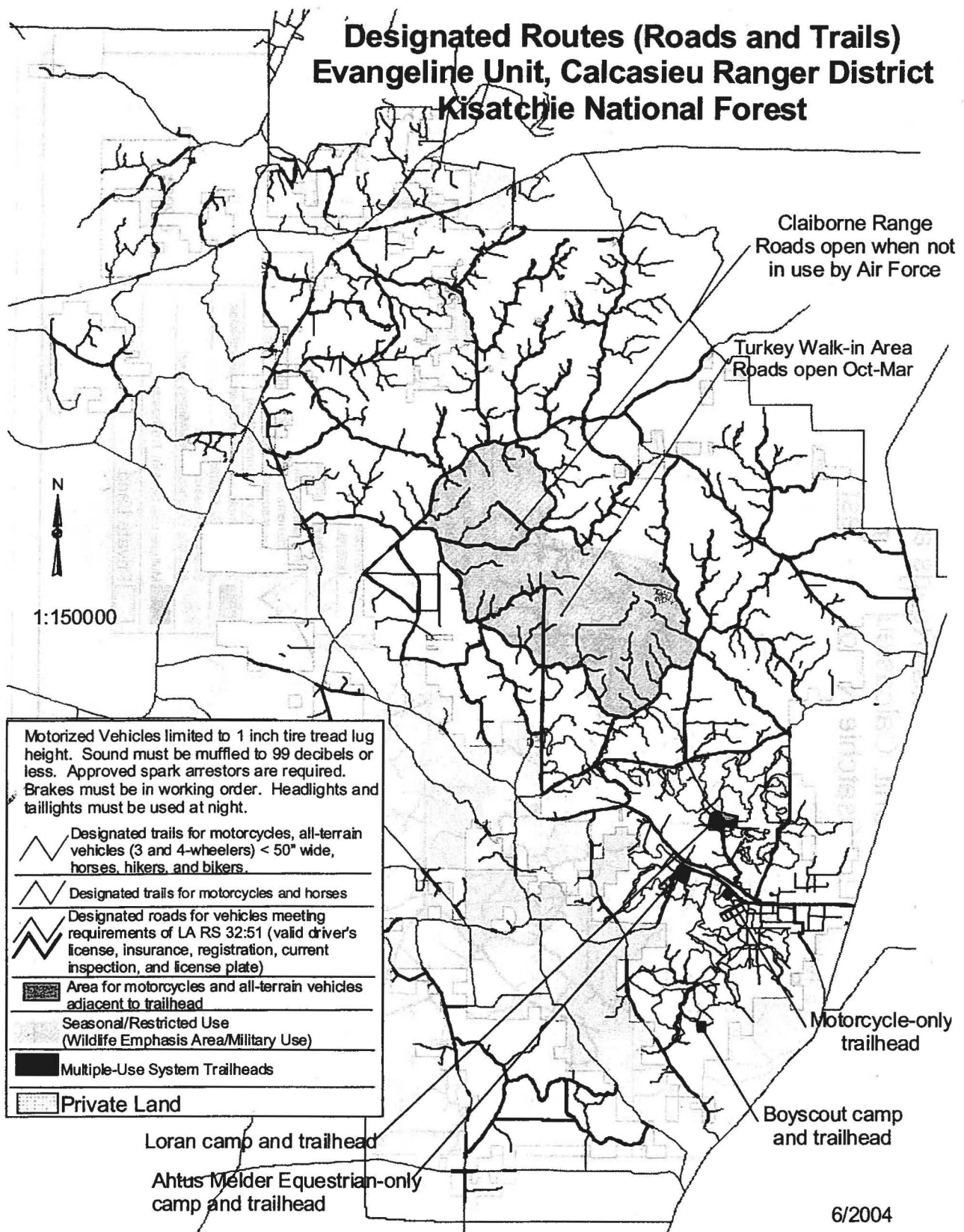
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Amendment 4 to the Revised Forest Land and Resources Management Plan for the Kisatchie National Forest (Forest Plan) for the Providing Off-Road Vehicle Management Environmental Assessment, Calcasieu Ranger District, November 2004.

Kisatchie Revised Plan Direction (Current)	Proposed Plan Change ¹ (Amendment 4)
Forest Plan Response to Recreation Issues	
<p>A variety of <i>recreation opportunity spectrum</i> (ROS) classes will be available; with greatest emphasis on roaded natural and semiprimitive motorized opportunities. Seventy-two percent of the Forest will be open to ORVS; while 28 percent will be closed year-round, seasonally, or due to military use, or restricted to designated trails only. [Plan, page 1-12]</p>	<p>A variety of <i>recreation opportunity spectrum</i> (ROS) classes will be available; with greatest emphasis on roaded natural and semiprimitive motorized opportunities. <i>Fifty-one</i> percent of the Forest will be open to ORVS; while <i>49 percent</i> will be closed year-round, seasonally, or due to military use, or restricted to designated trails only. [Plan, page 1-12]</p>
CHAPTER 3 FORESTWIDE STANDARDS AND GUIDELINES - RECREATION	
<p>FW-344: Allow the use of ORVS off of roads and trails except where specifically restricted or prohibited by law, regulation, Forest Plan, or Forest Supervisor order. Use of ORVS is restricted or prohibited in developed recreation sites; research natural areas; special interest areas; Saline Bayou National Scenic River corridor; Kisatchie Hills Wilderness; designated walk-in hunting areas; Stuart Seed Orchard; Breezy Hill no-entry artillery range; Fort Polk Intensive Use Area; Peason Ridge Intensive Use Area; U.S. Air Force Reserve Claiborne Bombing & Gunnery Range and safety fan; segments of special use utility rights-of-way on the Evangeline Unit and Kisatchie District; Louisiana pearlshell mussel habitat; RCW cluster sites and certain sensitive plant communities. In addition, use of motorized vehicles off designated routes is prohibited within the National Red Dirt Wildlife Management Preserve Area of the Kisatchie Ranger District. (KNF) (STANDARD)</p>	<p>FW-344: Allow the use of ORVS off of roads and trails except where specifically restricted or prohibited by law, regulation, Forest Plan, or Forest Supervisor order. Use of ORVS is restricted or prohibited in developed recreation sites; research natural areas; special interest areas; Saline Bayou National Scenic River corridor; Kisatchie Hills Wilderness; designated walk-in hunting areas; Stuart Seed Orchard; Breezy Hill no-entry artillery range; Fort Polk Intensive Use Area; Peason Ridge Intensive Use Area; U.S. Air Force Reserve Claiborne Bombing & Gunnery Range and safety fan; segments of special use utility rights-of-way on the Evangeline Unit and Kisatchie District; Louisiana pearlshell mussel habitat; RCW cluster sites and certain sensitive plant communities. In addition, use of motorized vehicles off designated routes is prohibited within the National Red Dirt Wildlife Management Preserve Area of the Kisatchie Ranger District <i>and on the Calcasieu Ranger District.</i> (KNF) (STANDARD)</p>

¹ Changes to current text are indicated by bold italics.

Designated Routes (Roads and Trails) Evangeline Unit, Calcasieu Ranger District Kisatchie National Forest



Designated Routes (Roads and Trails) Vernon Unit, Calcasieu Ranger District Kisatchie National Forest

