

Appendix E – Refinements to the Proposed Action for Scoping for Alternative B

The original Proposed Action addressed to some extent issues related to semiprimitive, nonmotorized recreation; elk habitat effectiveness; wetland impacts; and maintenance feasibility. The road system was reduced or altered in the original Proposed Action. The original Proposed Action enhanced riding opportunities for ATVs and UTVs by adding additional trails and by expanding their width to 62 inches. The original Proposed Action expanded the semiprimitive, nonmotorized setting areas to include the slopes west of Rico, the lower third of the Bear Creek drainage, and lands between County Road 38 (the West Dolores Road) and NFSR471. It took steps to address elk habitat effectiveness through springtime restrictions on motorcycle riding. It addressed livestock distribution issues and trail maintenance concerns by proposing to close Wildcat Trail to motorcycle use. Finally, the Proposed Action addressed both wetlands and maintenance feasibility on Ryman Creek Trail by eliminating motorcycle use entirely and decommissioning a section of the Trail in order to prohibit all types of use.

Additional field review during the summer of 2015 uncovered a need to revise some aspects of the Proposed Action. The following refinements were made to Alternative B (Proposed Action).

1. Additional barriers were proposed for the headwaters of Fish Creek because current signing has not been effective in preventing off trail travel.
2. Proposals to allow future realignments up to ¼ mile were reduced to allow future realignments up to 500 feet. In addition, the situations where realignments would be conducted were described in more detail.
3. The north terminus of NFSR149 was closed in response to field reviews that discovered wetland impacts.
4. NFSR528B and B1 in the Bolam Pass/Tin Can Basin area were changed to propose converting this roads to single track trails in order to address wetland impacts.
5. Based on field reviews additional realignment and trail development proposals were created for the northern 4 miles of the Calico Trail to address wetland impacts.
6. Based on additional field reviews trail realignments to address wetland impacts were added to the East Fork Trail.
7. NFSR 358 proposed to be closed in the proposed action was changed back to an open road except for this last ¼ mile which would be decommissioned. This was in response to comments and field reviews.
8. NFSR 208 proposed to be open in the proposed action was changed to close and decommission approximately ½ of the road in response to public comment field review of impacts to meadows. The most popular dispersed camping areas would be maintained.

9. Based on comments and additional IDT discussion a timing restriction on ATV/UTV trails was added to Alternative B and would be the same as the motorcycle timing restrictions. No timing restrictions were applied to roads in the proposed action for scoping nor Alternative B.
10. Fen locations adjacent to roads were identified as places where parking a motor vehicle for dispersed camping should be prohibited, to discourage camping at the fen site.
11. As a result of field reviews minor adjustments were made to the ML1 roads proposed as unneeded and for decommissioning.
12. An error in the Proposed Action for Scoping document was corrected. The Groundhog Stock driveway does is not located on Black Mesa.
13. Based on field reviews that discovered extensive wetlands, the proposal for an ATV/UTV trail on NFSR496 Other refinements to the Proposed Action included removing OHV trail designations on NFSR496 and 422A, keeping NFSR358 open, and closing NFSR208 due to road conditions and evidence of dispersed camping. After further discussion about trends in elk habitat, Adaptive Management Actions were added.
14. Ultimately, the ID Team decided not to carry forward most of the proposals in the original Proposed Action for new nonmotorized trails in order to keep the focus of analysis on motor vehicle roads and trails. A few nonmotorized trails were carried forward in the analysis because they were directly tied to changes in motor vehicle use, or they are currently on-the-ground and managed for nonmotorized use.
15. A proposal to remove the culvert on NFSR 547 where it crosses Spring Creek was added in order to remove a barrier to native fish passage.
16. The Proposed Action for scoping proposed to manage the Spring Creek trail for motorcycle use. Field reviews concluded that trail developments necessary to prevent siltation of the creek would be extremely difficult because of the location of the trail in the deeply incised drainage. Therefore Alternative B was refined to keep the Spring Creek trail as a nonmotorized trail. Additional field reviews resulted in alternate trail connection that used only a portion of the Spring Creek drainage and this option was added to Alternative C.
17. The location of the closure point on NFSR692 was adjusted to take advantage of an area large enough to provide a turnaround. The proposed 1 mile of decommissioning was in error and was adjusted to .62 miles of decommissioning.
18. The proposed trailhead on NFSR423 was not carried forward in Alternative B and not analyzed in detail.
19. Although the proposed action for scoping proposed a motorcycle connection on the Morrison trail, this was later refined in alternative B to be nonmotorized. Additional review of the easement for this area prompted this change.

The adjusted listed above were carried forward as *Alternative B (Proposed Action)*. The proposed action is not synonymous with preferred alternative.