

ERRATA SHEET

South Belts Travel Plan Environmental Assessment

February, 2008



This document identifies and corrects errors and omissions and identifies new information for the Environmental Assessment prepared for the South Belts Travel Plan.

Alternative Map Errors:

1. Alternative 2 Route 139-H2

Map shows this route open to motorized use 5/15-12/1 with the exception of a small fragment on the western end where it connects with NS3.

Map should show the entire segment open to motorized use 5/15-12/1, including the fragment that connects to NS3. This has been corrected on the decision map, Alternative 2 Modified January 2008.

2. Alternatives 1 and 2 maps for 4190-C1

Alternative maps incorrectly show this route segment as closed yearlong. This route segment should be shown as open 5/15-10/15 in both alternatives.

The decision map for Alternative 2 Modified shows this route correctly.

3. Labeling of Route 105 - Omission

Alternatives 1 and 2 maps do not have a label on route 105 from the crest of Grassy Mountain to its junction with trail 123. This has led to confusion in discussions about these routes.

The map label has been added to the decision map for Alternative 2 Modified to provide clarity with respect to the modification to Alternative 2.

4. Alternatives 1 and 2 maps – Power Line north of Dry Creek

Power line north of Dry Creek is located incorrectly and should be located just north of where it is displayed on the map.

This adjustment to the decision map, Alternative 2 Modified has been made.

Environmental Assessment Errors, Omissions, New information

1. Appendix A. Routes by Alternative

Page 95 – Route NS 49- Described open in Alternative 1 and Closed in Alternative 2.

This entry should also include NS 50 as closed in Alternative 2. NS 50 is the other small segment highlighted orange in Section 4 on the Alternative 2 map.

2. Appendix A. Routes by Alternative table

Page 95 – Route 105 from top of Grassy Mountain west to junction with trail 123 is described as open in Alternative 1.

This entry should read Road Closed in Alternative 1, consistent with the map for Alternative 1.

3. Appendix A. Routes by Alternative table

EA page 12 - Table 2.1- In the column labeled 'Change made to become part of Alternative 2' there is a statement in brackets (No change from existing) in several of the blocks.

This should be disregarded as the description of the routes between Alternatives 1 and 2 are clearly different.

4. EA, page 46 Fisheries

Fish field survey work in November 2007 identified that fish occupy about 0.5 miles of Greyson Creek on National Forest lands within the project area. Fish field sampling was ongoing during the production of the South Belts Travel Plan which was distributed on November 14, 2007. The populations occupying this portion of Greyson Creek include westslope cutthroat trout (wsct) and brook trout. Helena Forest fish biologists have recommended further investigation of the wsct for genetic testing to determine whether this population is pure or hybridized (January 29, 2008 Memo prepared by Helena Forest Fisheries Biologist Archie Harper).

The EA, page 46 should identify that there are 52.9 miles of stream occupied by trout in the South Belts Travel Plan area, instead of 52.4 miles.

5. EA, pages 50, Table 3.14 Road Stream intersections per Fishery Stream, and page 51, Table 3.15 Roads within 100 feet of channel that is a Fishery Stream

Tables 3.14 and 3.15 on pages 50 and 51 of the EA do not include Greyson Creek as a fishery stream.

The EA includes with this information an additional 3 stream road intersections with the inclusion of Greyson Creek as a fishery, and there is an additional 0.8 miles of road within 100 feet of a fishery stream with the inclusion of Greyson Creek in the existing condition (Alternative 1).

6. EA, page 56, Table 3.18 comparison of open vs. closed miles of road within 100 feet of streams in the South Belts Travel Plan area by Alternative, and page 57, Table 3.19 Comparison of open vs closed stream road intersections on fishery streams by alternative

Tables 3.18 and 3.19 do not include Greyson Creek as a fishery stream.

The following table information represents the new information related to fisheries in Greyson Creek to be incorporated as part of the analysis in the EA:

Addition to Table 3.18 - Comparison of open vs. closed miles of road within 100 feet of Greyson Creek in the South Belts Travel Plan area, by Alternative

Stream	Miles of road within 100 ft.- Alt. 1	Miles of road within 100 ft. - Alt. 2	Net change with Alt. 2
Greyson Creek	Open road – 0.8 miles Closed road - 0.0 miles	Open road – 0.6 miles Closed road – 0.2 miles	-0.2 miles

Addition to Table 3.19 - Comparison of open vs. closed stream-road intersections on streams in the South Belts Travel Plan area, by Alternative

Stream	Stream-road Intersections Alt. 1	Stream-road Intersections Alt. 2	Net change with Alt. 2
Greyson Creek	Open road – 3 Closed road - 0	Open road – 3 Closed road – 0	none

7. EA, page 59, Conclusions, Fisheries

As a result of the new fisheries information in the additions to Table 3.18 above, the project area totals for miles of road within 100 feet of a fish bearing drainage shows an increase in total road miles (open and closed) from 25.3 miles to 26.1 miles in Alternative 1 (January 29, 2008 Memo prepared by Helena Forest Fisheries Biologist Archie Harper). The resulting project area totals for Alternative 2 change from a net change of 0.9 miles closed within 100 feet of a fishery stream to a net reduction of 1.1 miles closed in Alternative 2. These conclusions do not change with the modification identified in the Decision Notice for road105.

As a result of the new fisheries information in Addition to Table 3.19 above, the project area totals for stream road intersections changes from 109 to 112 intersections for both Alternatives 1 and 2 (January 29, 2008 Memo prepared by Helena Forest Fisheries Biologist Archie Harper). This is a 2.7% increase in the number of stream road intersections and is not considered a significant enough change to prepare a supplement to the EA. There is no change to these conclusions with the Alternative 2 modification to route 105.