

Summary Rationale Checklist for Proposals Set Aside															
Proposal ID#	Map #	Disposition	Rationale Summary Checklist	Too Generic	No Change Proposed	New construction/reconstruction	User-created route	Conflicts w/ adjacent travel mgmt	No right-of-way/easement	Addresses winter (oversnow) travel	Recreation Issues	Environmental Issues: Soil	Environmental Issues: Aquatics	Environmental Issues: Wildlife	Operational Issues
1000	2	Advanced	Designation of the Chilco Mountain Trail System (Trail 14) would change from motorcycle use to nonmotorized use only. These trails are badly damaged and difficult to maintain due to their steepness, which is having detrimental resource impacts (soil erosion and rutting). Road 918 provides access to private land and cannot be closed to motorized use. Would require special use permit to close to public motorized use and would require the installation of a gate for private access.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1001A	1	Set Aside						✓							
1001B	4	Set Aside	Addresses winter travel on Road 1575. It is already closed to motorized travel in the summer.							✓					
1002	4	Set Aside	Addresses winter travel on Road 614 (proponent wants no traffic in the fall so road will not erode, rut out, and be difficult to groom for cross country ski trail). It would be hard to maintain a closure on this.							✓					✓
1003	1	Set Aside	Recreation Issues: Investments have been made to improve this trail, there has been growing demand for motorized use on this trail and there are long-standing agreements in previous travel planning efforts to keep this trail open to single track motorcycle use. Past collaboration efforts in 1998 through 2001 resulted in agreement to keep Trail 20 (CDA National Scenic Trail) reserved for non-motorized use and leave Independence Creek Trail open to motorcycle use. Our team at this time feels that one primitive area with motorized use and one primitive area (National Scenic Trail 20) with non-motorized use is a balance and still is a good strategy today.								✓				✓
1004	2	Advanced	Designation of the Chilco Mountain Trail System (Trail 14) would change from motorcycle use to nonmotorized use only. These trails are badly damaged and difficult to maintain due to their steepness, which is having detrimental resource impacts (soil erosion and rutting).	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1005	5	Set Aside	Operational Issues: Trail 16 is already a well establish ATV trail with a 10-year commitment through grants providing maintenance. The team believes this should continue to open to ATV's providing this recreation opportunity.												✓
1006A	4	Set Aside	Wildlife Issues: Cuts through wildlife security. Effects of motorized traffic on roads and trails include loss of wildlife habitat security, displacing wildlife from preferred habitats, interfering with bird nesting, reducing survival of bull elk and bucks during hunting seasons, roadkills, and habitat loss from spreading weeds. Recreation Issues: A dead-end trail; does not form a loop.								✓			✓	

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1050	n/a	Set Aside	Would utilize main road systems. A very general proposal to close a large block of open system roads. These are key routes for the public and for Forest Service administrative use. Many other road closures are in place and these should stay in place as open for multiple use opportunities.											
1051A	1	Set Aside	Uses existing roads open to all motorized. Wildlife reasons, Goshawks, fisher and Lynx habitat and security negative effects due to its location.											✓
1051B	3	Advanced	Two overlapping loop trails would provide access to ATVs and motorcycles using Trails 1518 and 329. The middle route (common to both loops) intersects wildlife security habitat and would be more impactful than if just one larger loop were made.	▶	▶	A	D	V	A	N	C	E	D	◀ ◀
1052	3	Advanced	Two overlapping loop trails would provide access to ATVs and motorcycles using Trails 1518 and 329. The middle route (common to both loops) intersects wildlife security habitat and would be more impactful than if just one larger loop were made.	▶	▶	A	D	V	A	N	C	E	D	◀ ◀
1053	2	Set Aside	Environmental Issues: Would deplete wildlife security in an EHU where security is already low. Cuts through wildlife security; Effects of motorized traffic on roads and trails include: loss of wildlife habitat security, displacing wildlife from preferred habitats, interfering with bird nesting, reducing survival of bull elk and bucks during hunting seasons, roadkills, and habitat loss from spreading weeds. The Forest Plan standard requires us to evaluate wildlife security using methods described by Leege, 1984, which gives guidance for 20% security within a geographic area. This number is not explicitly required by the Forest Plan as a goal; but is still a valid tool used today to indicate which Elk habitat Units are being impacted the most by motorized traffic.											✓
1054	2	Set Aside	Environmental Issues: Would deplete wildlife security in an EHU where security is already low. Cuts through wildlife security; Effects of motorized traffic on roads and trails include: loss of wildlife habitat security, displacing wildlife from preferred habitats, interfering with bird nesting, reducing survival of bull elk and bucks during hunting seasons, roadkills, and habitat loss from spreading weeds. The Forest Plan standard requires us to evaluate wildlife security using methods described by Leege, 1984, which gives guidance for 20% security within a geographic area. This number is not explicitly required by the Forest Plan as a goal; but is still a valid tool used today to indicate which Elk habitat Units are being impacted the most by motorized traffic.											✓
1055	3	Set Aside	Would require new construction... beyond the scope.			✓								
1056	3	Advanced	Currently closed to motorized use, this would open the route to ATVs. Although it would cut through a wildlife security area, it's in an EHU where the habitat is above recommended levels.	▶	▶	A	D	V	A	N	C	E	D	◀ ◀
1057	2	Advanced	Roads 258UL and 379 are currently designated as closed to motorized use. This designation would change so that both routes are available for motorized use. This would provide an ATV route to Cascade Inn during the summer months; currently ATVs have to share an open road with full-sized vehicles. Road 379 is already open; only Road 258UL would need to be opened.	▶	▶	A	D	V	A	N	C	E	D	◀ ◀

1058	2	Set Aside	Would require new construction on 1058, widening and new connection route construction.			✓								
1059	2	Set Aside	Environmental Issues: aquatic impacts. This old road proposed for an ATV trail access riparian areas. Stream bank damage and stream crossing, at failed culvert requires more analysis or possible re-route to make feasible. Also a land slide at upper end need work or re-routing to make safe.			✓						✓	✓	
1060	4	Advanced	The designation of the trail from Bumblebee Meadows to Bumblebee Peak would change from "closed" to "open to motorized use for ATVs and motorcycles." This would be a beneficial change to the recreation trail system and would reduce the damage that is occurring in Bumblebee Meadows. Wildlife habitat security in this Elk Habitat Unit is sufficient to absorb the impact of the open trail.	▶	▶	A	D	V	A	N	C	E	D	◀
1061	2	Advanced	Will address seasonal closure issue later in Environmental Analysis.	▶	▶	A	D	V	A	N	C	E	D	◀
1062	2	Set Aside	In a Rocky Mountain Elk Foundation cooperative project area in Deerfoot Area. Environmental Issues: Cuts through wildlife security; Effects of motorized traffic on roads and trails include: loss of wildlife habitat security, displacing wildlife from preferred habitats, interfering with bird nesting, reducing survival of bull elk and bucks during hunting seasons, roadkills, and habitat loss from spreading weeds. The Forest Plan standard requires us to evaluate wildlife security using methods described by Leege, 1984, which gives guidance for 20% security within a geographic area. This number is not explicitly required by the Forest Plan as a goal; but is still a valid tool used today to indicate which Elk habitat Units are being impacted the most by motorized traffic.										✓	
1063	2	Advanced	Uses Road 625, then a BPA access road to provide a trail in the Hayden Creek area where there are few motorized trail systems and a significant problem with increased motorized use. This would be close and easy access to an urban area, and the increased availability of motorized trails would help reduce the damage done by illegal use.	▶	▶	A	D	V	A	N	C	E	D	◀
1064	3	Set Aside	Would require reconstruction on Road 950 (there is a temporary closure on this route due to an 8-foot culvert failure).			✓								
1065	1 & 3	Advanced	A trail that is currently designated for motorcycle use could be made available to ATVs as well, without reconstruction. The route leads to a viewpoint at Hullamman Peak. From there, old roads would be designated for ATV use down to Road 412 in Shoshone Creek drainage.	▶	▶	A	D	V	A	N	C	E	D	◀
1066	1	Set Aside	Proposal addresses Road 948 at Sentinel. The proposal would require 1/4 mile construction to connect Roads 6543 and 948.			✓								
1067	3	Advanced	Road 600 and its' spurs would be designated as a trail system available to ATVs and motorcycles. This would provide access to several dispersed recreation sites, with a nice loop in the Spion Cob area.	▶	▶	A	D	V	A	N	C	E	D	◀
1068	2	Advanced	This would provide a good connection between Bottom Creek Road 612 and the Little North Fork Road 209.	▶	▶	A	D	V	A	N	C	E	D	◀

1069	2	Advanced	With proposals 1087 and 1089, this would make a good connection between trails in the Flora Miller area.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1070	2	Advanced	High in the drainage, this is a good opportunity to continue the trail system while reducing impacts to aquatic resources. Under Proposal 1059, Road 209 would be abandoned; Proposal 1070 would provide a connection from Horse Haven to the 1560. This uses open roads forming a large loop from Horse Haven .	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1071	4 & 2	Advanced	This proposal would provide a good connection for ATVs from Breakwater to the Fourth of July Trail 413.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1072	2	Advanced	This would open an old road from Lavern Saddle to Hemlock Creek, allowing ATVs and motorcycles to access the area without traveling on Road 793, which is open to full-sized vehicles.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1073	5	Set Aside	Forest Capitol wants a long term special use permit and the Forest Service is pursuing a small timber sale this year. This small sale would be the tool to get administrative access at this point.												
1074	2	Set Aside	Would require new trail construction to make it ATV trail. It is being used illegally now but its steep and badly eroded. More ATV use in this condition would make it worse.			✓									✓
1075	2	Set Aside	Would require new trail construction to make it ATV trail. It is being used illegally now but its steep and badly eroded. More ATV use in this condition would make it worse.			✓									✓
1076	2	Unknown	This would eliminate seasonal restrictions on Skitwish Ridge Trail 2320.	I	N		Q	U	E	S	T	I	O	N	
1077	2	Set Aside	This proposal would require new culverts, creating ground disturbance; the road has washed out into Iron Creek. (Same as proposal 1070.)			✓									
1078	2	Set Aside	Environmental issues: aquatic impacts. This old road proposed for an ATV trail access riparian areas. Stream bank damage and stream crossing, at failed culvert requires more analysis or possible re-route to make feasible. Also a land slide at upper end need work or re-routing to make safe.												
1079	2	Set Aside	Proposal would re-open Road 544 for all motorized uses, requiring new construction and/or reconstruction. The project team believes it is not necessary to have this road for a backbone system road. Adequate access is already provided with the existing road system in this area.							✓					✓
1081	2	Set Aside	No connection near Honeysuckle Campground. Stream crossing on Sands Creek where a large culvert was removed and road obliterated. This trail would require ground disturbance and a design of an armored ford. Provides a nice loop around Monument Peak on old midslope roads that are open and drivable. Could begin and end this loop trail from Honeysuckle Campground. Uses a short piece of open Road 1605.			✓						✓	✓		

1299	5	Set Aside	The proposed route in the Willow Creek area would dead end in a non-jeep route system at Lookout Ski Area.				✓		✓					✓	
1300	5	Advance	The former Trail 133 is already open to only motorcycles, but could be converted to a jeep trail.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1301	4	Set Aside	Motorized use is already allowed seasonally, and does not exclude other motorized uses. Seasonal restrictions have yet to be assessed.											✓	
1302	3	Set Aside	East Fork Eagle was a watershed restoration project in 1997 where the bottom road was removed and recontoured. Not suitable and would require that decommissioning work be reversed.												
1303	5	Set Aside	No easements in Weyer Gulch.					✓							
1304	see binder	Set Aside	This trail was abandoned several years ago and major reconstruction would be required. Currently its not closed to bikes but we realize some major work, clearing down logs would have to occur before it could be ridden. This work is beyond our budget and does not fall within our have high priority recreation projects. Volunteer commitments through Challenge cost share could be an option for the future.			✓								✓	
1305	see binder	Set Aside	No documentation or mapped proposal. Requires construction.	✓		✓									
1306	see binder	Set Aside	Connection Trail requires construction and need separate analysis.			✓									
1307	see binder	Set Aside	Connection Trail requires construction and need separate analysis			✓									
1308	see binder	Set Aside	Connection Trail requires construction and need separate analysis			✓									
1309	see binder	Set Aside	Connection Trail requires construction and need separate analysis			✓									
1310	see binder	Set Aside	Connection Trail requires construction and need separate analysis			✓									
1311	3	Advanced	Road 534-SC is currently designated as closed to motorized use. This proposal would change the designation so that the route is open to all motor vehicles to provide a shorter route to Cascade Saddle, and to address maintenance needs. Because the curves are tighter on the short cut, trailers and large vehicles would still need to use the longer route (Road 534), which has wider corners.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1312	1 & 4	Set Aside	Road is already designated for motorcycle use and is gated year round. This leads to Road 2378 which accesses the Facet Peak repeater site. Administrative access only is necessary for our current management of the repeater site. In the White Peak area, this is an ATV trail that is also open to motorcycles. We are not aware of any conflicts between these two user groups on this trail at this time.											✓	
1313A	1	Advanced	Bear Creek Trail 323 is not maintainable as a motorized route due to steepness; the trail is trenched and resulting in environmental damage. As non-motorized, this trail provides a good opportunity for renters at Magee Cabin to access a non-motorized trail.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1313B	1	Advanced	Under this proposal, Road 407 (to its intersection with Road 323) and Snowbird Meadows Trail 956 (and its' spurs) would be open to all motorized vehicles.	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1515	5	Advanced	Experimental Draw has a dead end ATV trail. To gain back wildlife security in this EHU and looking for less desirable non connecting loops to eliminate.	▶	▶	A	D	V	A	N	C	E	D	◀	◀

1516	2	Advanced	<p>These are "concept" ATV trails in the Iron Honey area (Road 1560 series). They are not driveable and require work at culvert crossings. No public has approached the FS to develop these and this allows other public proposals for new motorized routes to move forward.</p>	▶	▶	A	D	V	A	N	C	E	D	◀	◀
1517	3	Advanced	<p>These are "concept" ATV trails in the Road 6300 series. They are not driveable and require work at culvert crossings. No public has approached the FS to develop these and this allows other public proposals for new motorized routes to move forward.</p>	▶	▶	A	D	V	A	N	C	E	D	◀	◀